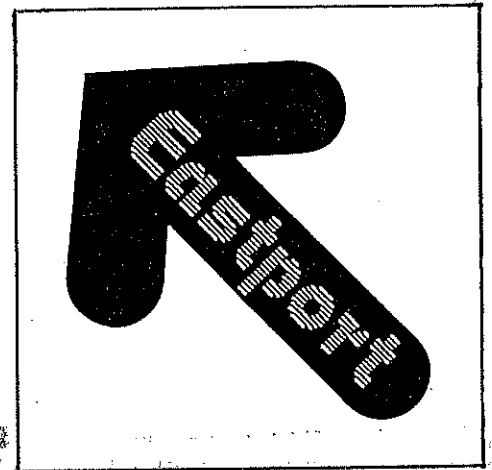
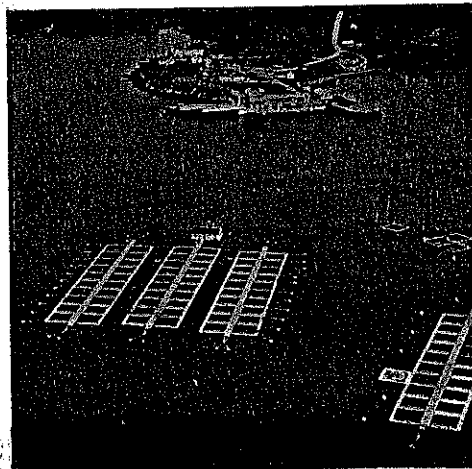
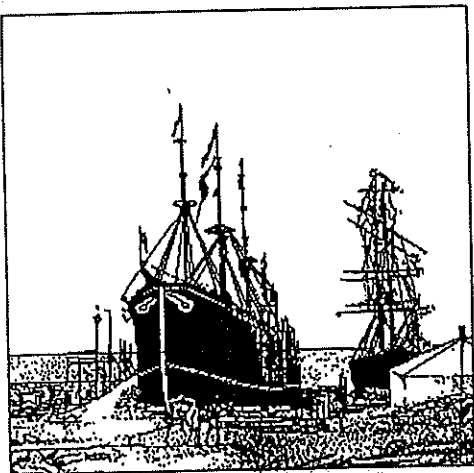
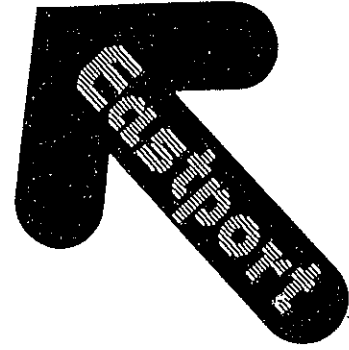


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A GREATER EASTPORT TOMORROW

THE 1995 COMPREHENSIVE CITY PLAN





*When a man does not know
what harbor he is making for,
no wind is the right wind.*

-- Seneca, first century Roman philosopher

A GREATER EASTPORT TOMORROW THE 1995 COMPREHENSIVE PLAN

Prepared by the Eastport Planning Board and
the Eastport Comprehensive Plan Committee:

*Chauncey Bowden
Langford Crowell
Linda Emery
Douglas Hatfield
George Lehigh
Ed Martin
Pete Small
Donald Sutherland
Robert Vogelsberg
Charles Wellman*

Consultant

Lanier C. "Nick" Greer



A GREATER EASTPORT TOMORROW

THE 1995 COMPREHENSIVE PLAN SUMMARY

The Eastport Comprehensive Plan Committee worked with many groups, individuals, and organizations to prepare a new comprehensive plan for the City. The plan is the key to meeting the requirements of Maine law that every city and town have a "certified growth management program" in order to be eligible for certain grant funds and to be able to continue regulating uses of the land.

The Committee believes the City should plan for the future for the same reasons that successful and thoughtful individuals, families, businesses, organizations and municipalities have *always* made plans: to meet change they expect, to accomplish things they want, and to avoid things they don't want.

Eastport (and the rest of the world) have experienced major changes in recent years: Schooners have been replaced by 18 wheelers and airplanes. New businesses have opened (and others closed). Change can not be stopped but it can be controlled so the City remains (or becomes) the way its people want it. The City's people can decide how they want Eastport to be in the future and what steps to take to ensure that happens or just let it grow like Topsy. If change is ignored, it won't go away.

The goal of the plan is to promote growth, development, and jobs while maintaining the unique character and quality that is "Eastport".

Policies concerning how to reach the goal are included in the plan. They Are . . .

1. Actively encourage compatible commercial and industrial development
2. Help commerce and industry obtain necessary facilities and services
3. Guide development to areas with appropriate types of soils
4. Separate new incompatible land uses, guiding each to its best location
5. Coordinate city development activities with those of Regional and State agencies
6. Work to reduce or eliminate ocean pollution
7. Improve management of shellfish resources to expand them; reopen clam flats
8. Resolve conflicts between present and potential harbor uses
9. Reserve for ocean-dependent uses the locations best suited for them
10. Support high quality primary and secondary education
11. Protect deserving natural areas
12. Raise awareness of historic and archeologic resources
13. Encourage meeting housing needs of seniors and those with lower incomes
14. Support health care infrastructure
15. Support transportation system improvements
16. Upgrade and expand parks and recreation facilities
17. Budget funds annually to adequately maintain City facilities
18. Develop long-range capital improvements program, review annually

19. Take advantage of State and Federal financial assistance programs
20. Make Eastport an affordable and desirable place to live, work and raise a family
21. Cooperate with other communities on concerns and issues crossing boundaries
22. Work to maintain air quality.

Action steps to carry out the policies and achieve the goal

The wide variety of action steps which can be taken by the City, by other public agencies, or private groups and individuals are an important part of the plan. They are in three priority groups . . .

CRITICAL ACTIONS. Planning or implementation should begin now

IMPORTANT ACTIONS. Action can wait one or two years

LONGER RANGE ACTIONS. Action can be deferred.

Together the proposals are an action plan for the City of Eastport. This isn't a fixed and final plan because priorities, details and ideas will change over time. The cost of the actions will range from only a few dollars to several million. Some will not cost much money, but all will require a commitment of many hours of time and effort - most projects will also require on-going expenditures for maintenance and up-keep.

PRIORITY 1 -- Critically needed projects

1. UTILIZE VACANT BUILDINGS
2. BUSINESS EXPANSION.
3. INDUSTRIAL DEVELOPMENT.
4. PORT DEVELOPMENT.
5. AFFORDABLE HOUSING.
6. AQUACULTURE INDUSTRY.
7. CAPITAL IMPROVEMENT PROGRAM.
8. SOLID WASTE MANAGEMENT.
9. SCHOOL IMPROVEMENTS.
10. SENIOR SERVICES.
11. MARINE RESOURCES.
12. ACCESS TO SEA.
13. FACILITY MAINTENANCE.
14. GRANTS.
15. DRINKING WATER.

PRIORITY 2 -- Important projects

16. GUIDE GROWTH.
17. DATA AND INFORMATION.
18. SUMMER PEOPLE.
19. HOUSING FOR ELDERLY & LOW-INCOME.
20. STREET IMPROVEMENTS.
21. COST EFFICIENT SERVICES.
22. IMPACT FEES.
23. CLEAN UP CAMPAIGN.
24. RECREATION.

25. RECREATIONAL BOATING.
26. INNER BASIN.
27. MOORING AREAS.
28. MARINE TRADES CENTER.
29. SHACKFORD HEAD.
30. NATURAL AREAS.
31. HISTORIC RESOURCES.
32. VIEWS.
33. REGIONAL COORDINATION.
34. CITY ORDINANCES.

PRIORITY 3 -- Longer range projects

35. FREE TRADE ZONE.
36. HIGHWAY TO ESTES HEAD.
37. RAIL YARD.
38. WATERFRONT WALKWAY
39. CITY LANDFILL.
40. SWIMMING POOL.
41. TIDAL ENERGY.
42. ARCHEOLOGICAL RESOURCES.
43. INTERPRETIVE SIGNS.
44. WOODLOTS AND FARMS.
45. WALKING TOURS.
46. AIR QUALITY

Realistically, not all of these actions can be taken at the same time. However, considering the City's past successes, it is reasonable to expect that many will be completed before the end of the century, and that they will lead to

A GREATER EASTPORT TOMORROW

A GREATER EASTPORT TOMORROW

THE 1995 COMPREHENSIVE PLAN

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1

2

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Introduction

The Eastport Comprehensive Plan Committee has worked with many groups, organizations and individuals to prepare this comprehensive plan - a blue-print for

A GREATER EASTPORT TOMORROW

The Committee did this for two reasons:

1. Maine law requires every city and town to prepare or up-date its comprehensive plan so it conforms with State guidelines - and the State provides grants for three-quarters of the cost! If the City fails to have a certified growth management program*:

It will be ineligible for Community Development Block Grant funds

It will be ineligible for recreation and open space land acquisition grants

The City's land use regulation ordinance will become invalid

... and the trend seems to be for the State to add more consequences rather than remove any of these.

2. The second reason the Committee has prepared this plan is: It believes the City should plan for the future for the same reasons that successful and thoughtful families, individuals, businesses, organizations and municipalities have *always* made plans:

to meet change they expect,

to accomplish things they want, and

to avoid things they don't want.

Eastport (and the rest of the world) have experienced major changes in recent years: Schooners have been replaced by 18 wheelers and airplanes. There is next-day delivery of almost anything to almost anywhere. There is no longer a wait of weeks for news from Boston or New York (or a wait of months for news from Europe). New businesses have opened (and others closed).

Change can not be stopped but it can be controlled so the City remains (or becomes) the way its people want it. They can decide how they want Eastport to be in the future and what steps to take to ensure that happens or **just let it grow like Topsy**. If change is ignored, it won't go away.

The Committee began preparation of the plan began by meeting with groups and individuals and holding public meetings to hear what people want, and what their priorities are. No city has the time or money to meet all of its needs at once. Part of planning is deciding **which needs to meet first and how meet them**.

Change can't be stopped, but can be controlled by the City's people working together for **A GREATER EASTPORT TOMORROW** - that is what planning is about.

*The comprehensive plan is the key element of this program. Also required are: implementing program for the plan, zoning ordinance, capital improvement program, and a certified code enforcement officer.

Background

A. WASHINGTON COUNTY . . .and its past

LOCATION AND NATURAL FEATURES

Washington County is strategically located, linking New England and the Canadian Maritimes. It is half-way between Bangor and St. John, half-way between Boston and Halifax.

Larger than the states of Delaware and Rhode Island combined, Washington County originally extended north almost to the St. Lawrence River, including what is now Aroostook County, and extended east to include what is now Charlotte County New Brunswick. The county lies mid-way between the equator and the north pole - the 45th parallel is located by a stone marker on Route one in Perry.

The County is a nature-lovers paradise: the bald eagle and osprey are common, as is the Atlantic salmon. There are 25 lakes over 1,000 acres in size in the County which, together with its rivers, provide excellent canoeing, fishing, and other recreational opportunities. The vast forests provide limitless hiking, camping, and hunting. The County has 931 miles of unspoiled Atlantic coastline.

Campobello Island, the summer home of president Franklin Delano Roosevelt, is now an unique international park of 2,600 acres. FDR once said of Washington County: "There is a charm in that section of the country which can not be duplicated anywhere else."

A FEW HISTORIC FACTS

The descendants of the last pre-European settlers of the area, the Passamaquoddy Indians "The People of the Dawn" have reservations at Pleasant Point and Indian Township.

The first European settlement north of St. Augustine Florida was established in 1604 by Samuel de Champlain and Sieur de Monts on St. Croix Island just off what is now the town of Robbinston.

Fort O'Brien in Machiasport was constructed in 1775 to protect Machias Bay. The first naval engagement of the Revolutionary War was fought in Machias Bay when the British schooner "Margaretta" was boarded and captured.

A Post Road from Passamaquoddy to St. Mary's Georgia was established by act of Congress effective June 1, 1794. Five years later the "road" east of Machias was still only a path marked by spotted trees. Mail was carried once every two weeks by a man on foot.

During the war of 1812 Washington County was disputed territory. The British occupied Fort Sullivan in Eastport for four years, and Fort O'Brien for one.

The second railroad in the state carried lumber from Whitneyville to waiting schooners at Machiasport beginning in 1840, but the County was not linked to the outside world by rail until 1896. Ships, both sail and steam, were thus extremely important to the expanding towns of the county. There were scheduled runs to New York, Boston, Halifax, St. John, and Portland. Shipbuilding became an important industry: in a period of fifty years, over 2,000 vessels were built in county towns.

During the Civil War, although all of the serious fighting occurred far beyond the boundaries of Maine, there was action off the coast. A contemporary newspaper pointed out that: "Maine has an immense property interest in navigation. The keels of her thousands of ships vex the waters of all the seas around the globe. It is all-important that they should be protected and our numerous but unprotected harbor into which they bow their welcome returns should be fortified...." Recognizing this need, the government ordered the defenses of the coast strengthened, including garrisoning Fort Sullivan and Fort O'Brien. The effect of the war on ordinary people in Washington County is summed up by Lura Beam of Marshfield in **A Maine Hamlet**: "The Civil War made everybody poor for a long time. Families were scarred for forty years afterward by the illnesses the fathers brought back, by the mortgages, the high cost of bare subsistence, the memories. Yet with recovery a post-Civil War boom came...."

Lumber exports were the major business of the County in the years following the Revolution. Fishing, especially sardine packing, became a major industry by the end of the nineteenth century, peaking during World War II and declining afterward. Important sources of income for the county's residents now include: Lobstering and clamming, growing and processing wild blueberries, tipping and wreath making, Georgia Pacific's mills in Woodland, and the newest major industry - aquaculture.

MAJOR STRENGTHS TODAY

Major strengths of Washington County were listed at a State-convened 1994 Citizen Forum on Economic Development as:

- The Port of Eastport

- University of Maine at Machias

- Washington County Technical College campuses at Calais and Eastport

- Natural features

- Cobscook Bay State Park,

- Moosehorn National Wildlife Refuge

- St. Croix Island historical site

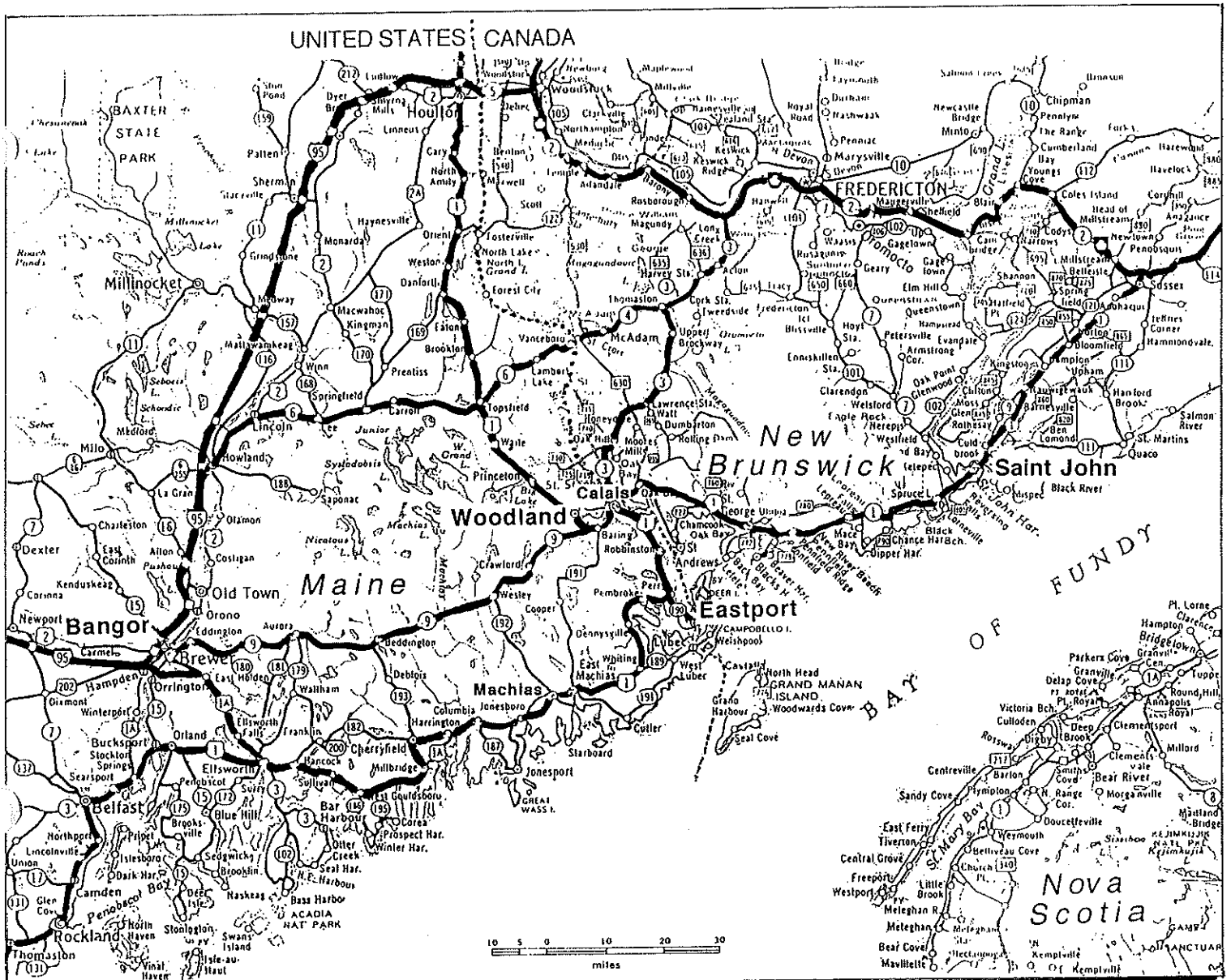
- The Passamaquoddy Tribe

- Work ethic of the people

- The feeling of community

- Location on the Canadian border

And perhaps the most important strength: Washington County is seen by its residents and by people "from away" as unspoiled - Maine the way it used to be.

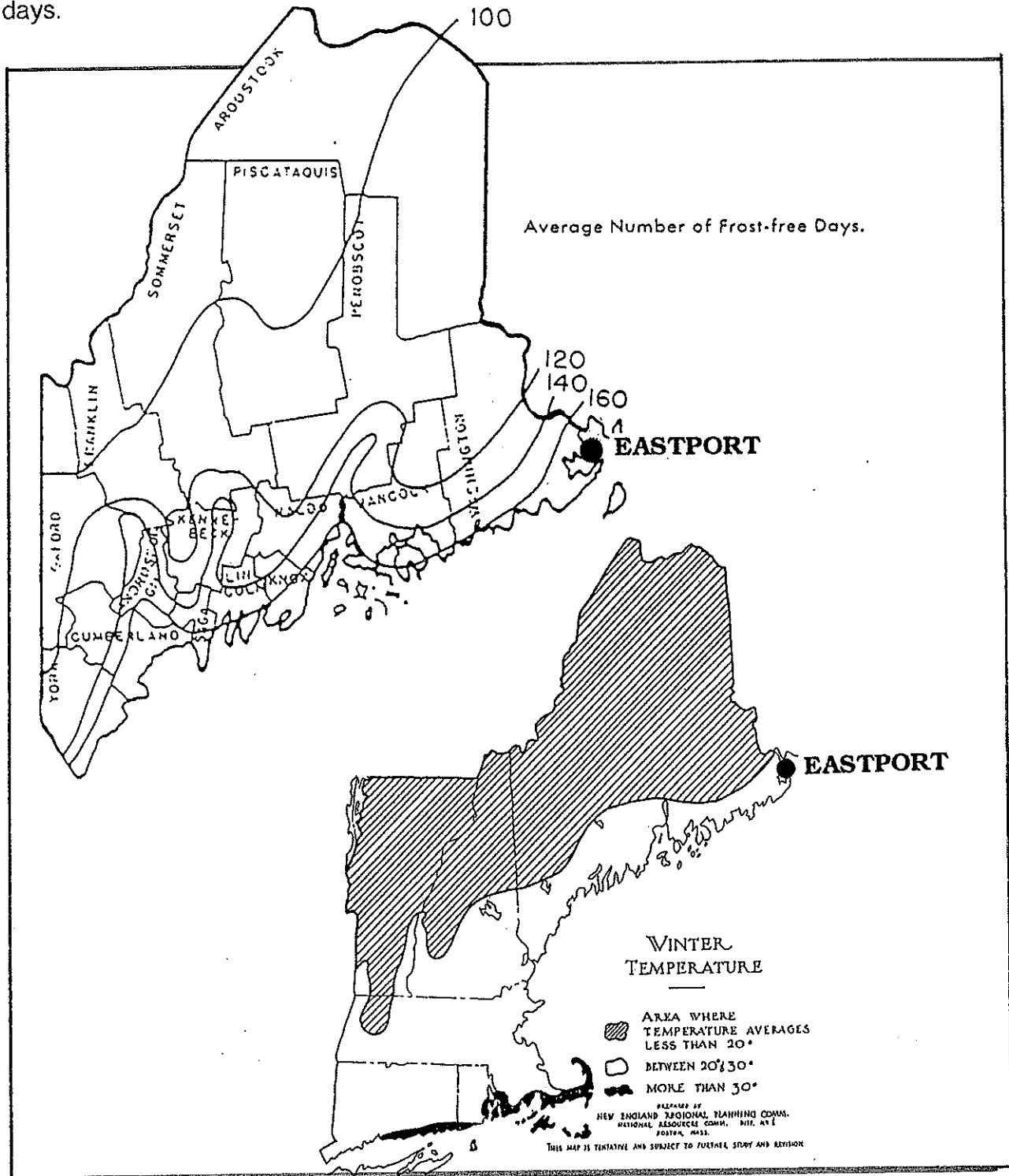


SOURCE: Based upon a portion of the Gulf Oil Corp's Maine/Maritimes road map.



Eastport and Washington County are strategically located linking New England and the Canadian Maritimes. They are half-way between Saint John and Bangor, Portland and Moncton, Boston and Halifax. Principal highways are U.S. route 1, State route 9 and Interstate 95. Georgia Pacific's mill at Woodland is the source of much of the cargo which moves through the port of Eastport which offers scheduled service to Europe, the Far East and the Mediterranean.

Washington County is the EASTERNMOST county in the United States, not the northernmost. This is an important distinction because the ocean and many tidal rivers have a moderating effect upon the County's weather, making winters less cold and summers less hot. The national Oceanic and Atmospheric Administration's "coastal division" which encompasses the southern portion of Washington County inland to Woodland also includes the entire Maine and New Hampshire coasts and the coast of Massachusetts almost to Cape Cod. Eastport, being on an Island surrounded by the sea, has 174 days between frosts, other towns in the coastal division average 132 days.



B. EASTPORT HISTORIC HIGHLIGHTS

Originally laid out as "Township 8" a petition for incorporation as a town was granted by the Great and General Court of Massachusetts February 24, 1798. The name "East Port" is said to have been suggested by Captain Hopley Yeaton who at the time commanded the United States Revenue Cutter stationed here. Until 1811 the town included what is now Lubec as well as Moose Island. Eastport was incorporated as a city in 1893.

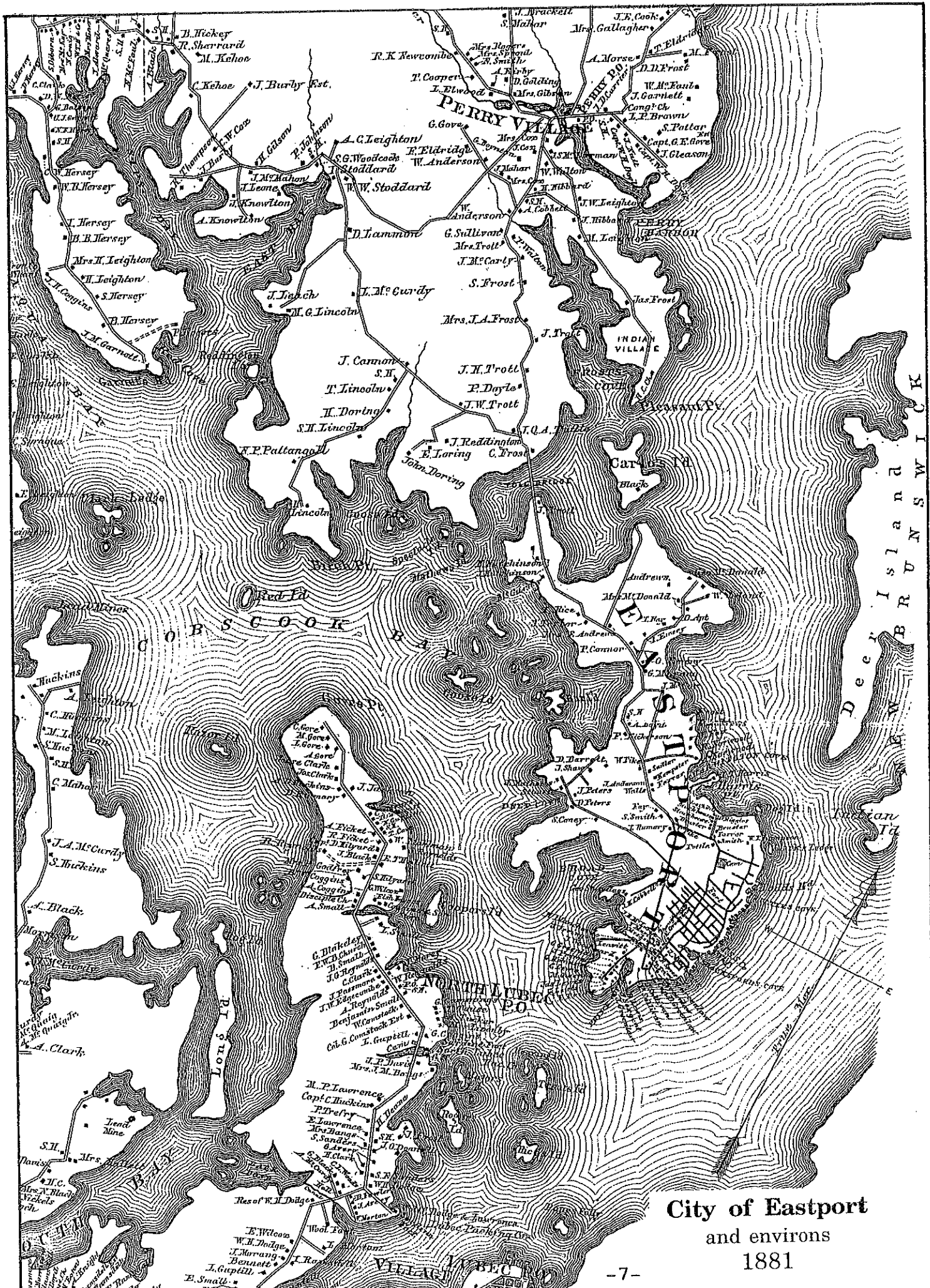
The early settlers were mostly fishermen from Newburyport, Lynn, Marblehead, and Cape Ann Massachusetts who found Moose Island convenient for curing fish. The first were Samuel Tuttle and John Shackford. The first merchant to establish himself in town was Mr. Warren from Boston who came prior to 1789. By 1788 the town had a school house with Mrs Bell from Newmarket, New Hampshire as the teacher. A house of worship was built in 1794.

The Passamaquoddy Customs District was formed by act of Congress in 1790, with Eastport as its central port. It encompassed the towns from Cutler to Calais. The famous small clippers GREY FEATHER and CRYSTAL PALACE both were built in Eastport as were many other vessels. Caleb Stetson Huston and the workers in his yard alone are said to have built over a hundred vessels including the handsome schooner IRVINE. Vessels of all sizes were built in communities throughout the district, including some of large tonnage such as the 2,000 ton ship RECIPROCITY (Calais, 1850) and the 1,964 ton PLANTER (Pembroke, 1855).

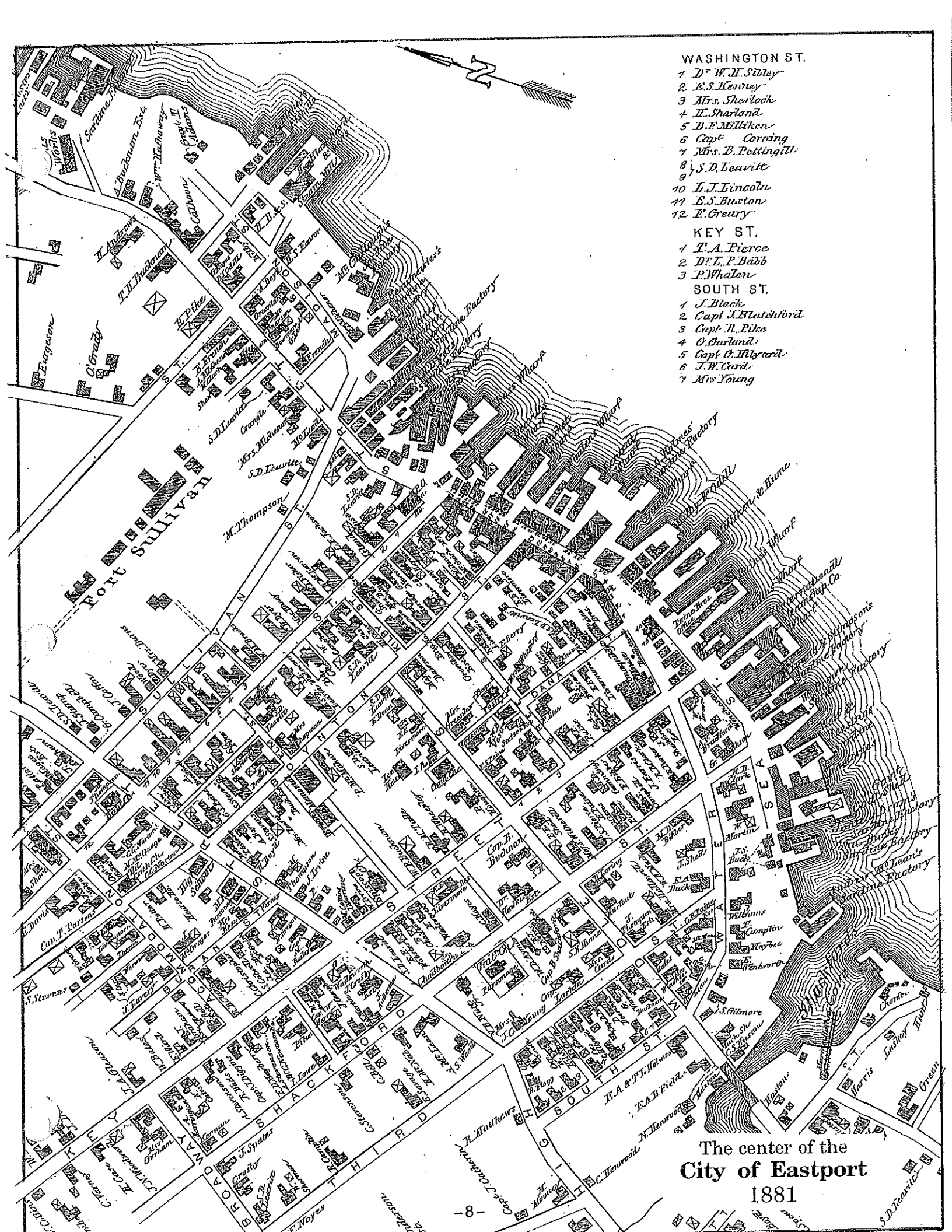
Fort Sullivan was built in 1808. Major Perley Putnam was placed in command of the region with a force of 100 militia. During the war of 1812 Eastport was the busiest shipping port in the United States (Boston, New York, Philadelphia, and the southern ports being blockaded by the British). This prosperity ended on July 11, 1814 when a British force of 12 warships with 200 guns and 1,000 men under the command of Sir Thomas Hardy (who commanded the "Victory" at Trafalger after Lord Nelson was wounded) arrived and demanded surrender of Fort Sullivan which had been built in 1790. With only nine guns, no defense was attempted and the fort and Town were occupied. While some of the town's people complied with an order to take an oath of allegiance to Britain, others evaded this, some by moving off the island. The War ended in December with the Treaty of Ghent in which the British conceded that the island belonged to the U.S., but it was not until June 30, 1818 that a formal surrender of the Island was made.

By 1820, when Maine was admitted to the Union as a state separate from Massachusetts, the town contained 125 dwellings, 75 stores, 60 wharves, and three meeting houses. In 1839 most of the business district was destroyed by a fire, but it was soon rebuilt.

1,784 foreign ships entered Eastport's harbor in 1833 -- more than entered any other American port except New York with 1,925. Boston was a distant third with 1,017.



City of Eastport
and environs
1881



WASHINGTON ST.

- 1 Dr. W.H. Sibley
- 2 E.S. Kenney
- 3 Mrs. Sherlock
- 4 H. Sharland
- 5 B.E. Milliken
- 6 Capt. Corning
- 7 Mrs. B. Pottingill
- 8 S.D. Leavitt
- 9
- 10 L.J. Lincoln
- 11 E.S. Buxton
- 12 E. Greary

KEY ST.

- 1 T.A. Pierce
- 2 D.L.P. Babb
- 3 P. Whalen

SOUTH ST.

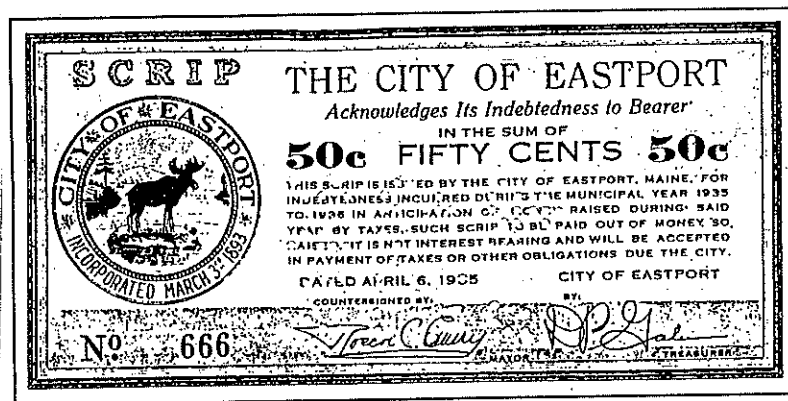
- 1 J. Black
- 2 Capt. J. Blatchford
- 3 Capt. H. Eika
- 4 O. Garland
- 5 Capt. G. Myrand
- 6 J.W. Card
- 7 Mrs. Young

The center of the
City of Eastport
1881

Colby's 1881 Atlas of the County says of Eastport, "Steamers of the International line touch here daily, connecting with St. Andrews, Calais, and St. Stephen by river steamer. Custom-house and signal station here. Inhabitants in 1880, 4006; estates, \$888,892. Noted for extensive fisheries, cod, pollock, herring being cured here for the markets of the world. There are 19 factories, with a capacity of 700,000 cases yearly. About 1200 persons are employed in these factories."

The railroad came to Eastport in 1898, steamers continuing to run to Boston until 1931.

The Great Depression hit the City hard. In 1933 the City began issuing scrip -- its own money -- to pay its obligations. In 1937 the City went into bankruptcy and the State ran municipal affairs until 1943 when the City's finances were declared to be sound.



Eastport's highest-on-the-east-coast tides were the basis for the massive Passamaquoddy tidal power project which was begun under Franklin Delano Roosevelt in 1935. A 14 by 15 foot model of the project survives, stored on the grounds of the Marine Trades Center. The Border Historical Society and others in the City intend to restore it to working order and find a location where it can be put on permanent display. The causeway connecting the City with Perry at Pleasant Point was constructed as part of this project as was the Quoddy Village complex which was later (1937-1943) used by the National Youth Administration and by the U.S. Navy Seabees from 1943-1946.

The City airport was built in 1942, its 2,500 foot runway was lengthened to 4,000 feet in 1992.

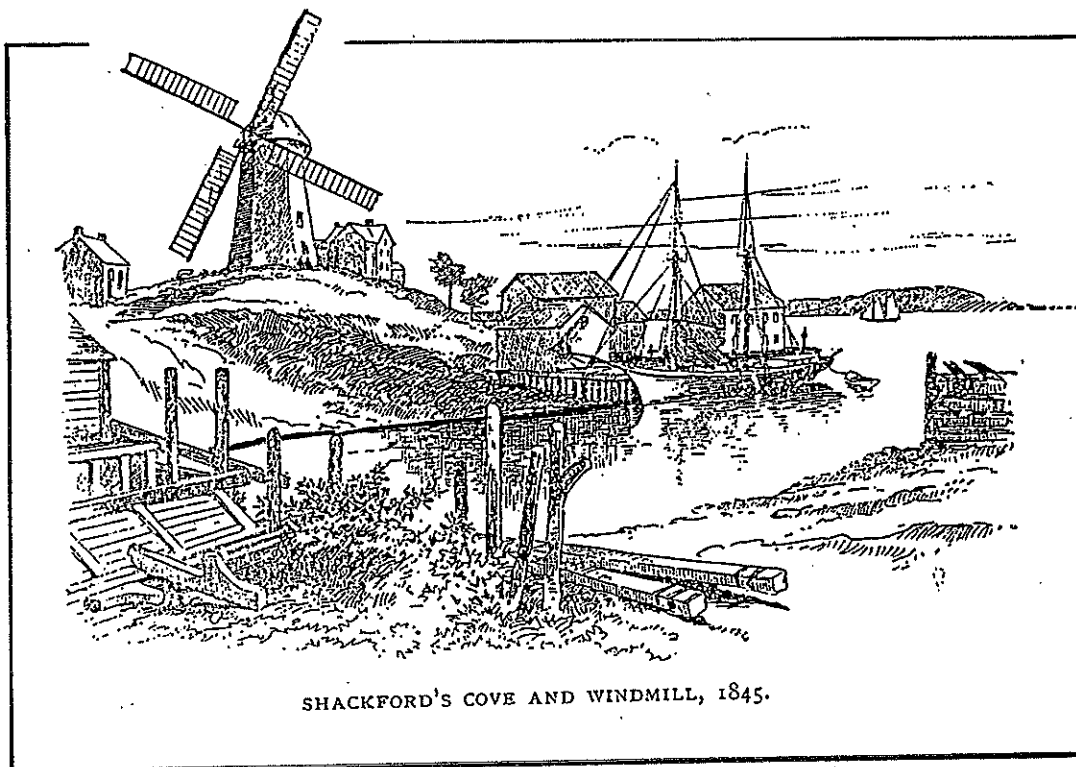
1961 saw the construction of the breakwater/pier.

The City entered into an agreement with the Pittson Company in 1968 to option 254 acres of airport land for use as an oil refinery and marine terminal- opening what has been termed the "Eastport Civil War" which continued until Pittson formally announced its abandonment of the project in 1983.

The Eastport Port Authority was created by the Maine legislature in 1977 to provide economic stimulus through improvement of the waterfront and harbors. The waters at the pier are among the deepest of any port on the east coast - at mean low water they average 40 feet deep! The harbor itself is protected from heavy ocean swells by the Canadian Island of Campobello - a nine-mile long stretch of land only about a mile from Eastport. Marine Trades Center of the Washington County Technical Institute moved to Eastport in 1978.

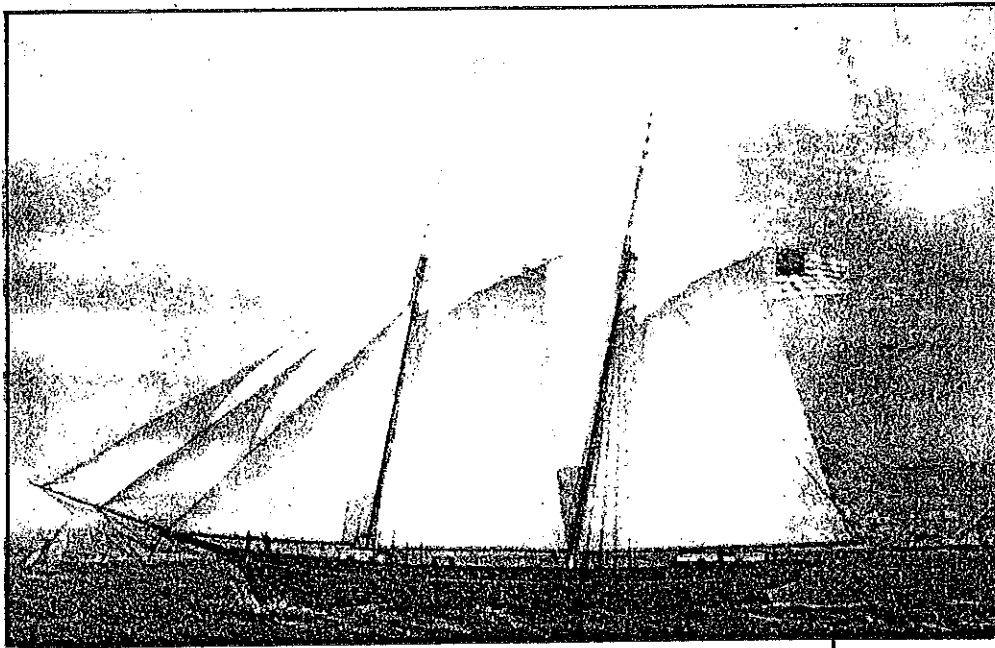
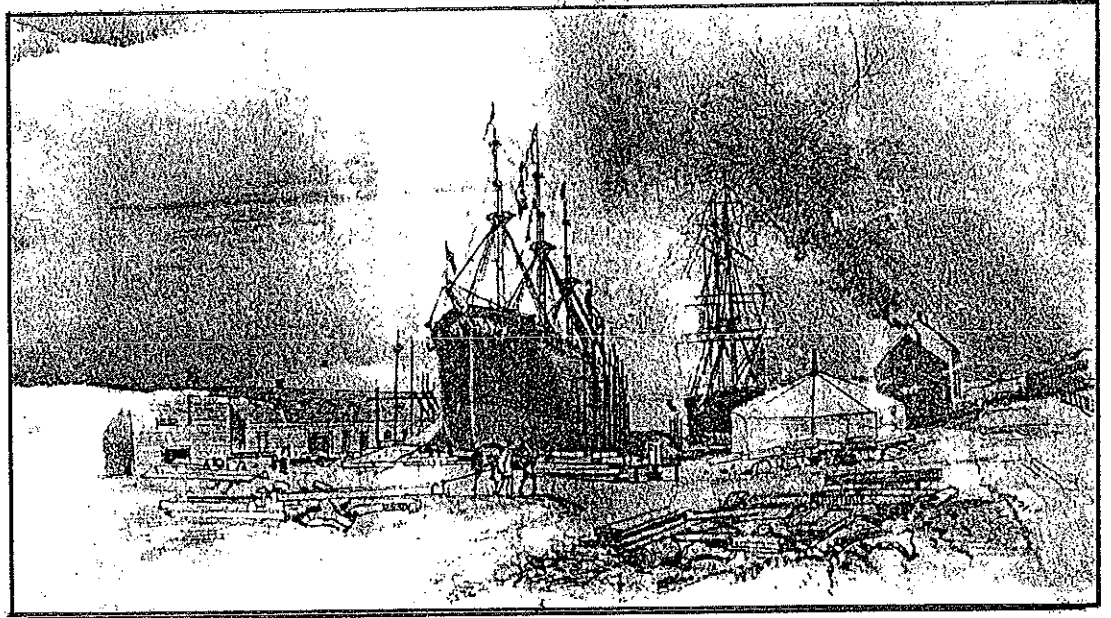
Rail service to the city ended in 1978.

Through the 1980's and into the '90's, Eastport has pursued a vigorous program of economic and community development strategies which have resulted in steadily increasing prosperity of the City and region., focusing on five major areas of development: Shipping, aquaculture, commercial fishing, light manufacturing, and tourism. Public and private sector investment have made Eastport an economic center in Eastern Maine. In addition to its busy cargo port, the City is home to such industries as fish processing, polyester fiber extrusion, large fish farming sites (including the largest aquaculture operation on the eastern seaboard), and a large woolen mill.

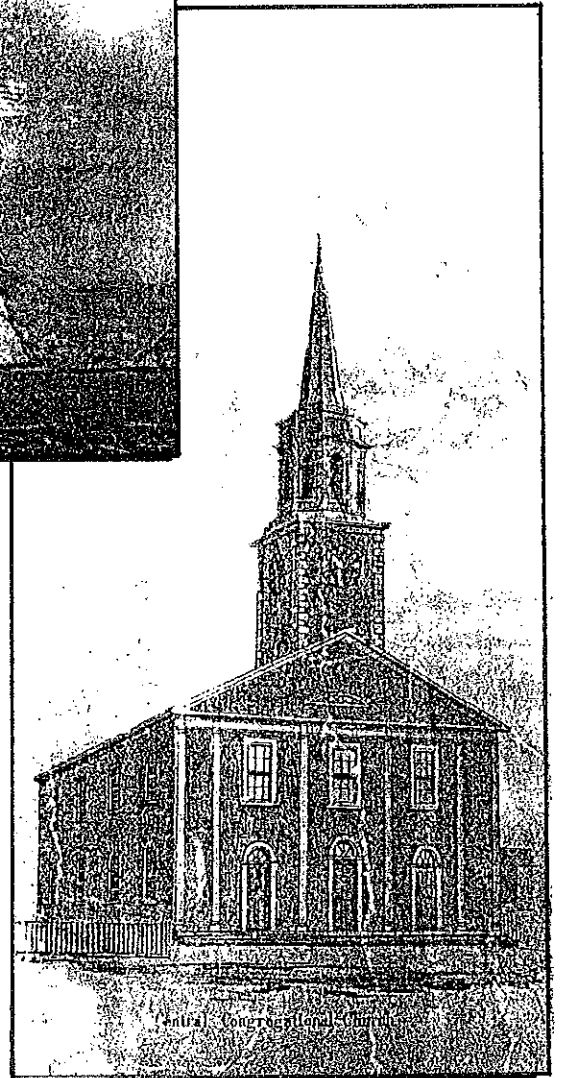


I went to Massachusetts once and was asked what nationality I was.
I thought "My goodness, what am I?" and answered:
"I'm an Eastporter."

-- Helen Huntley quoted in SALT magazine



The sea is Eastport's history, its uniqueness, and its future. Some of the flavor of old Eastport is captured in these illustrations from Joyce E. Kinney's comprehensive volume "**Vessels of way Down East**": Caleb S. Huston's ship yard and marine railway where over 100 ships were launched, The Eastport-built and captained schooner IRVINE shown in Messina, Italy in 1871, and Central Congregational Church, built by Daniel Low, ship's carpenter and architect. Ship masters and their crews often attended services here before sailing, and memorial services were held here for those lost at sea.



C. SPECIFIC HISTORIC SITES

FORT SULLIVAN

The site of Fort Sullivan, which was built in 1808, is now occupied by Shead Memorial High School. All that now remains of the fort itself is the ruins of the powder house. The Barracks Museum on Wasshington Street was formerly part of officers quarters and barracks of Fort Sullivan. The building was constructed in 1809 and moved to its present location after the Civil War. The building was occupied by U.S. Regulars, local militia, and British troops. At one time it was the surgeon's residence. It is now headquarters of the Border Historical Society.

TODD HOUSE

Center chimney cape on Water Street built in the late 1700's by John C. Todd. Cornerstone tells that the the Eastport Masonic Lodge was founded herein 1801. (Often called the Bucknam house after its second owner.)

FRONTIER NATIONAL BANK

Italianate structure built in 1882. One of the few Water Street buildings to survive the great fire of 1866 (and it lost its roof).

EASTPORT SAVINGS BANK

Designed by Mr Black of Eastport, this Italianate building on Water Street was constructed in 1887. The police station occupied the ground floor until 1976.

WESTON HOUSE

Federal style home built in 1810 for Jonathan Delesdernier Weston who was the attorney who drew up the papers for the U.S. repossession of Eastport after the British occupation of 1814-1818. The house is at 26 Boynton Street.

BABB HOUSE

Gothic revival house constructed of granite from Red Beach in 1869 for Dr. Luther M. Babb and his wife Dr. Eliza Babb. The Babb house is at the corner of Key and Middle Streets.

U.S. CUSTOMS HOUSE AND POST OFFICE

Granite block building constructed in 1890-93 at the corner of Water and Washington Streets.

CENTRAL CONGREGATIONAL CHURCH

Federal style, built in 1829. Designed by ship-builder and architect Daniel Low of Eastport. The original steeple blew off in 1869, the present one is of slightly different design.

PEAVEY MEMORIAL LIBRARY

Frank Peavey donated the money for this building which was constructed in 1893 and

named for his father Albert. This Romanesque Revival structure was designed by Rotch and Tilden of Boston.

SITE OF THE OLD MOOSE ISLAND MEETING HOUSE

The Town of Eastport was organized at a meeting held in a building on this site May 21, 1798. In addition to its historic interest, the site affords spectacular views of the Bay.

KILBY HOUSE, THE TREATY ELMS SITE

At the corner of Kilby and Boynton Streets, Daniel Kilby built his two-story federal-style home in 1820. It is one of several on Boynton Street of similar design.

In a field on this corner, a banquet was served on July 1, 1818 by the people of Eastport to honor Brigadier General Miller, Commandant of Fort Sullivan. The occasion was the liberation of Eastport the day before - the restoration of Moose Island to the United States after four years of occupation by the British.

CEMETERIES

There are many interesting stones in the City's historic cemeteries, including those of British soldiers who died during the occupation. Signs could be put up mentioning particularly interesting stones.

"THE OLD FRENCH CELLAR"

Kilby's History of Eastport makes reference to "the old French cellar near the first meeting house". There are other references to the island having French settlers before the English arrived, but have come to light that are specific as to location.

RAYE'S MUSTARD MILL

Founded in 1903 by John Wesley Raye, this classic 19th century mill, replete with wooden barrels, aging tank, and a cooper's shop remains in operation - virtually unchanged. Heart of the mill is the series of rare hand-cut granite grindstones, each weighing a ton. Tours are offered.

NOTE: "A WALKING GUIDE TO EASTPORT", published in 1994 by Jeff Peterson and illustrated by Faye Hoban, includes most of the sites described above.

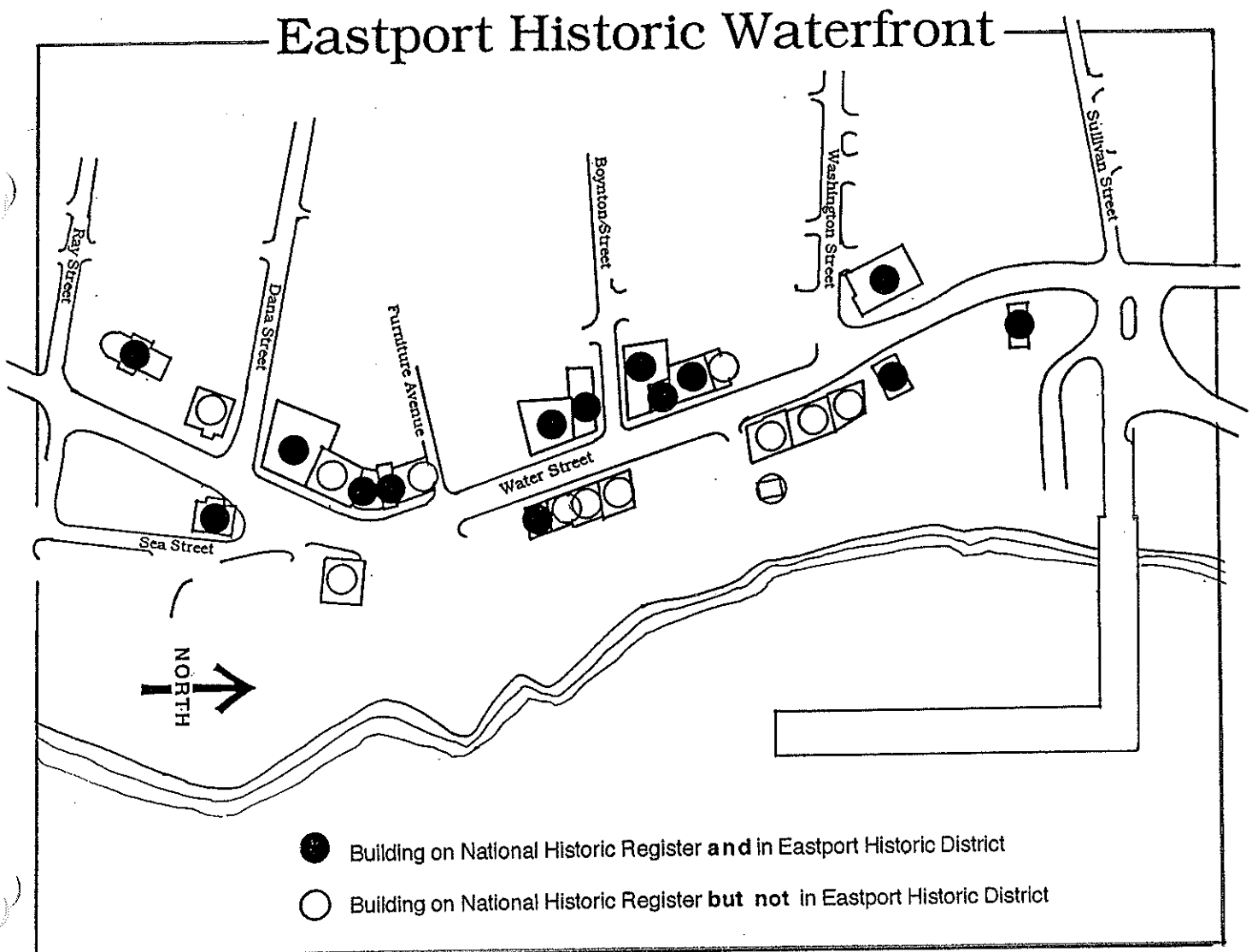
Sources used in assembling this section included

George N. Colby & Co's Atlas of Washington County Maine, 1881,
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Sunrise County Architecture, Significant Buildings of Washington County, Sunrise
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D. HISTORIC PRESERVATION

Much of the local housing stock and most of the commercial structures in the City pre-date 1910. A great many of the houses built during the boom period of shipbuilding remain as testaments to the skills of the workmen who built them. Many of the Victorian structures which date from the boom times of the sardine era remain, although most of the huge Victorian houses were torn down or drastically modified by the late 1970's.

Twenty-nine properties in the downtown commercial district are listed in the National Register of Historic Places. Six other structures have also been listed in the National Register. Approximately half of all the structures in the National Register listing have been placed in historic districts. Regulations concerning these districts were revised in 1993. It is expected that additional properties will join local historic districts (participation is voluntary).



A full survey of Eastport's remarkable stock of 19th century buildings should be conducted. This would be an important means of documenting this resource and highlighting its importance and value to the City. The Maine Historic Preservation Commission can provide technical assistance in preparing the survey and makes survey and planning grants to help with the cost.

According to the Maine Historic Preservation Commission, one prehistoric archaeological site listed as "not significant" is present in Eastport. While a preliminary survey has been completed, coastal erosion has essentially destroyed the site. Listings of historic archaeological sites are more promising however. Two such locations are listed: Fort Sullivan which is located on McKinley Street, and Prince Regent Redoubt. According to Maine Historic Preservation, little professional survey work for historic archaeological sites has been conducted in Eastport. No work has been done to determine sites of the early French settlement of the island. The need for further survey should be explored. The Maine Historic Preservation Commission can provide technical and financial assistance in designing and conducting surveys.

E. HISTORY: CONCLUSIONS

The opportunities for the City to raise people's awareness of the rich history of Eastport include:

1. Undertake a comprehensive survey of Eastport's historic above-ground resources
2. Encourage voluntary participation in the Historic District
3. Place interpretive signs at Fort Sullivan and Redoubt Hill
4. Place signs at entrances to cemeteries call attention to particularly interesting stones
5. Explore mechanisms for further professional historic archeologic survey, including research into old French settlement sites.
6. Encourage walking tours to historic sites.

Population

Eastport's people are more than just statistics, they are the City. They are very active, concerned, and hard working as evidenced by the tremendous progress made since the dark days when "children were the City's most important export".

An understanding of the growth and change occurring within the population of a community is essential to develop a realistic direction for the future. For instance, a community whose growth is fueled by an increase in the number of families with young children will face different issues and have different needs than a community with a large in-migration of retirees. This section provides a summary of the demographic forces at work in Eastport.

A. YEAR-ROUND POPULATION

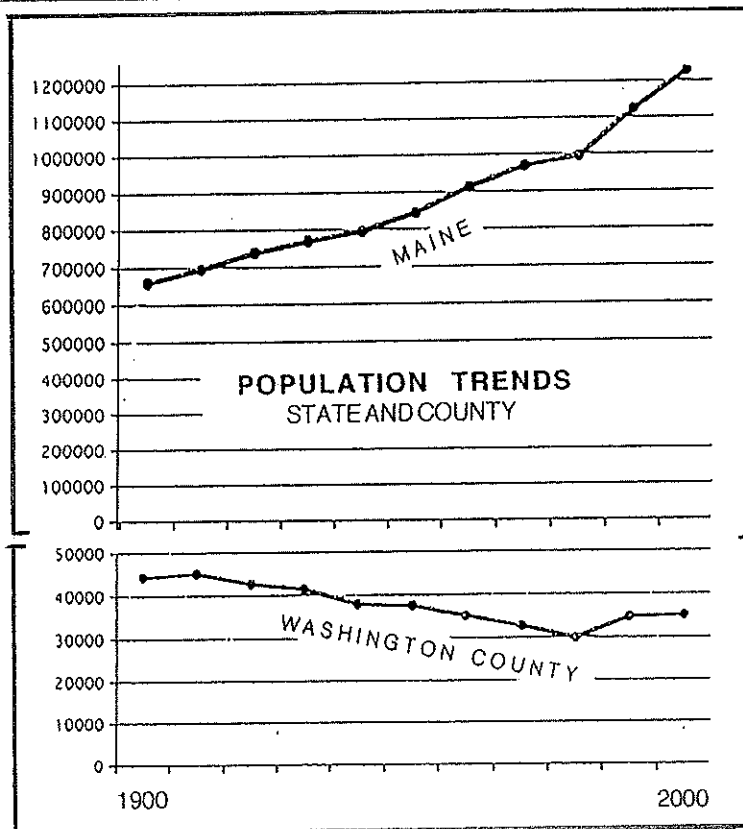
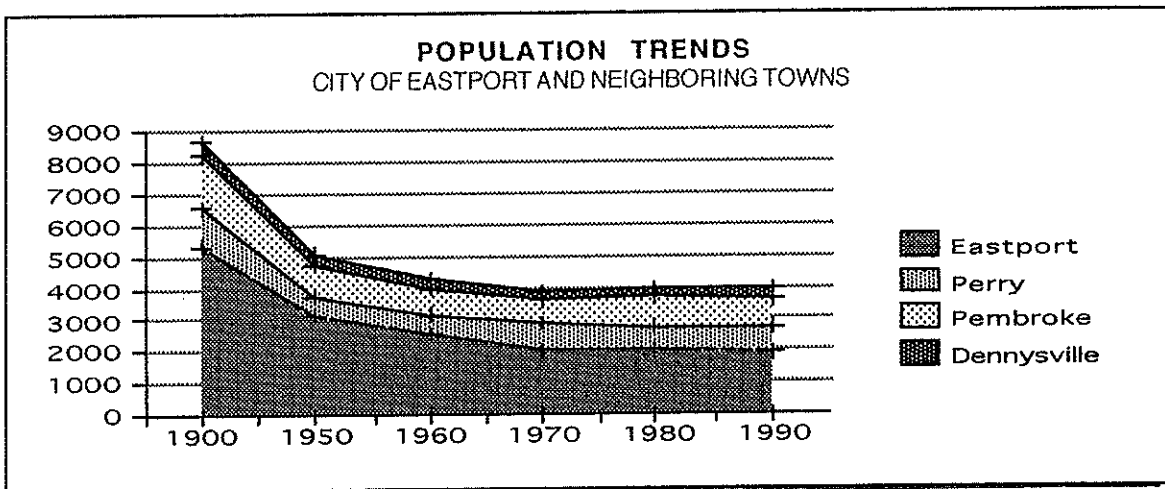
It is a well known fact that the population of Eastport, and of Washington County as a whole, declined steadily during the period from 1900 to 1970. In 1900, Eastport's population was about 5,300 people, and the County's population was about 45,000. By 1970, the figures were 1,989 for Eastport and 29,859 for Washington County. This decline in population was directly related to the gradual decline in the traditional forms of economic activity- fishing, fish processing, shipping, and ship-building. Since 1970, the population decline in Eastport has slowed dramatically (see table 1) and the population in Washington County has experienced growth in certain areas. The 1978 Eastport Comprehensive Plan included this statement. "In any case, it seems reasonable to say that the long-established trend of a declining population for Eastport has now been reversed, and that there will be at least a modest increase in population for some time." As we can see by looking at table 1, this statement was not completely true. Eastport did not in fact experience a modest increase in population in the twenty years since 1970. It did however, see the end of the steady, sharp decline in population which had occurred during the first seventy years of this century.

The projection of future population growth in Eastport, as in any community, is at best an educated guess about the future. In many senses, the decade of the 1980's is probably a good basis for looking at the 1990's. The decade began with a period of a depressed national economy and high interest rates, followed by a period of economic prosperity, job growth, and low interest rates and finally, a period of slow growth and moderate interest rates.

During the 70's, the City saw its housing stock increase by 181 units. During the 80's, its housing stock declined by five units. Much of the growth in housing units during the

1980's resulted from the construction of three group housing complexes for senior citizens and from the splitting of large older houses into multi-units structures. Many of the new single-family units "constructed" during this period were actually mobile homes- attractive because of lower prices and easier financing.

At the turn of the century the population of Eastport was 5,311. It has declined every census since then, leveling off at about 2,000 from 1970 -- 1990. Washington County's population has followed a similar pattern, reaching a peak of 45,232 in 1900 declining dramatically to a low of 29,859 in 1970 and experiencing moderate growth since then. Maine on the other hand has added population every census this century, with its rate of growth experiencing a sharp increase beginning in the mid-1970's. It was concern over the rapidity of this growth and fear that it was getting out of control that led the legislature to pass the Growth Management Act in 1988.



B. SEASONAL POPULATION

Eastport is influenced by seasonal variations in its population. As a summer resort, the population increases somewhat during the summer season although in no way comparable to the summer influx that occurs in the southern part of the State. In 1990 the U.S. Census Bureau identified approximately 84 seasonal homes in the community. This was fifty more than reported in 1980. While the numbers are small, this represents a 147% increase in seasonal homes. In addition, there has been an increase in the number of licensed lodging rooms in motels and similar transient accommodations.

During the heart of the summer season, the seasonal population which spends the night in the community probably averages 200 to 300. During the peak July 4th holiday period, the seasonal population probably reaches an additional 3000 to 4000 people. The City also hosts a sizable group of tourists who are day trippers. Combining the year-round population and seasonal population of day trippers and overnight visitors results in Eastport growing to a community of at least 2500 during the summer season, with peak population reaching upwards of 10,000 people during the Fourth of July holiday.

The City has also experienced significant growth in its transient lodging accommodations through campground expansion and construction of motel and tourist cabin spaces. Many of the new businesses during the 80's and early 90's are restaurants, art galleries and craft shops. These businesses are for the most part seasonal and cater to the seasonal population.

C. HOUSEHOLD CHANGE

The last twenty years have seen a dramatic change in the composition of households. Overall, the average household size dropped consistently. In Eastport, the average household had 2.8 people in 1970. By 1980, the average household size had decreased to 2.63 people. This trend continued during the 80's as average household size declined to 2.42 in 1990. This decrease was caused by a variety of factors, including lower birth rates, increased longevity among the elderly, higher divorce rates, and more elderly and young people living independently in their own households. In Eastport, this was also impacted by retiree and pre-retiree households moving into the community.

This decrease in household size has had a substantial impact on residential development in Maine communities in general. Between 1970 and 1980, the year-round population of Eastport decreased by 7 residents (4/10th of one percent), while the number of households grew by 43 (6%). This resulted in a perception that population growth was occurring when it was the number of households that had increased. During the 1980's the year-round population decreased by an additional 17 people (1%) and once again, the number of households increased by 6%.

Based upon the year-round population projections contained in table 2, it is anticipated that the number of households in Eastport will increase to 810 to 815 by 1996 and 840 to 850 by 2001. This projection assume the average household size will continue to decrease slightly over the coming decade.

POPULATION 1910 TO 1990 CITY OF EASTPORT			
YEAR	POPULATION	NUMERICAL CHANGE	% CHANGE
1910	4,961	-339	- 6.4
1920	4,494	-467	- 9.4
1930	3,466	- 1028	- 22.9
1940	3,346	- 120	- 3.5
1950	3,123	- 223	- 6.7
1960	2,537	- 586	-18.8
1970	1,989	- 548	-21.6
1980	1,982	- 7	-0.4
1990	1,965	- 17	-0.9
2000	1,946	- 19	-1.0

SOURCE: U.S. Census

In the course of a fifty year span, the City of Eastport lost over 60% of its population. In the past twenty years, that population decrease has slowed to less than 1 1/2 percent.

D. HOUSEHOLD COMPOSITION

In 1980 , single person households represented 26% of Eastport's households. By 1990, this increased to 29%. This is significantly higher than Washington County's 24% or Maine's 23%. Seventeen percent of Eastport's householders are over 65. In Maine the number over this age is 10%, in Washington County 13%.

Another area of change in the composition of households is the ratio of owner-occupied households versus renter-occupied households. In 1970, approximately five out of every six year round homes were occupied by the owner of the property. By 1990, that figure had dropped to 71.1%. In 1970, slightly more than one of every six (17.6%) year- round units was occupied by renters. By 1990, that figure had changed so that approximately one of out of every four (28.9%) units is occupied by renters. Fewer Eastport residents occupy homes which they own.

DEMOGRAPHIC CHANGE

(in percent)

CITY OF EASTPORT

	1970	1980	1990
HOUSEHOLD SIZE			
One person	25.9	26.00	29.40
Avg. persons/household	2.8	2.63	2.42
HOUSING TENURE			
Owner Occupied	82.4	77.4	71.1
Renter Occupied	17.6	22.6	28.9
AGE DISTRIBUTION			
0-4	6.4	7.3	6.2
5-17	20.9	19.0	17.4
18-24	7.1	9.0	7.9
25-44	17.6	19.7	27.7
45-64	24.2	24.3	19.8
65 and up	24.0	20.8	20.9

SOURCE: U.S. Census

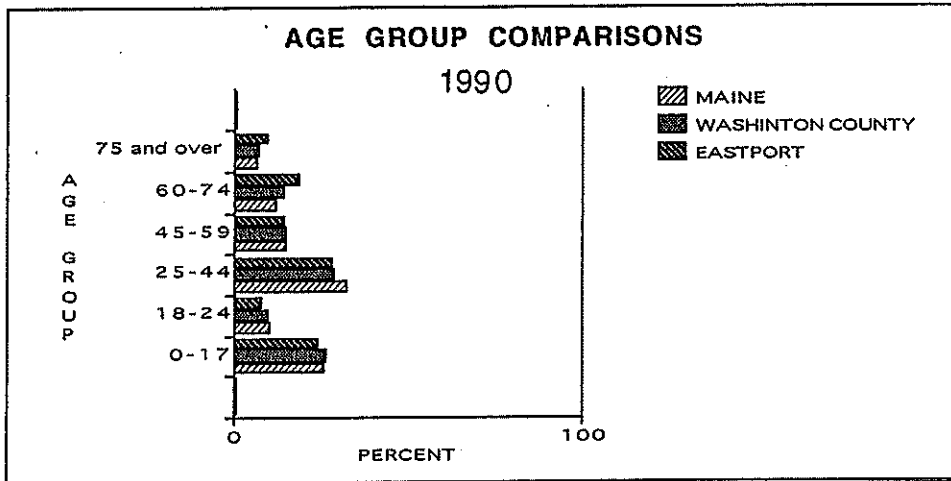
E . AGE DISTRIBUTION

In 1990, 23.7% of Eastport's year-round population was under 18 years old, down from 27% in 1980. However, the number and percentage of younger children decreased significantly (22 children and a 15% decrease). Almost 36% of the year-round population were in the 18 to 44 year old group, while 20% were middle aged (45 to 64 years old). Twenty-one percent (21%) of Eastport's population was 65 and older in 1990.

The median age of Eastport's year-round population in 1990 was 39.6 years. This compares with median ages of 35.7 years for Washington County and 33.9 years for the State of Maine. During this same period, the City's elderly population changed as well. In 1970, residents 65 and older accounted for 24% of the City's population; in 1980, this age group accounted for only 21% of the population. This percentage (21%) has held steady into the 1990's. The percentage of the population which is above 75 years of age has held steady at approximately 10 percent for the past twenty years.

In 1970, children between the ages of five and seventeen comprised 21% of the City's

population; by 1980, that percentage had fallen to 19%. In 1990, the percentage of school age children in the general population had fallen to 17%. In 1970, the percentage of the population between the ages of 25-44 was 18 percent. In 1980, the percentage for this age group was 20 percent. In 1990, this portion of the population had increased to 28%.



Nearly one out of every three residents in Eastport falls into the 25-44 years of age category. This same 28% hump in the population fell in the 5-24 years of age range twenty years ago. Although individuals move to other communities or areas, this population group seems to maintain a consistent fraction of the population as a whole. What this segment of the population does twenty years from now will have a significant impact upon the City.

F. EDUCATIONAL ATTAINMENT

In 1990, educational attainment of Eastport residents was lower than that of other residents of Washington County and the State of Maine. Fifteen percent of the adults 25 and older were college graduates, an additional 10% had some college but no degree, and over 77% had completed high school. In 1980, only 55% had completed high school.

G. OCCUPATIONAL CHARACTERISTICS

It is significant to note that 10% of the City's workers were employed in natural resource industries, primarily fishing. This is more than three times the statewide level and well above Washington County's average of 8%. By 1990, over 34% of the City's labor force was white collar. The percentage of service jobs remained at about 25% and blue collar positions declined slightly to about 41%. The percentage of the labor force in natural resource industries declined to 10% but remained at almost four times the statewide level.

**NUMBER OF WORKERS IN VARIOUS INDUSTRIES
CITY OF EASTPORT**

INDUSTRY		CLASS OF WORKER	
Employed persons 16 years and over	719	Employed persons 16 years and over	719
Agriculture, forestry, and fisheries	73	Private wage and salary workers	504
Mining	-	Government workers	139
Construction	23	Local government workers	101
Manufacturing, nondurable goods	129	State government workers	12
Manufacturing, durable goods	54	Federal government workers	26
Transportation	29	Self-employed workers	70
Communications and other public utilities	15	Unpaid family workers	6
Wholesale trade	7		
Retail trade	112		
Finance, insurance, and real estate	14		
Business and repair services	22		
Personal services	11		
Entertainment and recreation services	6		
Health services	66		
Educational services	69		
Other professional and related services	41		
Public administration	48		

H. COMMUTER PATTERNS

In 1990, approximately 76.1% of the work force reported commuting to work and 14.9% reported walking to work or working within their home.

I. HOUSEHOLD INCOME

Household income in 1980 was significantly lower than the statewide average with a median of \$9,426. In 1980, Eastport also demonstrated a relatively low level of labor force participation (49%) indicating a high percentage of retirees and welfare recipients. Estimates of household income for 1989 shows the median household income in Eastport increasing to \$17,282. The percent of workers in the labor force had increased by approximately six percent to 54.1%. During this time, the percentage of the population of retirement age decreased by about five percent which would explain most of the growth in the percentage in the work force.

INCOME, EDUCATION, UNEMPLOYMENT			
	City	County	State
Median household income	\$17,282	\$19,993	\$27,854
Families below poverty level	17.8%	19.3%	10.8%
High school grad (or higher)	67.9%	73.2%	78.8%
Unemployed	12.8%	10.8%	6.6%
SOURCE: U.S. Census			

J. RACIAL COMPOSITION

Non-whites comprise only 6% of the City's population. They are primarily Native Americans.

RACIAL COMPOSITION			
	MAINE	WASHINGTON CO.	EASTPORT
White	1,208,360	33,734	1,857
Black	5,138	66	1
American Indian, Eskimo, Aleut	5,998	1,414	98
Asian or pacific islander	6,683	81	8
Hispanic origin (any race)	6,829	127	12

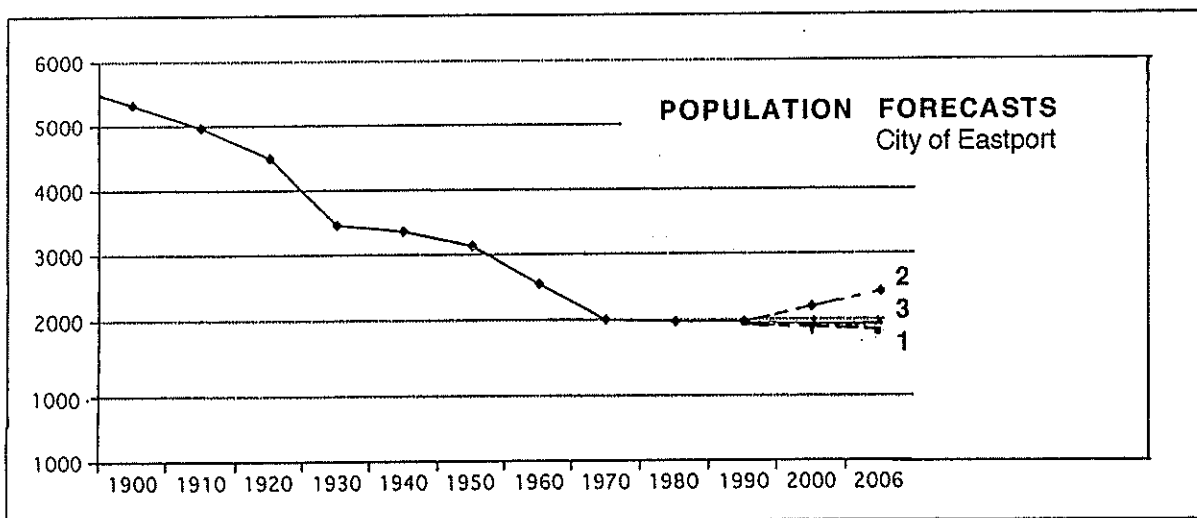
SOURCE: 1990 U.S. Census

K. POPULATION FORECASTS

Without a crystal ball it is not possible to forecast a specific population for a specific future date. It is, however, possible (and desirable) to agree on a target "planning population" as the basis for projecting impacts on schools, commerce and city services, and as a guide to use when evaluating development proposals.

Using the target date of 2006 recommended by the State for comprehensive plans, three alternative forecasts have been prepared:

1. A projection of a slight decline by the State Dept. of Human Services,
2. A projection assuming that 100 new jobs are created in the area, and
3. A "straight line" projection continuing the 1980-1990 trend.



Population Forecasts, Alternative 1: a decline of 48

The Maine Department of Human Services projects a decline of population for Eastport and a slight increase in the towns in the area each year between 1990 and 2006. Eastport is projected to lose 48 people during this time. (In 1988 the Dept. projected the City's 1990 population would be 1,854. The 1990 Census counted 1,965 -- a large percentage difference) Three assumptions underlie their projection:

- There will be a very small increase in the birth rate,
- There will be a very small decrease in the death rate, and
- The net migration pattern will be the same as it was estimated to be between 1980 and the first quarter of 1988.

The Department's projections do **not** take into account possible developments that may have major impact on population growth such as:

- * Development of the new port at Estes Head with all its related facilities,
- * Georgia Pacific building a new saw mill so it can export finished lumber as well as whole logs at a competitive price, or otherwise expanding its shipping,
- * Another major shipper choosing Eastport, and/or
- * Opening of one or more new aquaculture related industries in the area either all in the same year, or over a period of a few years.

Population forecasts, Alternative 2: an increase of 350

This projection is based upon consideration of the variables ignored by DHS and the reasonable assumption that some combination of these and/or other developments will occur by the year 2006, bringing 100 new jobs to the area. These jobs would, according to the U.S. Chamber of Commerce, bring to the City:

350 more people (the workers plus dependents),
100 more households (not necessarily 100 new houses),
150 more motor vehicles,
60 "spin-off" jobs including 20 in retail trade, 15 in services, 5 in construction,
If more or less than the 100 new "basic" jobs are created, these figures can be scaled up or down to reflect the impact.

Population forecasts, Alternative 3: a decline of 10

This is a straight-line continuation of the 1980-1990 population trend resulting in a projected decline of 10 in the population by 2005, a few less than projected by DHS. For all practical purposes is a "no change from the present" option.

Preferred alternative

Alternative 2, the high forecast, is used in this report. The projected increase of 350 in the City's population may or may not be reached in the year 2006, but that year as an approximate date and that size of an increase as targets for planning purposes are judged to be reasonable.

L. POPULATION: CONCLUSIONS

The changing composition of Eastport's population has had a significant impact upon the community. More households have led to increased burdens on solid waste disposal, increased needs for public safety, and City administrative services. There is more pressure on water and natural resources.

The substantial decline in school age children will have an impact upon the school system. The decreasing percentage of residents who own their residences will effect the demand for services.

The current 28% "bump" in the population presently in their prime earning years will continue to effect the work force for the next fifteen years. When this large group reaches retirement age, they will have an effect on the community whether they remain in the City or move elsewhere. The percentage of residents in the work force will decline and at the same time, this group (almost one-third of the population) will require additional municipal services as they age, including health care, improved methods of alternate transportation, senior citizen housing, etc.

Economy

The economy of Eastport is driven by a variety of factors. The major industries in the City are aquaculture, shipping, textile manufacture, and service occupations. In addition, a significant portion of retirees in Eastport are not dependent on local economic conditions for their income. The basic economic goals of the City are full employment and a prosperous downtown.

A. REGIONAL ECONOMIC ENVIRONMENT

Traditionally, Washington County has been one of the most depressed counties in New England. 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.)

B. LOCAL EMPLOYMENT

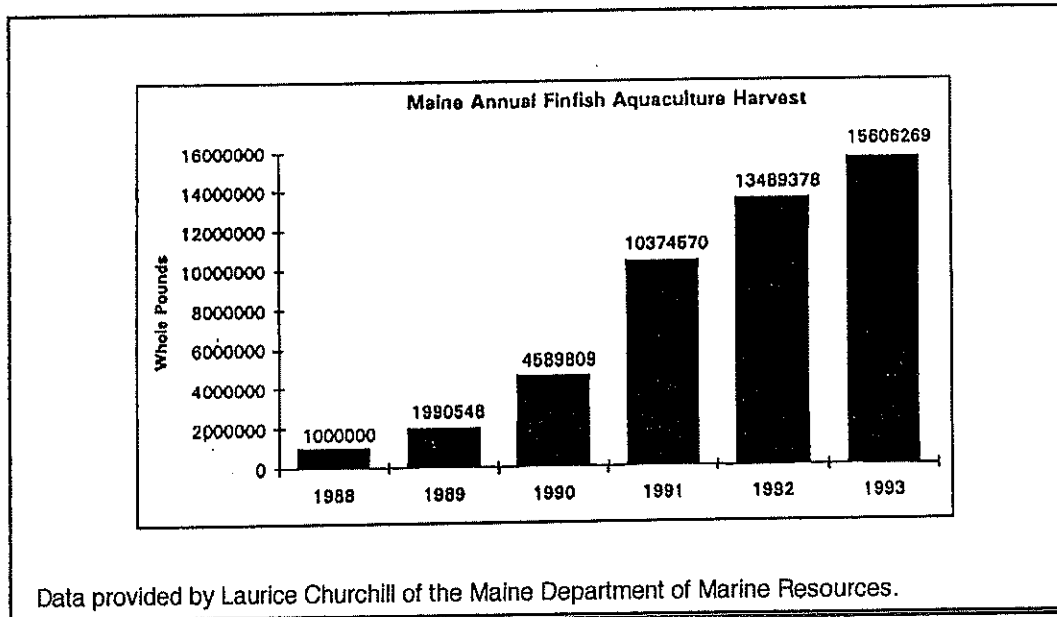
Eastport is an employment center for eastern Washington County (see table on a following page). The largest local employers are Guilford Industries which employs 120 people; the aquaculture businesses which employ several hundred people; and the Shipping industry which provides high-quality part-time work for up to 100 people.

The aquaculture industry has quickly grown to become the second largest market value seafood industry in Maine. Eastport is the center of the salmonid aquaculture industry with several companies recently established in the immediate area. Various off-shoot industries have developed from aquaculture such as smoked salmon gift packs, welding of equipment, construction of salmon barges and cages, net mending, sale of diving equipment, scuba diving lessons, and other related items. In mid-1994 the R. J. Peacock Canning Co. of Lubec took over Maine Pride Salmon Inc., thus assuring the continuation of this important source of employment for City residents. Maine Pride holds five significant salmon pen site leases. MacNaughton Associates is a new industry building state-of-the-art steel vessels used in tending the salmon pens. These and other vessels used by the industry and others, can be hauled out by the travel lift at the Marine Trades Center - a real asset for the area.

Fourteen of the 48 finfish aquaculture leases in Maine are in Eastport according to the December 1993 "Aquaculture Lease Inventory" published by the Department of Marine Resources (DMR). An additional 20 sites are other Cobscook Bay communities (Lubec, Perry and Pembroke). Nine are in other Washington County

towns. Only five are in the entire rest of the state. The Eastport lease sites account for 60% (634 acres) of the 1,047 acres leased by the State.

The finfish aquaculture harvest in 1988 was 1,000,000 pounds, according to Commercial Fisheries News. By 1993 it had grown to 15,606,269 pounds: 14,861,760 of salmon and 744,509 of trout, according to DMR records.



The Eastport sites listed by DMR, shown on "Fish and Wildlife Map 2" in the Water Resources section of this plan, are:

- Bingham Aquaculture Ltd, south of Matthews Island
- Conner's Aquaculture Inc, Broad Cove
- Connors Aquaculture Inc, Deep Cove
- East Coast Fish Farms Inc, Treats Island, east side (2 sites)
- Harris, George and Scott Emery, Johnson Cove South of Kendall Head
- Island Salmon Inc, Prince Cove
- Maine Pride Salmon Inc, south of Goose Island
- Maine Pride Salmon Inc, north of Kendall Head
- Maine Salmon Inc, off Shackford Head
- Nellie B. Fisheries Inc, Johnson Cove
- Penobscot Salmon Inc, south of Kendall Head, Johnson Cove
- Treats Island Fisheries Inc, west side of Treats Island (2 sites)

The lease situation is not static. There were no sites in Eastport leased for purposes other than finfish at the time the report was published. Not all of the sites listed are active. Additional sites have been approved since the list was prepared. However, the list gives an idea of the size of the aquaculture industry and its importance to the economy of Eastport and the area.

PERSONS LIVING IN EASTPORT AND WORKING ELSEWHERE

Perry	23
Calais	14
Machias	6
Baileyville	4
Elsewhere in County	20
Outside County	15
TOTAL	82

PERSONS LIVING OUTSIDE EASTPORT AND WORKING IN CITY

Perry	75
Pembroke	42
Dennysville	16
Calais	11
Meddybemps	8
Robbinston	8
Unorganized territories	17
Elsewhere	not listed
TOTAL	177

SOURCE: U.S. Census

C. RETAIL TRADE

The largest retail operation in Eastport is the IGA supermarket. Other retail operations are small in scale employing from 1-6 people. Most retail businesses have traditionally been year-round operations, but a growing number of seasonal restaurants and craft shops have opened in the area. Until recently there was a liquor store, a drug store, A&P, a Newberry's and other smaller shops downtown. The Leavitt, Trefry, and Sharland buildings housed an insurance agency, book store, beauty shop, Bango-Hydro, Pine Tree Cablevision, The Port Authority, and the offices of Passamaquoddy Towing Services.

The downtown buildings were constructed when pedestrian traffic was a way of life and local people were dependent on the downtown retail stores and Eastport was the shopping hub for people in the nearby communities. Today's people drive to Calais or Bangor as readily as people at the turn of the century walked downtown. The City's population is half what it was in 1900 - this means half as many customers. A survey conducted in summer 1994 revealed that Eastporters would like to see Water Street buildings and stores used to their full potential. It is not likely that this can be accomplished by filling them with retail uses. New uses will have to be found for the buildings, possibly lawyers or other professionals, galleries and craft shops. Some of the upperfloors are excellent "loft" space ideal for artists and craft people, other upper floors could be converted into apartments (not only "filling them up" but bringing customers for the retail outlets). More adequate off-street parking will be necessary

whatever uses locate in the area. The removal of heavy truck traffic when the port moves to Estes Head will help relieve the traffic snarls.

Some of the downtown buildings are in critical need of repair, however, the cost of hiring an engineer to make a detailed examination of each structure and recommend exactly what needs to be done is beyond the financial capabilities of most property owners. The City, working with the owners, may be able to obtain a grant for all or a portion of this urgently needed work.

D. DOWNTOWN REVITALIZATION

The revitalization of downtown is not a new concern, in 1979 the City had a downtown Waterfront Master Plan prepared. Illustrations from that plan are on the following pages. It summarized downtown's major problems:

1. Shoreline erosion and flooding, severe damage to Water Street buildings, docks, and piers
2. Deteriorating and abandoned buildings and vacant commercial space
3. many marginal businesses
4. Under-utilized second and third floor spaces
5. A generally dilapidated and dull street environment
6. Inadequate parking areas
7. Traffic problems on water street
8. A general lack of commitment of both Downtown merchant and City officials to significant investments of private or public funds.

A listing prepared today would not be very different!

The plan also found major opportunities in the downtown area:

1. Many commercial and public buildings of historical and architectural value that are still generally in good condition
2. A long tradition as a commercial center for nearby American and Canadian communities
3. No other competing commercial centers in Eastport and the immediate area
4. Some indications of improvements in the local economy - especially in relation to a resurgence of the fishing industry and the Marine Trades Center
5. Some indications of a growing tourist industry
6. The relatively compact size of the downtown waterfront area - only one street (Water Street) about 1/4 mile long with commercial structures on both sides and the shoreline immediately adjacent to and east of the street

Given these problems and opportunities, the plan concluded that, with some effort and investment, Eastport's downtown could again become a reasonably diverse and prosperous commercial area. (It did not see Eastport becoming a large regional center, noting that Calais, 25 miles to the northwest, was and would probably continue to be, the primary population and commercial center in the County.)

The plan envisioned the Eastport downtown as becoming a sub-center of moderate size - if:

1. Eastport people could be encouraged to "shop Eastport" and
2. More shoppers could be attracted from the adjacent communities.

The plan noted a vicious circle of merchants not improving their buildings or increasing their inventories because "the shoppers don't come" and the shoppers not coming because "there isn't much available".

To the preparers of that plan it seemed clear that the way to break this cycle of economic stagnation and physical deterioration was to plan, design, and develop a system of primary public improvements: "Once such public improvements have been made, the waterfront area should begin to experience a different, positive cycle: an improved downtown environment will encourage local merchants to improve their properties and will also attract more shoppers, more shoppers will mean more business, attract new businesses, expanded inventories and more jobs".

The plan recommended construction of:

1. Seawalls and bulkheads
2. Marina for small boats
3. Several small parking areas for about 75 cars
4. Street improvements including paving, curbs, lights, benches
5. Small waterfront park and promenade
6. Renovation of existing buildings
7. Limited demolition of unsalvageable buildings to provide space for new construction

The City embarked upon a major redevelopment program obtaining State and Federal financial assistance to help it accomplish most of the plan's recommendations. The results were at first very encouraging, but they later turned disappointing. There are more vacancies now than ever.

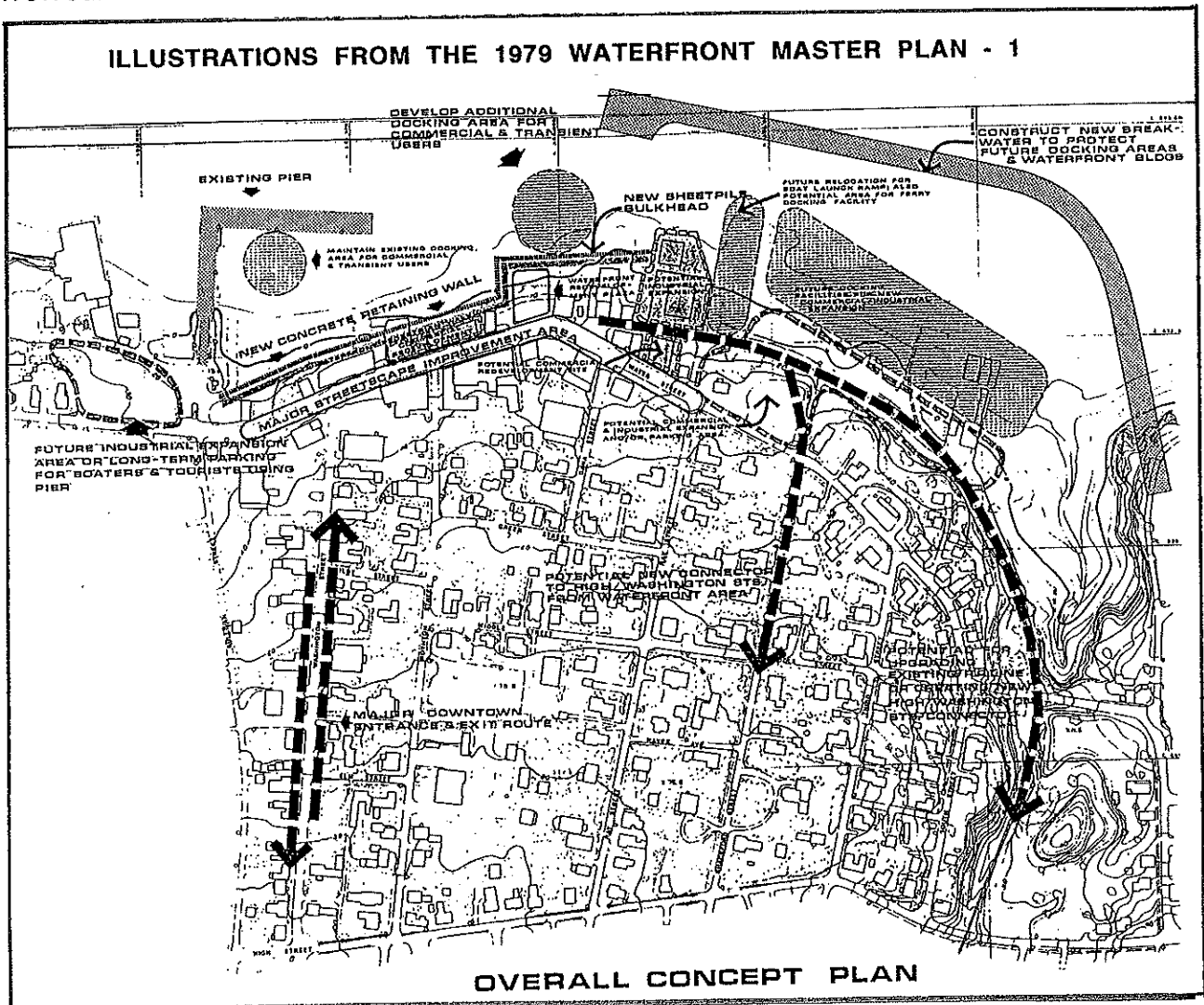
Why is this? What can be done? The answers may be organizational. The physical improvements have been made, but the commitment to Downtown seems weak. The City of Lewiston succeeded in revitalizing its downtown through a truly committed Downtown Revitalization Committee coordinating the work of functional sub-committees each designated to deal with an area of perceived need or a specific problem. Modified for Eastport, these committees and their functions might be:

1. **Transportation and parking** - examines strengths and deficiencies of all transportation modes and facilities, including automobiles, trucks and service vehicles, buses, bicycles, etc
2. **Pedestrian access and amenities** - examines the needs of all types of people (men, women, children, handicapped, elderly) the kinds of facilities/atmosphere needed to best serve and attract these people to the downtown, and the degree to which those need are now being met

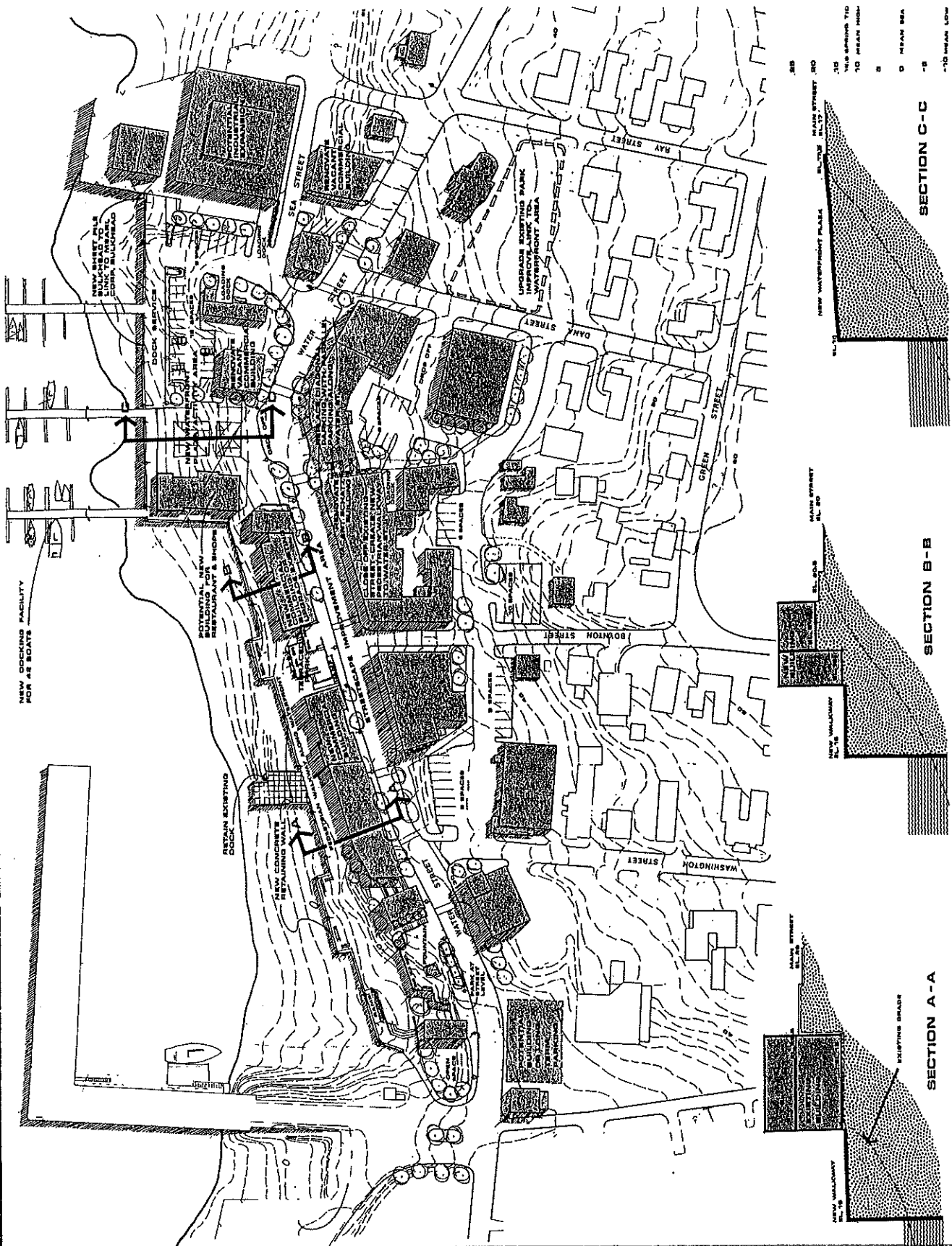
3. **Building utilization** - examines the kinds of buildings existing downtown, the degree to which the space in those buildings is being effectively utilized, and the structural and cosmetic condition of the buildings. Examines the business opportunities and gaps in service now delivered downtown, and the possible need for new buildings. Also considers ownership patterns of existing buildings
4. **Organizational, Financial, and Legal Mechanisms** - examines the legal and organizational framework(s) necessary to package the proposed development activities and to obtain financing (both public and private)
5. **Other** - perhaps including historic, housing, open space, public relations.

Eastport's problems and opportunities differ from Lewiston's, but the organizational approach might meet with success - if there is real commitment.

A report on Lewiston's downtown revitalization program concludes: "An attitude of caring has to be developed, and developed in such a way that it becomes contagious. People should feel that this is going to be a very exciting production. The public conscience must be raised, which is what rebuilding a community is all about . . . a feeling of excitement grows as the people become more involved."

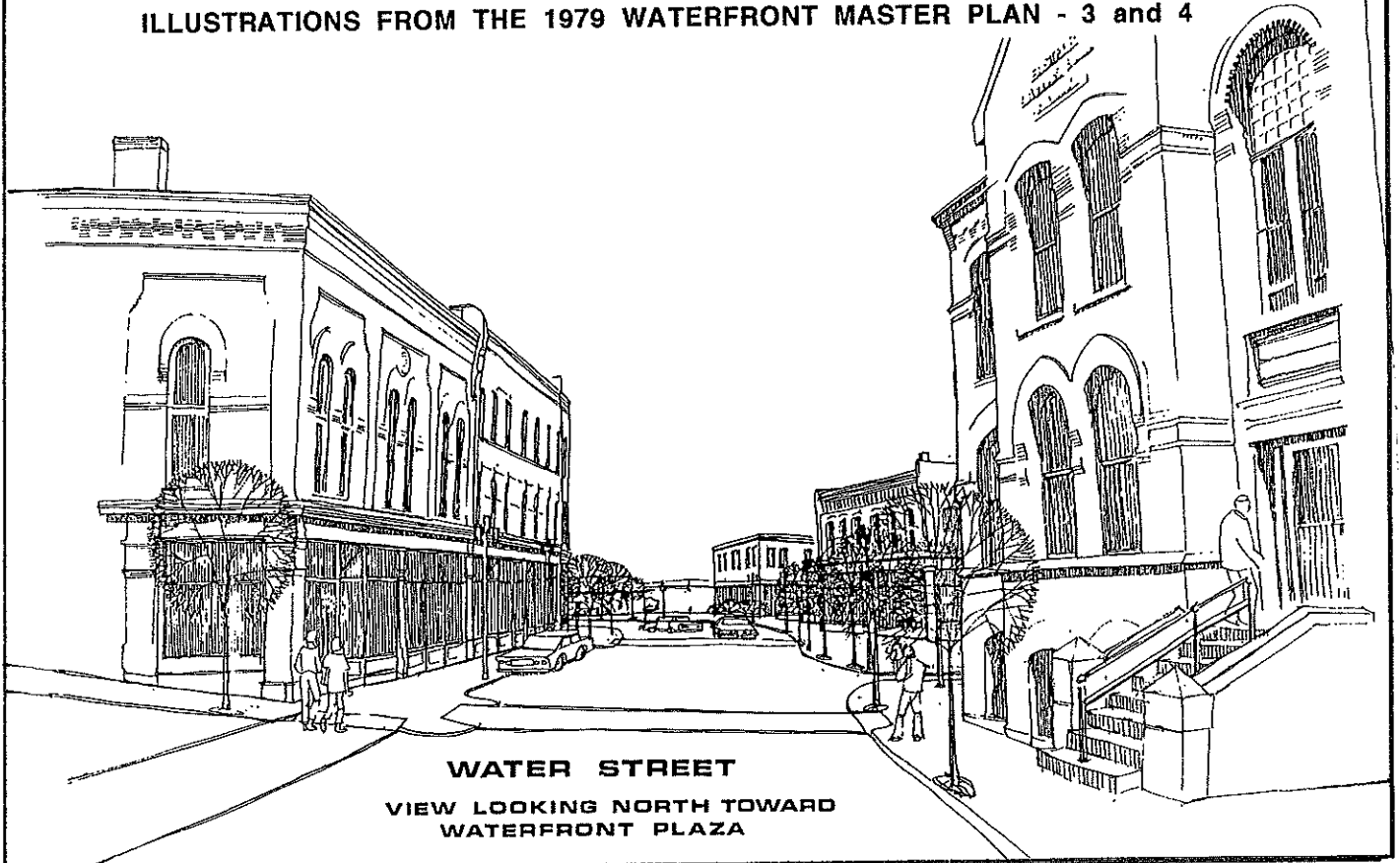


ILLUSTRATIONS FROM THE 1979 WATERFRONT MASTER PLAN - 2

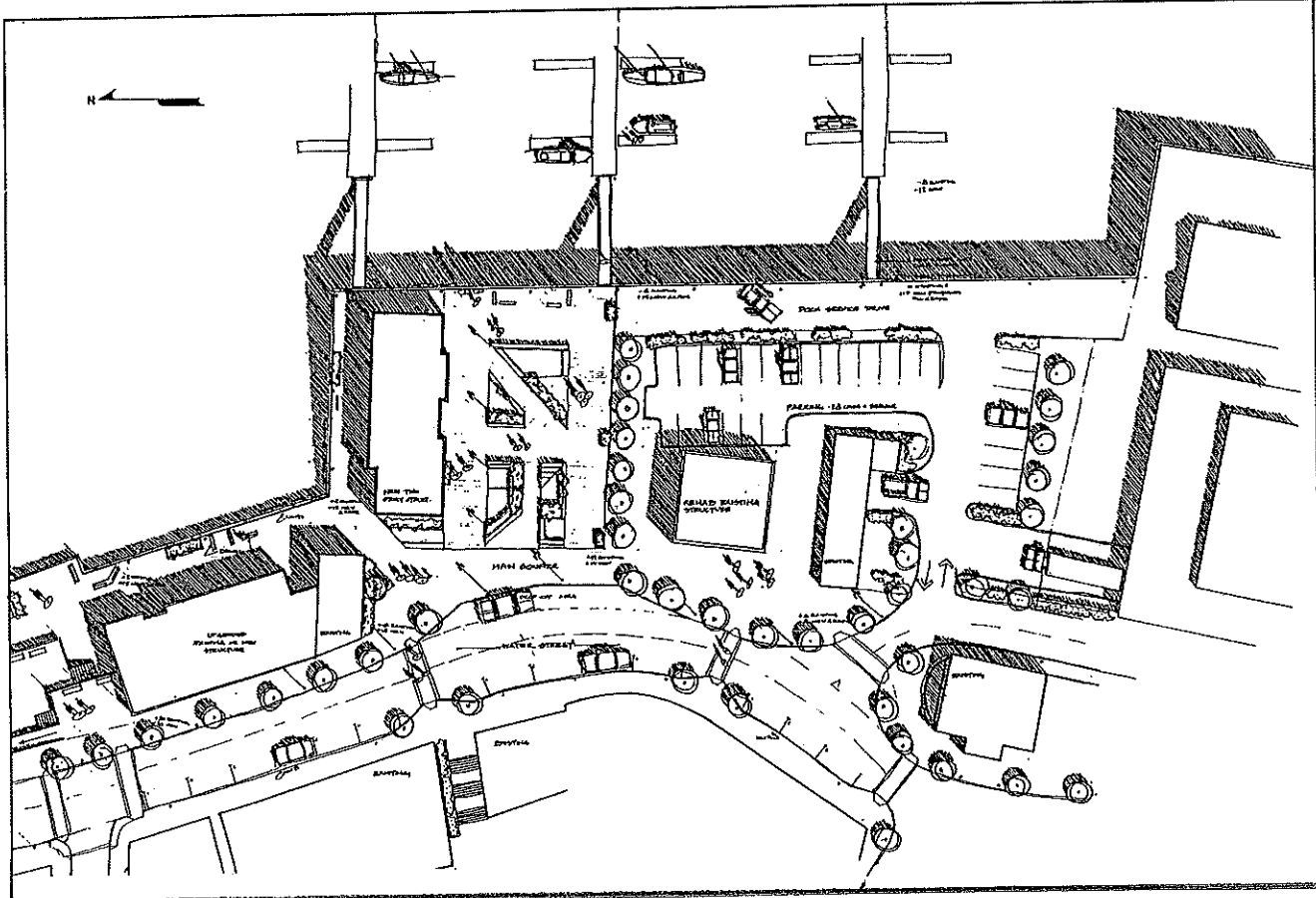


DEVELOPMENT PROGRAM

ILLUSTRATIONS FROM THE 1979 WATERFRONT MASTER PLAN - 3 and 4



WATER STREET
VIEW LOOKING NORTH TOWARD
WATERFRONT PLAZA



TOWNSCAPE ASSOCIATES
EDWARD C. JORDAN CO., INC.
STEVENS ARCHITECTS

**EASTPORT
WATERFRONT MASTER PLAN
WATERFRONT PLAZA PLAN**

D. ECONOMIC STRUCTURE

Firm Size

Small firms predominate in Washington County. Below is a brief summary of industry structure for the 9 categories:

SIZE OF WASHINGTON COUNTY FIRMS

Industry	Total Firms	Number of Firms by Number of Employees							
		1-4	5-9	10-19	20-49	50-99	100-249	250-499	500+
Agric.	17	13	1	2	1	-	-	-	-
Mining	2	1	-	-	1	-	-	-	-
Construct.	99	79	14	2	3	-	1	-	-
Manufact.	70	30	12	12	10	2	3	-	1
Transport.	56	35	10	7	4	-	-	-	-
Wholesale Trade	39	21	9	5	1	3	-	-	-
Retail Trade	288	163	63	40	18	4	-	-	-
Finance	33	15	14	2	1	1	-	-	-
Services	234	155	50	13	8	5	3	-	-

Source: U.S. Bureau of the Census, 1990

Firm Formation

By examining the formation of new businesses over the past decade it is possible to gain a better understanding of the dynamics of the local economy. The percent change in the number of covered employers by industry is shown for Washington County below:

PERCENT INCREASE IN EMPLOYEES 1981-1991

Industry	1981	1986	1991	1981-91 % change
Agriculture	20	15	36	80.00
Mining and Construction	62	71	103	66.13
Manufacturing	80	88	80	0.00
Trans./Utilities	51	55	64	25.49
Wholesale Trade	44	57	46	4.55
Retail Trade	240	245	276	15.00
Finance	33	28	35	6.06
Services	160	171	211	31.88
State Government	9	8	26	188.89
Local Government	102	82	112	9.80

Source: Maine Department of Labor

SOURCE: This section is from a monograph prepared for Maine Economic Development and Business Assistance Council's Calais Area Citizen Forum on Economic Development by the Eastern Maine Development Corporation, November 1993

In Washington County, retail trade, service industries, and local government accounted for nearly 61% of all firms and 52.7% of all growth between 1981 and 1991. The fastest growth occurred among state government (188.89%), followed by: agriculture (80%), mining/construction (66.13%), and services (31.88%). These 4 firms accounted for 66.5% of all growth.

A simple comparison of firms to population reveals that there are .028 firms per capita in Washington County and .029 firms per capita statewide.

Industry Employment

As of June, 1991 the largest industry by employment in Washington County was educational services (1,555 jobs). The next two largest industries by employment, were health services (1,186) and public administration (754). Thus, the three major employers, accounting for 3,495 jobs, have strong government influence. After this the next 7 largest employers together accounted for 3,625 jobs. Nearly 1/2 of these jobs were concentrated in the manufacturing sector (1,710 jobs), primarily lumber and paper and the processing of food and kindred products. The remainder of these 7 industry groups were comprised of retail industries, with the wholesaling of non-durable goods being the only exception.

Whereas employers explain much about the structure of the local economy it is important to understand the concentration of employment among the various sized firms. Despite the predominance of employers among the smaller sized firms, much employment still occurs in the larger firms. Fifty eight (58) percent of employment in Washington County is among firms larger than 20 employees; 23% of all employment is among firms larger than 100. Interestingly, firm sizes in the 20-99 range account for the most significant difference when Washington County is compared to State and the nearby county of Hancock. Thus, firms employing 20-99 account for 35% of all employment, compared to 29% in the State and Hancock County. Finally, firms employing 0-19 employees account for 42% of all employment in Washington County.

Job Creation/Dependence

Of the 1,341 jobs created between 1986 and 1991, 218 of these, or 16%, were among firms smaller than 5 employees. Further, 457, or 34% were within firms with 5-19 employees. Firms in the 20-99 size of employees created 478 jobs, or 36% of all new jobs. This leaves approximately 14% of the new jobs created by firms employing more than 100 people.

A location quotient is a measure of an area's dependence or specialization in an economic sector. A location quotient of more than one shows a greater than average dependence; a location quotient less than one shows less than average dependence. Based on this approach it is apparent that Washington County is more dependent upon the manufacture of nondurable goods (1.3) than the state and somewhat less dependent

upon the manufacture of durable goods (.8). Most significantly, perhaps, the area is more dependent upon construction (1.19), transportation/utilities (1.37), and government (1.27). Although government accounts for a relatively large proportion of the labor force (23.7%), the transportation/utilities and construction industries only account for 5.9% and 5.1%, respectively. Other sectors where Washington County is dependent include: lumber and wood (2.6), sawmills and planing mills (5.4), food and kindred products (4.2), and preserved fruit (7.9). There is both opportunity, as high location quotients can indicate competitive advantage, and danger in this dependence, if commodity or industry shocks result in setbacks.

E. ECONOMIC STRENGTHS AND LIABILITIES

To a large extent, Eastport shares Washington County's strengths and liabilities as identified at the State-convened 1994 Citizen Forum on Economic Development:

Assets/Opportunities:	Liabilities/Barriers:
Aquaculture Forest resource/industries Agriculture -- blueberries, potential for cranberries Value added agriculture/fisheries with potential to stretch seasonal employment to year-round ECF (elemental chlorine free) pulp for growing European and Japanese markets Clean Water Educational Facilities - vocational college, University of Maine Machias Deep water port, Estes Head for exporting facility -- Eastport expansion Tourism potential Underutilized airports, especially Princeton Coastline, location (Canada, Europe) Seasonal employment opportunities Multiple use resources: forestry/tourism, rails/trails Work ethic Quality of life, culture/way of life Recreational potential Passamaquoddy resources	Sparse population Lack of business financing Lack of industrial buildings State distribution of educational funding: especially secondary and technical colleges Lack of full-time, year round employment opportunities, especially for the young Tradition of seasonal employment/welfare, aspirations Seasonal employment allows for fewer people available for year-round employment Demographics of unemployed Lack of business services, such as computer Cranberries, lack of technology Lack of railroad (may close), too far for trucking Ferry system No U.S. carrier for pulp out of Eastport Solid waste disposal Distance and quality of roads, especially Rt. 9 Over-fishing, lack of marine Research and Development Electric, telephone, oil, gas costs Export of raw products as opposed to value-added Forest economy is weak No graduate degrees offered in county Tourists not welcome everywhere Canadian subsidies, fluctuating currency exchange

F. ECONOMIC DEVELOPMENT

A priority goal for Eastport is the creation and retention of jobs. The City believes in regional cooperation for development. It was a founding member of the Quoddy Region Job Opportunity Zone which had as its motto "When one community succeeds, we all benefit". The City is now an active participant in the Sunrise County Economic Council which has superseded the Job Zone.

In addition to continuing its participation with the regional groups, the City has been very active on its own, as evidenced by the major development and infrastructure improvement activities discussed in this plan. Basically there are five approaches for increasing economic activity*, the City's development strategy should include all five!

1. Improve ability to capture existing income. Dollars flow into and out of the local economy. A healthy economy limits the outflows, or leakages which result when local residents make purchases at regional shopping centers, vacation away from home, invest in out-of-town businesses and real estate or pay wages to commuting workers. Obviously no community can plug all the leakages, but local leaders can work to plug some of them. Strategies for retaining income include; emphasizing downtown revitalization, helping businesses obtain low (or no interest) fix-up or start-up loans, job skill training, special community events, housing development.

2. Improve efficiency of existing firms. Help small businesses expand and create additional local jobs. An M.I.T. study found that 40-60 percent of job growth comes from the expansion of small businesses. Forward-looking local leaders visit local firms, listen to their concerns and learn their plans (and hopes) for the future. Officials can help by knowing where to locate business assistance specialists and how to apply for low interest loans.

3. Encourage formation of new businesses. There is real entrepreneurial energy in small communities, but it is often hidden. New business are continually needed to meet changing wants and needs. Young firms can capture some of the dollars currently leaking out of the City and offer new local job opportunities. New home-based business are particularly compatible with the small city landscape.

Business formations need three things:

- * capital (resources and financing),
- * labor (hopefully, specially skilled), and
- * technology (computer connections are possible even in the most remote areas).

Local leaders can help inspire new business growth through community surveys, inventories, business training sessions, help from experienced retirees, and bank-sponsored loan programs.

*As listed in "Harvesting Hometown Jobs" by Glen Pulver, economist at the University of Wisconsin, published by the National Association of Towns and Townships

4. Attract basic employers. Although business recruitment has received more attention than it deserves, it is a viable development option. Basic employers sell goods and services outside the community, thus bringing in "new" dollars which are then spent on other goods and services locally, creating still more income and employment. Today's new jobs are coming from service industries, not large manufacturing operations. Among the new basic employers are insurance companies, research and development laboratories, wholesale businesses, transportation firms, business service providers, recreation and tourism, private schools and colleges, hospitals, and non-local governmental offices.

5. Increase financial aid from State and Federal governments. It is to the economic advantage of communities to retrieve some of the money taxed away by other levels of government. There are two forms of financial aid: individual transfers received by citizens (social security, public assistance, pensions, etc) and community-level transfers (grant, loans, contracts). Grants are available for streets, water, sewer, health, education, parks and recreation, housing, and many other necessities. Often the individual transfer payments are spent locally for goods and services, this contributing to the community's economic well-being.

Some of these ideas are new, some have been tried in Eastport before, but are not being done now, and some may not be appropriate. The important thing is that there be a development **program** with goals and objectives, a time-table, and specifying just what is going to be done -- and by whom, and with real commitment by the "whoms" to carry it out.

G. THREE GOALS FOR MAINE'S ECONOMIC FUTURE

The Maine Alliance and the Maine Chamber of Commerce and Industry published "Charting Maine's Economic Future" in January of 1994. Three of the specific areas of concern detailed by the report are specially appropriate to Eastport:

- Marine Science, Technology and Industry
- Export and Transportation Industries
- Exporting Service Business.

Excerpts from these sections of the report are reproduced below.

1. Marine Science, Technology, and Industry

Goal: Maine will be recognized within five years as a world class center for marine science, technology, and industry.

* Substantial increase in outside R&D funding over the present \$5million per year.

* Creation of a bona fide economic cluster - that is, a related set of research, industrial, and state governmental activities - around our capacity in marine science and industry.

National trend: Revolution in ocean science and technology

Aquaculture accounts for 10% - 15% of U.S. fish harvests, with significant potential to increase this share

Competitive advantages: Established in-state R & D capacity, including marine geology, marine biology, and oceanography

Cooperation (formal and informal) between marine research organizations and marine industry in Maine and regionally

Location on the North Atlantic coastline

A "cold water" Aquaculture state (only one other state, Washington, offers the same ranges of temperature present in Maine waters)

Business targets: Aquaculture

Range of emerging high-tech products (e.g., drugs and medical treatments)

Research and development organizations

Regions of opportunity: Coastal Maine

Needs: Support from Maine's Congressional delegations for increased R&D funding (no significant regional economic cluster has occurred in the U.S. without major, federal R&D investments)

Doctoral level research capacity

Construction of regional product center

2. Export and Transportation Industries

Goal: Maine will be the trading gateway to the North Atlantic, including eastern Canada and Europe, and will provide multi-modal options (sea, air, land, and rail) for trade around the world.

* Triple the dollar volume of exports by 2000 (the value of exported manufactured goods in 1991 was \$908 million), double the number of countries to which Maine exports regularly, and triple the number of Maine companies exporting their products.

National trends: World trade agreements are lowering barriers

Fastest growing markets are in developing countries of Asia and Latin America

Eastern European markets will explode by the end of the decade

Competitive advantages: Strategic position on North Atlantic coast

Proximity to Europe

Track record of exporting to 120 nations

Existing infrastructure: World Trade Association

Target businesses: All Maine exporters

Transportation industry

Regions of opportunity: Coastal, central, northern Maine

Needs: recognize the value of the existing governmental infrastructure that is helping to cultivate world trade (e.g., World Trade Association, Maine Development Foundation, Maine Science and Technology Commission) and provide them with stable funding

Expanding services through regional offices around the state

Port and airport investment, including implementation of a three-port strategy (Eastport, Searsport, Portland)

Use of existing facilities (such as Limestone and Bangor) to full potential

3. Exporting Service Business

Goals: Maine will be known as the most attractive state in the northeast for the growth of small, exporting service businesses

* The rate of growth among Maine's business services will be 25% above national growth rates

National trends: Evolution of what have come to be known as "virtual corporations" in which corporate decision-makers are located away from production activities and portions of the business are "farmed out".
Access provided by telecommunications

Growing importance of health and business services (104% increase in business services employment and 52% increase in health services employment from 1980 to 1990)

Competitive advantages: Quality of life
Safe living environment
Positive examples in place (UNUM, ABB, MBNA)
Telecommunications

Business targets: Financial services
Health services
"Backroom" services
Design services

Regions of opportunity: Throughout Maine

Needs: aggressive marketing of our assets

H. SUNRISE ECONOMIC COUNCIL

The City is a charter member of this county-wide economic development group. The goal of the SCEC and its steps for achieving that goal, are in perfect harmony with the goal of the City of Eastport:

Expanding existing natural resource-based economy. Since the availability of natural resources as raw materials is often beyond our control, it is in the economic interests of the county to expand the income producing potential of those resources.

This can be achieved in several ways.

- * Encourage development of businesses that add value to natural and human resources, including processing and manufacturing. These can include medium and large scale operations, as well as cottage industries, crafts and tourism.
- * Encourage development of businesses that provide products and services to existing industries currently purchased outside the area, such as salmon feed.
- * Work with existing businesses to form networks and cooperatives to assist with marketing, technology transfer, sales, market development and research, and other needs identified by individual business groups.
- * Serve as a resource and advocate, directing businesses to organizations providing assistance with exporting, financing, business counseling, and other services.

I. IMPACT OF POSSIBLE NEW JOBS

Population forecast alternative 2, the preferred alternative, projects an increase of 350 in the City's population, based on the assumption that there will be 100 new jobs created in the City by the year 2006 as a result of some or all of several reasonably likely activities, including:

- * Development of the new port at Estes Head with all its related facilities,
- * Expansion of the shipping industry which now provides over 100 high-quality part-time jobs and will add more if: Georgia Pacific expands its use of the port (perhaps as the result of building a new saw mill so it can export finished lumber at a competitive price as well as whole logs), or when another major shipper (or several smaller ones) realize Eastport's advantages and begin shipping through the port.
- * Opening (or expanding) of one or more new aquaculture (or aqua-culture related) industries in the area either all in the same year, or over a period of a few years. Ten years ago, there was no aquaculture industry in Eastport, now it employs several hundred raising salmon, sea trout, and nori (a seaweed favored in sushi and other Japanese foods). In Maine, the industry earns \$45 million a year. The State is considering providing low-interest loans encourage more to become involved in the industry and to restore funding to the Maine Aquaculture Innovation center. A cloud on the horizon is the recently announced joint study by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service to determine whether the anadromous Atlantic salmon should be listed a threatened or endangered species. This could affect a wide range of interests critical to the county's economy ranging from farmers, blueberry growers, sport fishermen, the forest industry, in addition to aquaculturists.
- * Expansion of one or more of the City's several non-aquaculture business. Guilford Industries which employs 125 and expects to expand to 135-140 within a year. Another major employer is Fibre Extrusion with 60 workers.
- * The effect on Eastport of the resort/casino proposed in Calais by the Passamaquoddy Tribe (in cooperation with Harrah's Casinos) might be to increase economic activity through cruise ships using the port to bring in casino-bound visitors, tourists attracted to the area by the casino deciding (either on their own or as the result of special efforts to attract them) to visit the City, a few jobs taken at the casino by Eastporters or homes being bought in the City by casino workers brought in "from away". This will be a major facility including a 116 room hotel, an 18,000 square foot casino, two restaurants, an indoor pool, a health club, an amphitheater, and tennis courts. It is estimated that employment at the casino will be 725 and indirect employment will be 527, with direct wages of \$4.8 million and indirect \$4.8 million. It would be a tourist **destination** attracting 787,000 visitors a year. On the negative side, opponents say it will increase crime and related police costs, its jobs will be low-wage, and the poor people of the County will gamble away their food money at it. The increase in population which will result from these activities will bring with it an

increase in taxes paid, but will also result in increased expenses to the City. Growth of 350 in population will mean an additional 90 students in the City's schools. About one-half a ton more solid waste will be generated every day. Most of the new residents will locate on City water and sewer lines increasing demand for these services. Those who do not locate on existing lines will either create a demand for extension of the lines, or will increase the need for septic sludge spreading areas. If the new houses are in new subdivisions, this would probably mean additional streets to be maintained by the City.

The Department of Housing and Urban Development estimates that this increase would create a need for several more fire-fighters, another police officer would be needed for every increase of 800 in population, a doctor for every 3,500, and a dentist for every 1,500.

Growth of 350 in the population will require that over 100 acres of land which is now undeveloped be converted to urban uses, roughly broken down as:

- 25 acres for business and/or industry
- 80 acres for homes
- 10 acres for parks and recreation
- 10 acres for schools
- 10 acres for other public uses (including roads)

These new residents might be the marginal number needed to enable a few new businesses to open. The population base necessary for typical small I businesses has been estimated by Kawneer, a manufacturer of store-fronts:

INHABITANTS REQUIRED	TYPE OF BUSINESS
800	Eating place
900	Delicatessen
3,700	Drug store
8,400	Variety store
34,000	Department store

Of course, these are not hard and fast numbers, but meant as an indication of the number of people necessary for new businesses and can be of help in considering the future of the town. The figures in this section are based on 100 new "basic" jobs and can be scaled up or down to reflect the impact of 50 or 200 - or any other number of new jobs.

J. ECONOMY: CONCLUSIONS

Growth in the aquaculture industry means more jobs. This, or any other new industry, requires that employees receive training. This can be done through a cooperative venture involving the industry and the State through the Marine Trades Center. It is important that existing and potential conflicts between tourist-directed retail businesses, aquaculture concerns, and traditional fisheries be balanced and that waterfront locations remain available for use by those involved in marine-related occupations.

Special study should be given to the problems presented by the desirable growth of seasonal businesses which impacts the downtown area in various ways. Buildings which are secured for the off-season give the downtown a deserted look. Buildings which are vacant for part of the year have traditionally been prime targets for vandalism.

The 1984 Community Development Plan up-date recommended several economic development projects, some of which are now underway (or have been completed): Breakwater rehabilitation, inner basin development, new cargo facility, airport master plan, fish pier improvements, fisheries and aquaculture development (including processing), harbor management, ferry service to Lubec and Grand Mannan, tourism planning and development. Because these projects can not all be accomplished at once they must be placed in priority order.

The developers of the twenty-to-thirty million dollar Passamaquoddy resort/casino in Calais, which will employ 700 people directly and lead to an additional 800 jobs in support businesses, should be asked to include the City of Eastport in their impact analysis. Addressing questions such as: will there be more cruise ships? More tours? more individuals "exploring" the area on their own?

The City should develop a strategy for utilizing vacant downtown buildings. First floors with various uses (not just retail), upper floors with residences. As interim measure, fill empty windows with historic or artistic displays.

Expansion of existing businesses should be encouraged and supported, new business formation encouraged, and attempts to attract new businesses from out of the City. Expansion of business development efforts by Chamber of Commerce to include more than tourist-related activities should be encourage.

Industrial development should be promoted by working to sell or lease suitable City-owned and private sites.

The broad range of development activities by the Port Authority should be supported including: modern new pier and related facilities at Estes Head (which would also remove heavy traffic from downtown), ferry service to Lubec & Grand Mannan.

Airport mater plan implementation should continue or accelerate.

Development and expansion of all aspects of aquaculture industry should be supported, including diversification of species (not limited to fin fish but including seaweeds and rejuvenation of clamming).

The City should continue exploration of possibility of establishing Free Trade Zone.

The City should obtain and maintain population data and projections and make them available to developers, schools, businesses, churches, and others needing information concerning growth trends, and obtain and maintain a file of economic assistance sources (technical and financial), and keep up-to-date files of data which may be of use and value to business and industries.

Land resources

(There are maps at the end of this section for each topic discussed)

An understanding of Eastport's natural resources is essential to planning for future development of the City. Those resources which contribute to the City's attractiveness as a place of work and to live include its vistas of Canadian islands and ocean passages, the little inlets and coves, and the reaches of deep water located close to shore.

Less positive is the nature of the land itself with its uncompromising soils. These serve to limit the extent to which the City may be developed and populated and used. The highest point in Eastport is slightly over 200 feet in elevation on Redoubt Hill.

A. SOILS

The geology of the City derives in large part from relatively recent (10,000 to 15,000 years ago) glacial activity. There are thus many deep deposits of glacial materials at the lower elevations. Most of the soils were deposited by the glaciers in small pockets so that a soils map of the island looks very much like a mosaic. One can find seven different soils types in a ten acre parcel of land. Much of the island is composed of Colbath gravelly or very rocky loams, shallow soils with good drainage. Other types of soils found in great quantities are Colton sandy and stony loams, Scantic silt loam, and Buxton silt loam.

"Soil survey" is a general term for systematic examination of soils in the field and laboratory. It involves describing, classifying, and mapping soils types, and then interpreting their suitability for various uses such as residential, commercial, agricultural and recreational. The Soil Survey Office of the Soil Conservation Service (SCS) in Machias has, for the past several years, been preparing soils maps of the communities of Washington County, analyzing and observing the characteristics and behavior of many different soil types and learning the distinctive properties of each for various use.

Their **maps** show the location of all the various soils, their **Soil Survey Interpretations Sheets** (which are available for each soil types) describe: composition of the soil, depth of organic material, depth to bedrock, drainage class, permeability, hazard to flooding, depth to water table, similar and contrasting inclusions, and other information. The sheets make specific comments on the advisability of using that soil for urban and rural uses, and cite specific management concerns. They make it clear why a soil will or won't support specific uses.

The maps and sheets are useful to the the City and to individuals.

The City can use the information to anticipate the areas which will tend to develop soonest. It can use the data, along with other information, in developing its future land use plan and up-dating its zoning. It can learn that some areas may be prohibitively costly to provide with streets or sewers. It can identify environmentally sensitive land which should be protected.

Individuals can learn before they buy a piece of land (or if they already own it, before they start to develop it) what problems they may face. The sheet will help answer questions such as "Can the site support a septic system?" "Will the basement always be wet?" "Is there a high potential for erosion?" "What is the bearing capacity of the soil?" By answering these and other questions, the sheet helps individuals determine the cost of development before making a commitment (most any use can be put on most any piece of land -- if cost is not a concern), and in considering the relative advantages of one piece of land over another.

The maps at the end of this section show the various soil types in the City and the best and worst areas for residential and commercial development and. By identifying the number (or numbers) which apply to your parcel of land you can contact SCS, discuss it with them, get an interpretations sheet, and get a good preliminary idea about your land's potential.

Soil survey maps do not eliminate the need for on-site sampling, testing, and study of other relevant conditions (For example pockets of different soils having completely different qualities may be present), but they are an important first step that should proceed any development decision by the City or an individual.

B. FLOOD PLAINS

Flood plain areas in the City of Eastport fall into two major categories: areas prone to flooding and velocity zones. Most of the flood plain areas within the City are velocity zones, or those areas susceptible to damage from wind-driven water during coastal storms. One major area which has been designated as incapable of development because of location in a flood plain is the low-lying peninsula on the north side of Carlow Island. Development plans for the island exclude this portion of the island from any type of building construction.

Presence in a flood plain has not been a factor in most development plans for the island. Several houses in the South End of the City sit in flood plain areas and the high cost of flood insurance has precluded expansion of these properties. A former factory in the South End of the City was precluded from several attempts at conversion to residential use because of the high cost of flood insurance which would be required by financiers.

C. WETLANDS

The island contains several significant coastal wetland areas, the most notable being Steele's marsh in Quoddy Village. Former Route 190 passes through the middle of this coastal salt marsh. It is the only salt marsh on the island which was not filled for development or modified by construction of the railroad right-of-way in the late 1890's. Other significant coastal wetlands are narrow bands of wetland vegetation which exist around the edges of Carryingplace, Johnson's, Half Moon and Bowen's Coves.

The vast majority of freshwater wetlands which occur on the island are class three alder swamps which serve as storm water storage and recharge areas.

D. CRITICAL WILDLIFE HABITATS & NATURAL AREAS

The small outer islands in Carryingplace Cove have been designated by the Inland Fisheries and Wildlife as significant waterfowl nesting and feeding areas.

The areas on and around Spectacle and Goose Islands are important habitat areas for eider and black ducks. Under the Natural Resources Protection Act (NRPA), these islands have become candidates for protection. Using the NRPA, the Legislature found that significant wildlife habitat represented significant State resources and that there is a need to establish sound environmental standards that will prevent the degradation of, and encourage the enhancement of, these resources. They define "Seabird nesting island" as:

- 1) An island, ledge, or portion thereof in tidal waters and the adjacent subtidal land within a 1,320 foot zone surrounding the island or ledge that has a documentation of 25 or more nests of seabirds, adult seabirds displaced from nests, or in combination (single species or aggregate of different species) in any nesting season during, or since, 1976; provided that the island, ledge, or portion thereof continues to have suitable nesting habitat or
- 2) An island, ledge, or portion thereof in tidal waters and the adjacent subtidal land within a 1,320 foot zone surrounding the island or ledge that has a documentation of one or more nests of a seabird that is a Maine endangered or threatened species in any year during, or since, 1976; provided that the island, ledge, or portion thereof continues to have suitable nesting habitat."

In a 1991 seabird population census, 678 nests were counted on Spectacle Island and 1,254 on Goose Island.

Under the provisions of the aquaculture statute, the Commissioner of Marine Resources must consider if a project meets certain conditions, one of which is that the project "will not unreasonably interfere with the ability of the lease site and surrounding area to support existing ecologically significant flora and fauna." The DMR may also establish conditions that govern the use of the lease area so that the conditions are met.

Treats Island which is located to the South of Moose Island contains two established bald eagle nesting sites and has been identified by Inland Fisheries and Wildlife as a critical habitat area.

Because of the small area, and degree of development, of Moose Island itself, no significant habitat areas for land animals exist on the island. A small deer herd has established itself in the area around the municipal airport. No other large animals occur naturally on the island.

E. AGRICULTURAL LANDS

No working farms are to found on the island. In the early 1900's, market farms located "out-island" ("Out-island" is a name for that part of the island beyond the intersection of Route 190 and Clark Street) produced potatoes, vegetables, apples, lamb, and poultry for local consumption. While several of the former large farm properties have remained undivided, no commercial farming has occurred for more than thirty years. Local zoning (rural residential) of these parcels allows such uses to resume.

Many of the soils on the island are not conducive to agricultural efforts. The well-developed eastern section of the island has either shallow, rocky soils or very sandy soils. Most of the farming efforts occurred in the "out-island" section where deep deposits of glacial till may be found. Soils in this section of the island tend to have moderate to good drainage but are somewhat lacking in organic materials.

The temperature zone of the island which is rated at zone 6B by the Maine Forest Service seems conducive to the raising of apple trees, raspberries, blackberries, and blueberries. One detrimental factor for agriculture is the relative acidity of the soil (5.0- 5.5). A major nuisance as far as pest control is the presence of some type of nasty little red ant which has a vicious stinging bite and eats practically everything.

F. FORESTRY LANDS

Forestry is not practiced on a regular basis in the City. Five parcels of property containing 136 acres have been placed in the Tree growth Tax Program and some degree of management must be practiced on these parcels. The majority of forest cover on the island is spruce. Vast expanses of land are covered in scrub growth of alder, cherry and wild plum. No substantial growths of hardwood exist on the island. When the island was first settled, extensive stands of beech, maple and birch were to be found. These native stands were rapidly depleted. Most of the island's wooded stands have been cut three or four times over.

Because of the relatively small land area on the island (3.5 square miles), commercial practice of forestry seems impractical for Eastport. Most tracts of land are too small to

allow use of wood harvesting machinery and the wood which is present does not have great economic value. The lack of extensive hardwood stands minimizes the potential for marketing as firewood.

G. SCENIC RESOURCES

(Included under "land resources" although just as appropriately a "water resource")

A pleasing appearance is one of the City's most important assets, its visual character is what makes it different from all other towns and cities. Visual resources are the places people go "to see the view" - to watch the sun rise or set; or landmarks that say "This is Eastport". Just as with any resource, *visual* resources can be used and protected to benefit the City or squandered to its detriment. Inventorying and priority ranking the resources important to the City's people is the basis for making decisions on their protection or enhancement.

Visual resources generally fall into one of two groups:

1. Special features including
 - a. Cultural landmarks - places with strong symbolic meaning such as buildings of architectural or historic value, locations of important events
 - b. Activity centers - areas with strong visual interest such as boat landings, recreation areas
 - c. Natural features- undeveloped or naturally appearing place such as beaches, rivers, lakes, prominent hills
 - d. Winding streets or streets "pointing" at views.
 - e. Gateways - the point along a street where one perceives to have arrived or departed from neighborhoods.
 - f. Miscellaneous - features that contribute to visual interest such as long stone walls, unique vegetation (orchards, rows of elms, etc) or geologic features (road cuts, cliffs).
2. Views ("Views" may duplicate some of the "special features") including
 - a. Across particular coves, out to certain islands
 - b. Across open fields

The topography of the island and the development of the roads have leant themselves to preservation of various scenic resources. As Route 190 circles the edge of Carryingplace Cove, it creates a narrow buffer strip of land between the road and the shore. This narrow strip of land is for the most part not developable land and it thus protects the scenic beauty of Carryingplace Cove, one of the largest tidal flat areas on the island. Once again, Route 190 serves to protect the scenic beauty of Half Moon Cove on the right and St. Croix Passage on the left as one enters Eastport over the causeway. The narrow buffer strips of land on both sides of the road effectively prevent development everywhere except Carlow Island. This scenic resource is especially valuable because of the presence of waterfowl (particularly eider ducks, blue herons, and cormorants) throughout most of the year.

Many of the roads and streets were built along the ridges of the high areas on the island. The outer end of Clark Street, just before it reaches High Street is particularly scenic because of a basically unobscured view of the Canadian West Isles looking toward Back Bay. Once again, the view from High Street or County Road heading toward Prince Cove is a particularly scenic vista of Campobello, Treats Island and the Lubec-Campobello Bridge. These situations all involve downward sweeps of the land toward the water. Structures built between the road and the water do not block the view of passing motorists. Other scenic resources are on the Deep Cove Road heading toward "MacNichol's Bar and Grill", a vacant lot which is a favorite local parking spot providing opportunities to (among other things) view various stages of aquaculture operations.

H. LAND RESOURCES: CONCLUSIONS

The City is small (3.5 square miles), rocky, and developed. There are few areas suitable for commercial agriculture or forestry.

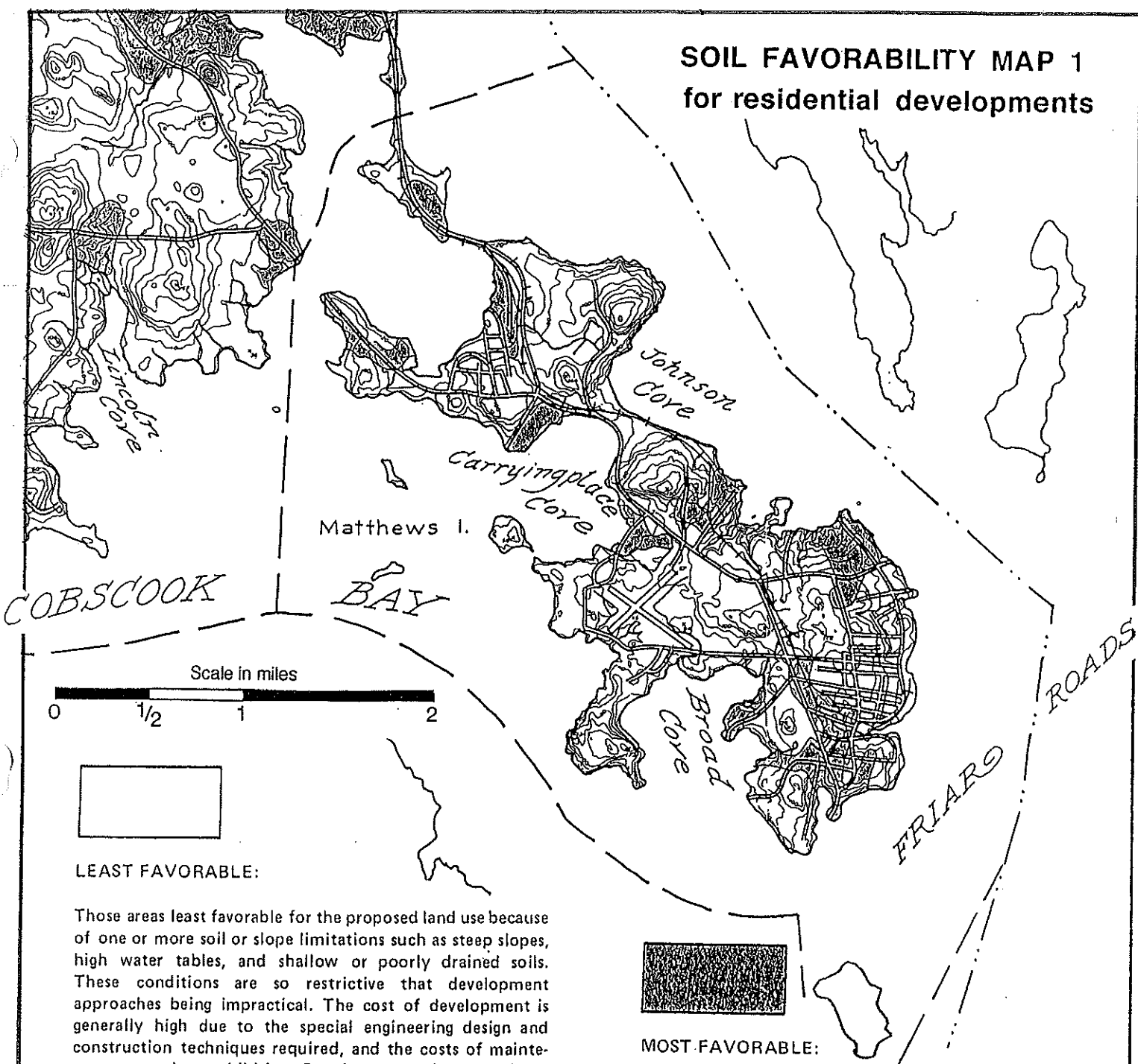
Public access to the ocean at Customs Street, Clark Street, Sea Street, Emery's Beach and other locations should be protected.

The City should cooperate with State in planning for its conservation lands at Shackford Head.

Prohibit incompatible development in or adjacent to critical natural areas. Make sure owners of unique natural areas are aware of value of these areas, encourage proper care of them.

The City should take steps to protect key **scenic** resources, special cultural and natural features and views across coves and to the islands.

SOIL FAVORABILITY MAP 1 for residential developments



LEAST FAVORABLE:

Those areas least favorable for the proposed land use because of one or more soil or slope limitations such as steep slopes, high water tables, and shallow or poorly drained soils. These conditions are so restrictive that development approaches being impractical. The cost of development is generally high due to the special engineering design and construction techniques required, and the costs of maintenance may be prohibitive. Development of areas with a "Least Favorable" rating may, if improperly developed, have a significant impact on the environment through the alteration of natural drainage patterns (including aquifer recharge areas), erosion due to disturbed highly erodible soils or steep slopes and water quality degradation in areas of rapidly permeable soils.

MOST FAVORABLE:

Those areas most favorable for supporting large developments. Slopes are generally level to gently sloping and the soils usually deep and well drained. Standard designs and proper installation methods should give satisfactory results for structures. In general the costs of development and/or maintenance in these areas will be minimal.

**FAVORABILITY OF SOILS AND SLOPE FOR LARGE RESIDENTIAL DEVELOPMENTS
WITH SEWAGE COLLECTION SYSTEMS**

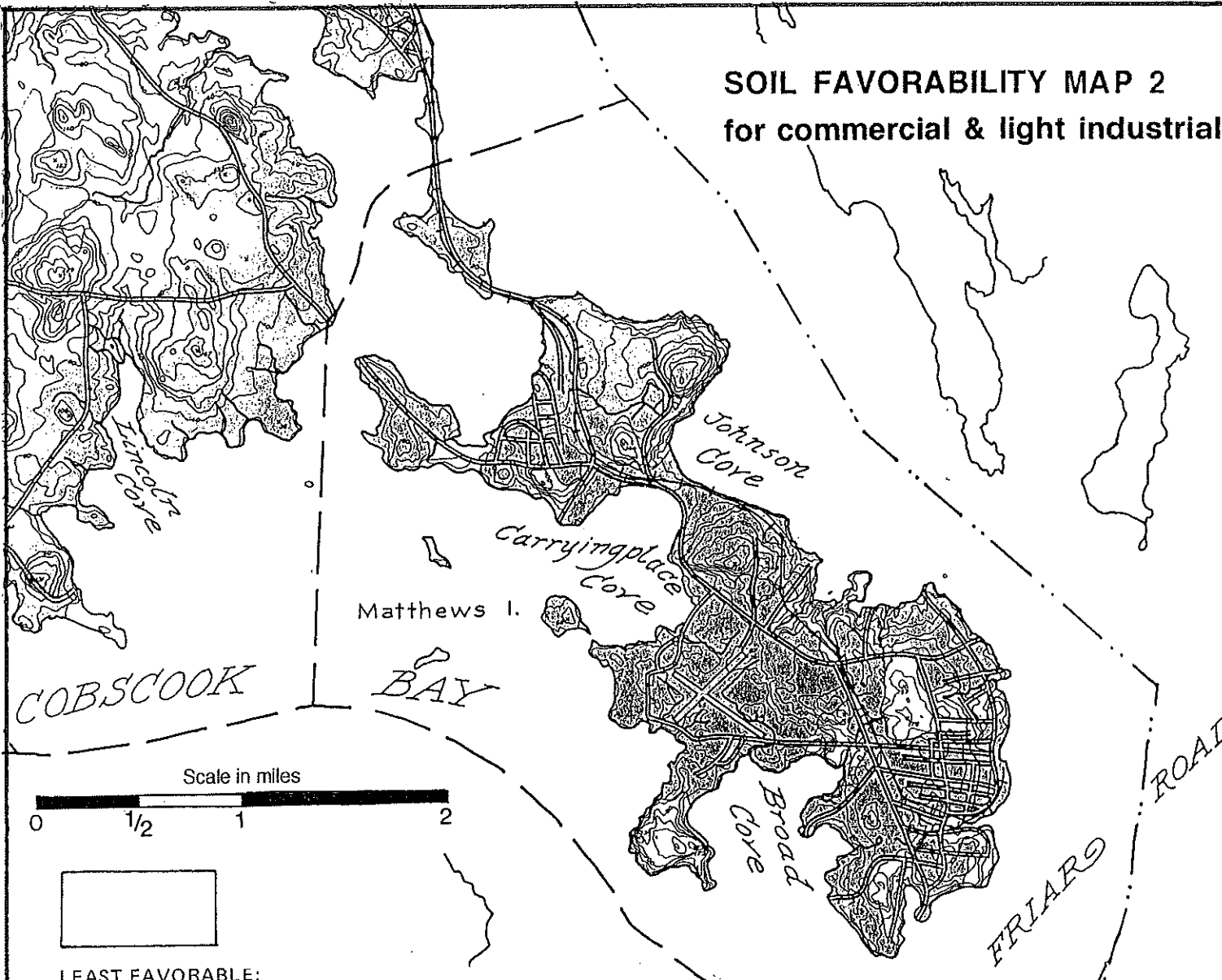
CONTOUR INTERVAL 20 FEET

SOURCE:

Maine State Planning Office interpretation of Soils and Slope Coastal Inventory Maps using the "Soil Suitability Guide for Land Use Planning in Maine," Cooperative Extension Service, University of Maine at Orono, Miscellaneous Publication 667 (Rev.).

(Original undated)

**SOIL FAVORABILITY MAP 2
for commercial & light industrial**



LEAST FAVORABLE:

Those areas least favorable for the proposed land use because of one or more soil or slope limitations such as steep slopes, high water tables, and shallow or poorly drained soils. These conditions are so restrictive that development approaches being impractical. The cost of development is generally high due to the special engineering design and construction techniques required, and the costs of maintenance may be prohibitive. Development of areas with a "Least Favorable" rating may, if improperly developed, have a significant impact on the environment through the alteration of natural drainage patterns (including aquifer recharge areas), erosion due to disturbed highly erodable soils or steep slopes and water quality degradation in areas of rapidly permeable soils.



MOST FAVORABLE:

Those areas most favorable for supporting large developments. Slopes are generally level to gently sloping and the soils usually deep and well drained. Standard designs and proper installation methods should give satisfactory results for structures. In general the costs of development and/or maintenance in these areas will be minimal.

**FAVORABILITY OF SOILS AND SLOPE FOR COMMERCIAL
AND LIGHT INDUSTRIAL DEVELOPMENTS**

CONTOUR INTERVAL 20 FEET

SOURCE:

Maine State Planning Office interpretation of Soils and Slope Coastal Inventory Maps using the "Soil Suitability Guide for Land Use Planning in Maine," Cooperative Extension Service, University of Maine at Orono, Miscellaneous Publication 667 (Rev.).

Water resources

The water resources of Eastport are vital elements of the community. They are truly multi-use: Shipping, commercial fishing, recreational fishing, aquaculture, and view-watching. Many of the tidal waters provide fish and shellfish habitat while others are used for various marine-related or recreational activities. The freshwater wetlands serve as storm water recharge areas and as wildlife habitat. This section provides an overview of the City's water resources, the quality of those resources and a review of existing or potential threats to the quality of surface and groundwater.

A. FRESHWATER

The City of Eastport has no significant rivers, streams or lakes. Several small unnamed intermittent streams drain the eastern half of the island. Most of the naturally occurring streams were diverted into storm drainage systems at least fifty years ago. Several small ponds of less than one-eighth acre in size occur in the area east and west of the airport. These ponds occur in wooded sections, are not easily accessible by foot or vehicle, and are too small to be of recreational value.

B. TIDAL WATER

The City's tidal waters are of critical importance to a wide variety of interests including traditional fishermen, aquaculturists, shipping interests, recreational boaters, those who just love the view, and (occasionally) even swimmers! Within each of these interests, there are sub-interests. For example commercial fishing includes fin fish, scallops, urchins, lobsters, clams and other species.

There is potential for conflicts among the various interests that reasonable controls planned out in advance may be able to avoid. For example, there must be moorings, but not a lot of areas suitable for this purpose, therefore care should be taken that other uses don't preempt the areas best suited for moorings.

The City contains expanses of tidal waters ranging from deep water passageways to secluded coves. The ocean is important as a means of livelihood for many of the City's residents as well as a recreational resource and as the habitat for a wide variety of marine organisms both wild and cultivated.

The Maine Department of Environmental Protection classifies surface waters according to their desired use and water quality necessary to support that use. The majority of the tidal waters in the City are classified Class B Saltwater (SB). These waters are intended to be of such quality that they are 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 permitted, provided that they do not cause adverse impact to estuarine and marine life.

Other parts of the City are classified as Class A Saltwater (SA). The desired uses are the same as for Class SB waters, but the direct discharge of any pollutants to these waters is prohibited.

The shoreline of Eastport varies widely from rocky cliffs to small tidal inlets to areas of extensive flats with potential commercial shellfish value. The relationship between activities on the land and water quality concerns is different in these varying situations. Significant areas of flats have been closed to shellfish harvesting because of water quality issues such as overboard discharges. The City's Council adopted a Clam Management Ordinance in spring of 1994 which contains provisions for commercial and recreational licensing. The Council has also appointed a Clam Committee which is working with the Department of Marine Resources and Brian Beal of the University of Maine at Machias to improve the flats.

An oil spill in waters off Eastport would have a major impact upon the aquiculture industry, clamming, and the environment in general. However, until recently there was no planning for what to do in case of such an event. The Quoddy Spill Prevention Group (QSPG) was organized in 1991 by a group of area citizens lead by Sid Bahrt of Pembroke. Many Eastporters are active in the Group which received a major grant from the State in 1995 for equipment purchase and volunteer training.

The **mission** of the Group is to maintain and enhance the integrity of the marine environment in and around Passamaquoddy Bay and Cobscook Bay through a cooperative effort with region citizens and businesses both in the United States and Canada.. The Group emphasizes that preventing spills is far more effective than cleaning up after them.

The **goal** of the Group is to create (or cause to be created) a plan of prevention and response in an effort to protect the natural and economic coastal resources of the region from any incident of spill of oil or other petroleum product.

Among specific concerns of the Group are:

- * To make the public aware that spills will happen (it is not a question of if, but when).
- * To provide training for volunteers to help in the event of a spill.
- * To make people aware that being concerned about spills it not anti-development.
- * To help groups and individuals on both sides of the border work together

The QSPG was a key participant in the mock spill exercise staged by the U.S. and Canadian Coast Guards in September 1994 to test the joint Canadian-American Spill Contingency Plan. The exercise pointed out the need for improving planning and communication including the development of strategies for booming, how to move U.S

and Canadian equipment across the border and the question of working "in each others waters". The Coast Guard praised the efforts of the QSPG and will continue to work closely with the group.

C. GROUNDWATER

Approximately 120 residences are supplied by wells. In several cases, the residences are located beyond the perimeters of the Passamaquoddy Water District system. In most of the cases, residences switched to well water as a result with dissatisfied with the quality of the water supplied by PWD. Others found wells to be a more economical option than PWD service. Most of the wells were drilled within the past six years and the average depth of wells is between three and four hundred feet. Relatively little research has been done to map the aquifers present in the City.

Salt water intrusion has been a problem in only one known instance at Harris Point. All three wells at the Maine Trades Center on Deep Cove Road are contaminated. Since this is the site of a former pearl-essence processing facility and sits next to the former City dump, and either or both of the former uses are viewed as likely causes of the contamination.

D. THE WATERFRONT

The 1991 Waterfront Master Plan states that growth in shipping, aquaculture, recreational boating, and tourism will continue to result in overuse of the breakwater. The plan recommends a strategy for addressing this growth including:

■ *Shipping*

- Continue efforts to expand and relocate port out of downtown to Estes Head.
- Develop a strategy for future use of the Holmes plant area.
- Develop a strategy for use of the Breakwater area after the port relocation. Current considerations include:
 - continued use of berth by cargo ships (backup facility);
 - use of the berth by cruise ships;
 - determining use of facility by Federal Marine Terminals, Inc.
 - determining potential of property to provide parking for downtown waterfront use.

■ *Aquaculture and traditional fishing*

- A system of multiple access points is needed.
- Use will continue in the Breakwater in the immediate future because it is centrally located to downtown.
- Develop float system for Fish Pier (also usable for traditional fisheries)
- More use of the Marine Trades Center area and Deep Cove should be encouraged for aquaculturists.
- Support should continue for the Marine Trades Center Master Plan, which features an aquaculture research and training center.
- Seek to develop a second ramp to provide aquaculture barge access to Deep Cove.

■ *Recreational boating*

- Continue use of north end of Breakwater, but expand only after opportunity comes to expand Breakwater, thereby creating another basin.
- Encourage recreational development at former Cannery Restaurant area.
- Allow use of moorings on a limited scale in downtown area between Fish Pier and Buckman Head.
- Encourage continued recreational boating development at downtown properties whose owners currently service the industry.
- Study possibility of mooring development in Broad Cove, taking into account the need to coordinate with the State regarding use of Shackford Head and the aquaculture industry regarding water quality.

Some, but not all of these strategies have been (or are now being) addressed.

E. WATER RESOURCES: CONCLUSIONS

Recognize diverse interests to whom marine resources are of critical importance including traditional fishermen, aquaculturists, shipping interests, recreational boaters, and those who just love the view. Work to resolve or avoid conflicts among these interests.

Continue steps to reopen the clam flats which have been closed to shellfish harvesting because of overboard discharges and other water quality problems so their significant economic benefit reaped.

Investigate whether or not the only known case of ground water contamination (in the area of the Marine Trades Center) be corrected for an affordable cost,

Expand the Marine Trades Center's role in State aquaculture training and research

Take action to assure public access to shore is not lost.

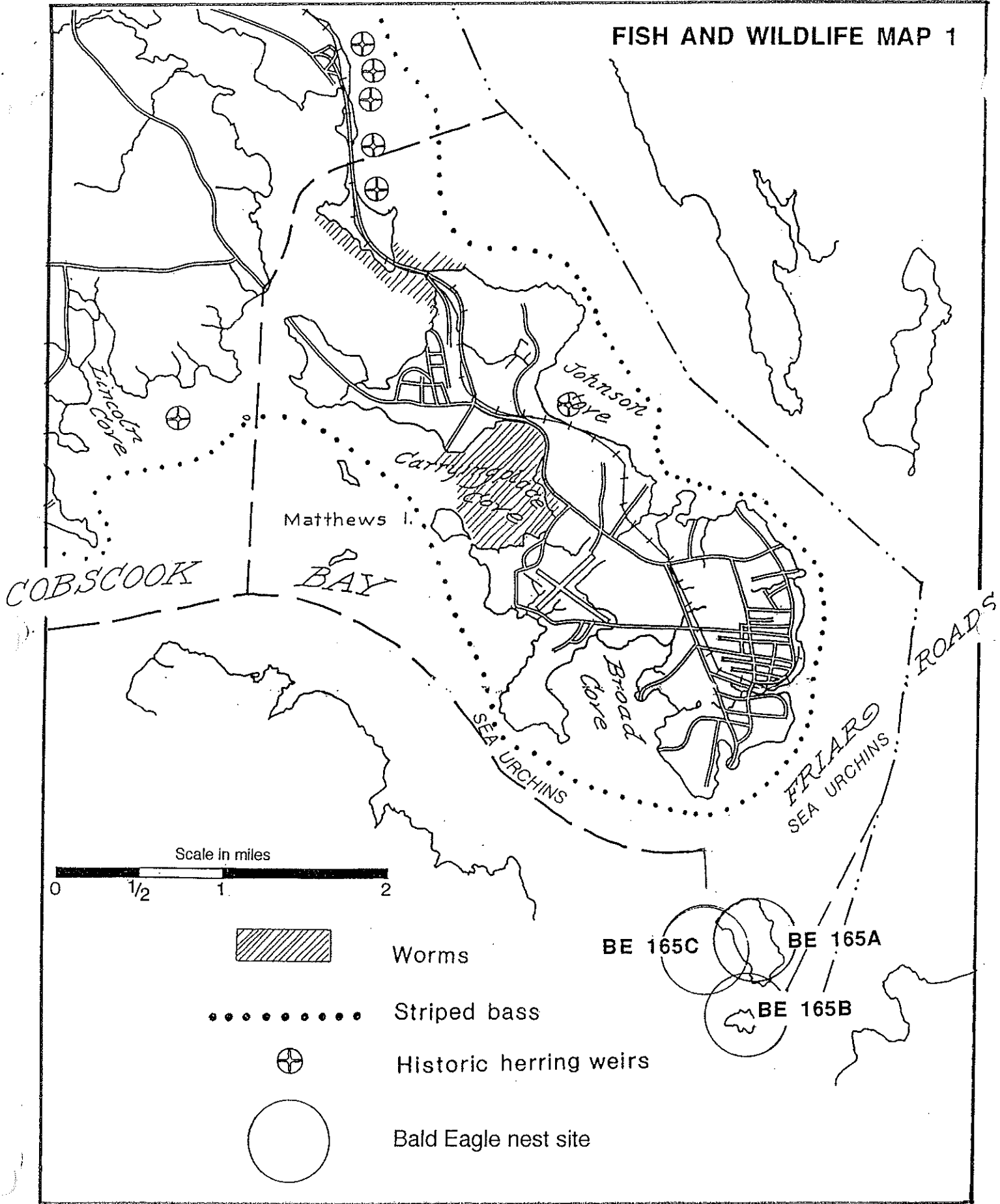
Relocate small recreational boating from breakwater to the area of former Cannery restaurant.

Continue plans to dredge inner basin.

Preserve options for mooring and anchoring areas.

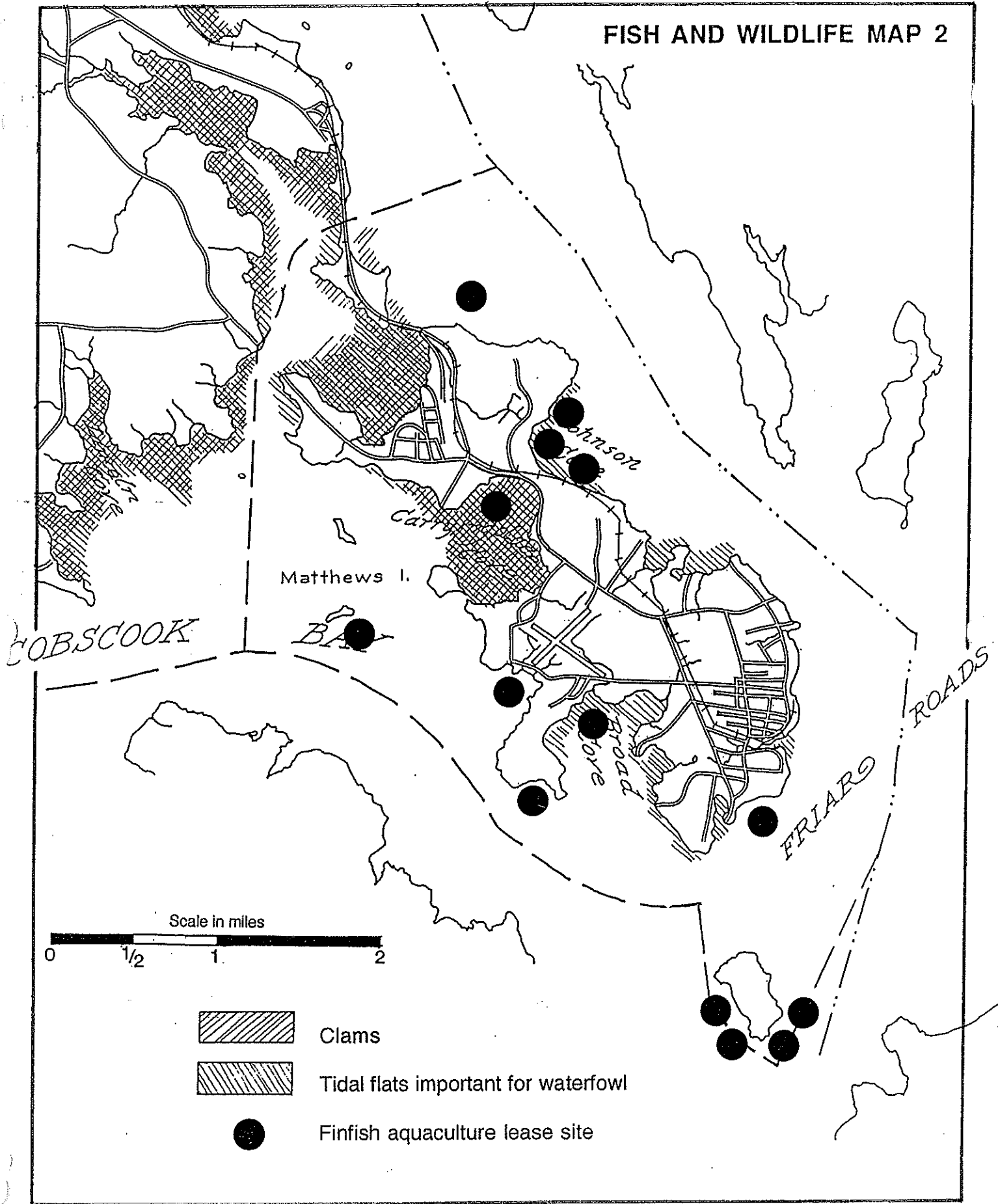
Keep in mind potential of tidal energy generation as new environment-friendly techniques are developed.

FISH AND WILDLIFE MAP 1



SOURCE: Maine State Planning Office, Dept. of Marine Resources, Dept of Inland Fish and Wildlife (Original undated)








FISH AND WILDLIFE MAP 2



SOURCE: Maine State Planning Office, Dept. of Marine Resources, Dept of Inland Fish and Wildlife
(Original undated)

FISH AND WILDLIFE MAP 3

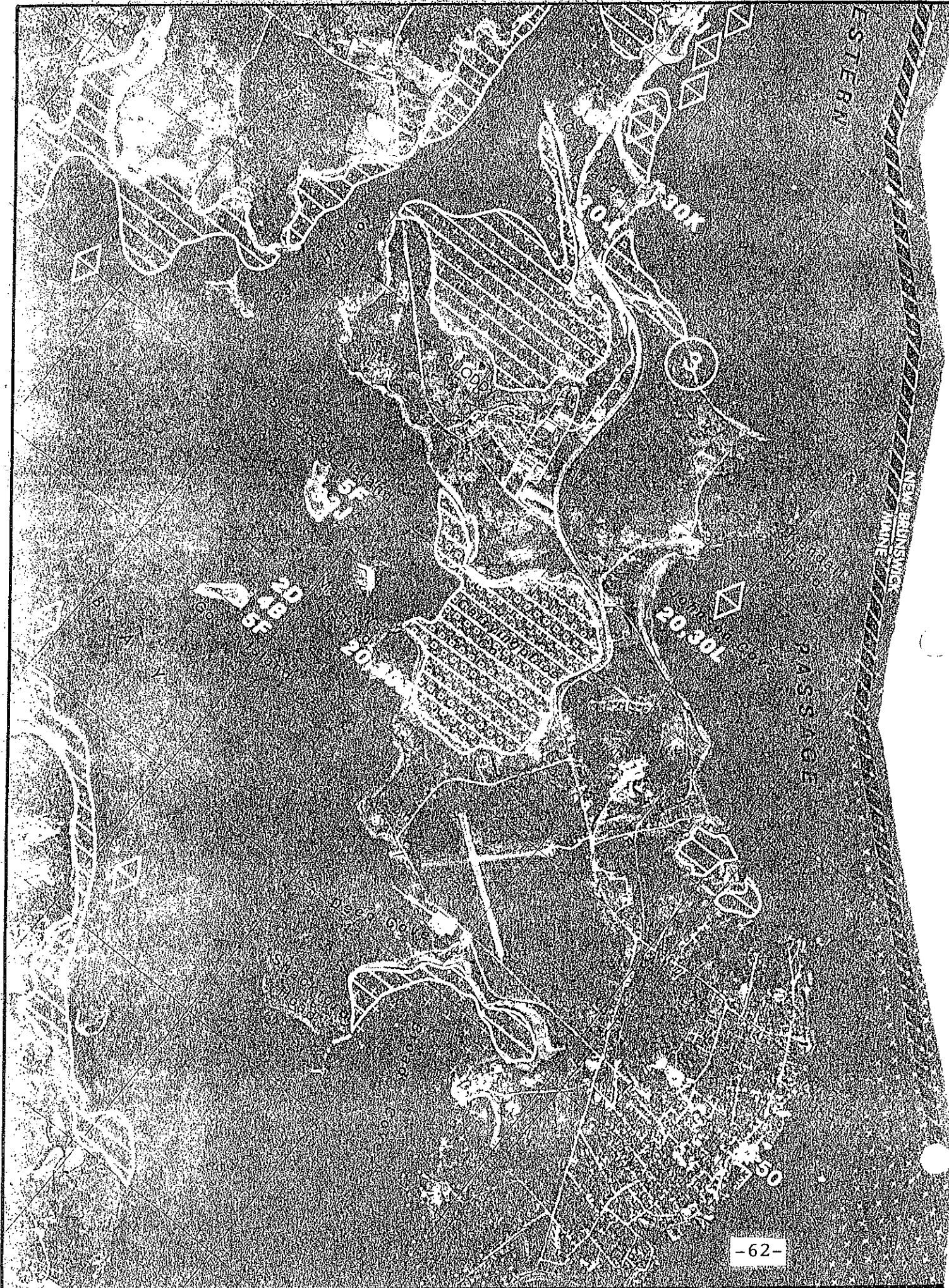
The legend below is for the map on the following page which was prepared by the U.S. Fish and Wildlife Service as part of their 1980 study: "An Ecological Characterization of Coastal Maine".

-  TIDAL FLATS IMPORTANT TO WATERFOWL
-  SHOREBIRD FEEDING AREAS
-  MARINE WORM HARVESTING AREAS
-  HISTORIC HERRING WEIRS
-  Soft Clams COMMERCIAL SHELLFISH BEDS
-  STATE DESIGNATED CRITICAL AREAS
3 Eastport Ostracod Locality -- brachiopod fossil area
-  THREATENED AND RARE PLANTS
50 Roseroot *Sedum rosea*

WATERBIRDS

Species	29 J	Numbers of Breeding Pairs
1 Leach's storm petrel	↑ Species ↑ Numbers	A 1-10 pair
2 double-crested cormorant		B 11-25
3 common eider		C 26-50
4 great black-backed gull		D 51-100
5 herring gull		E 101-200
6 laughing gull		F 201-1000
7 least tern		G 1000 & up
8 arctic tern		
9 common tern		
10 roseate tern		
11 razorbill		
12 black guillemot		
13 common puffin		
16 great blue heron		
17 black-crowned night heron		
18 snowy egret		
19 piping plover		
20 semipalmated plover		
21 black-bellied plover		
22 ruddy turnstone		
23 whimbrel		
24 yellowlegs sp.		
25 red knot		
26 least sandpiper		
27 white-rumped sandpiper		
28 dunlin		
29 short-billed dowitcher		
30 semipalmated sandpiper		
31 sanderling		
32 purple sandpiper		
33 peeps		
34 medium sized shorebirds		

Numbers of Migratory Shorebirds	
H	200-500
I	501-1000
J	1001-2500
K	2501-5000
L	5001-10,000
M	10,001-25,000
N	25,000 & up



A "CRITICAL AREA" WITHIN EASTPORT

REGISTER OF CRITICAL AREAS

The State Planning Office is charged with administering the Critical Areas Act. For further information, please contact the State Planning Office, Critical Areas Program, 184 State Street, Augusta, Maine 04333-0038, at 207-289-3261.

1. Name: Eastport Ostracod Locality

2. Critical Area Number: 139

3. Location:

- A. Washington County
- B. City of Eastport
- C. Minor Civil Division Code Number -- 29210
- D. Coastal Islands Registry Number -- 79-114
- E. Latitude: 44° 56' 19" Longitude: 67° 01' 37"
- F. USGS Quadrangle: Eastport, Maine 7.5' 1949

4. Owner's Name and Address:

C.C. Leiby, Jr.
229 Old Billerica Road
Bedford, Massachusetts 01730

5. Boundaries and Size of the Area:

The critical area includes a 50 meter (166.7 feet) section of the shoreline, extending 25 meters (83.3 feet) east and 25 meters west of the small point adjacent to the ostracod locality (see attached sketch map). It also runs five meters (16.7 feet) in from the high tide line, and includes approximately 0.02 hectare (0.06 acre).

6. A Description of the Area Including a Listing of its Unusual Qualities and the Reason(s) for its Inclusion on the Register:

The Eastport Ostracod Locality is situated on the northern shore of Quoddy within the City of Eastport. This site is particularly significant because of the fossil ostracods occurring in the rocks. The Eastport Formation is characterized by reddish nodular limestones of uncertain age, dating to the Silurian or Early Devonian Periods, sometime between 430 and 370 million years B.P. Much study remains to be done on this relatively new location, particularly on the fossil themselves; also age determinations should be made making correlative work with European rocks possible. The genus *Zygobeyrichia* sp. occurs here. For more information see the planning report, *Significant Fossil Localities in Maine*, by William H. Forbes.

7. Date Registration Becomes Effective: April 14, 1978

Land use

A. DEVELOPMENT PATTERN

The City of Eastport consists of Moose Island and Carlow Island connected to the mainland by a causeway and of several small, uninhabitable islands nearby. Rock outcroppings occur with great frequency in shoreline areas as well as inland areas. In the developed eastern part of the island, filling over the centuries has obscured or obliterated much of the natural form of the land. Existing land use is shown on the map at the end of this section.

The City's last comprehensive plan (prepared in 1979 and updated in 1984) devoted several pages to a discussion of the impact the Pittston Refinery would have on the City, stated "Someday aquaculture may be an important factor in the area", and that the port had great potential. Pittston is now gone, the port is now the second busiest in Maine and there are 13 aquaculture companies either operating in Eastport or using local facilities to service their sites.

The two most important development trends since the City's last Comprehensive Plan in 1978 are the growth of aquaculture and the development of shipping. Aquaculture has become the second largest money producing segment of the marine industry. Thirteen aquaculture companies either operate in Eastport or use local facilities to service their sites. Shipping is another "Cinderella" development trend for Eastport. Within thirteen short years, Eastport has achieved status as the second largest port in Maine (based on tons shipped) and gone beyond all estimates as to maximum capacity for the port. The planned expansion of the port to Estes Head will mean new customers and products for the port. The Port Authority presently turns away potential customers because of lack of space and storage.

B. CONCLUSIONS

Issues and implications derived from consideration of present uses and of the other sections of this comprehensive plan leads to the following conclusions:

Growth should be guided so the City can prosper and at same time "stay Eastport". This can be done by encouraging growth in some areas and discouraging it in others, by clearly designate areas to be devoted to business and industry (and areas from which these activities are to be excluded), and by clearly designating specific areas where various types of housing will be encouraged.

A strategy should be developed for utilizing vacant downtown buildings. For example, first floors could accommodate various uses (not just retail), upper floors could be residential. As interim measure empty windows could feature historic or artistic

displays.

Expansion of existing businesses and new business formation by City residents could be addressed jointly by the Chamber and the City. The Chamber's business development efforts should be expanded to include more than tourist-related activities. Industrial development could be encouraged by working to sell or lease suitable City-owned and private sites.

Development activities by the Port Authority will, when they are completed, have a major impact on the future land use pattern of the City. These activities include: Modern new pier and related facilities at Estes Head (which would also remove heavy traffic from downtown), airport master plan implementation, ferry service to Lubec & Grand Mannan. Continued development and expansion of all aspects of aquaculture industry including diversification of species (not limited to fin fish but including seaweeds and rejuvenation of clamming) will also have a major impact on the use patterns

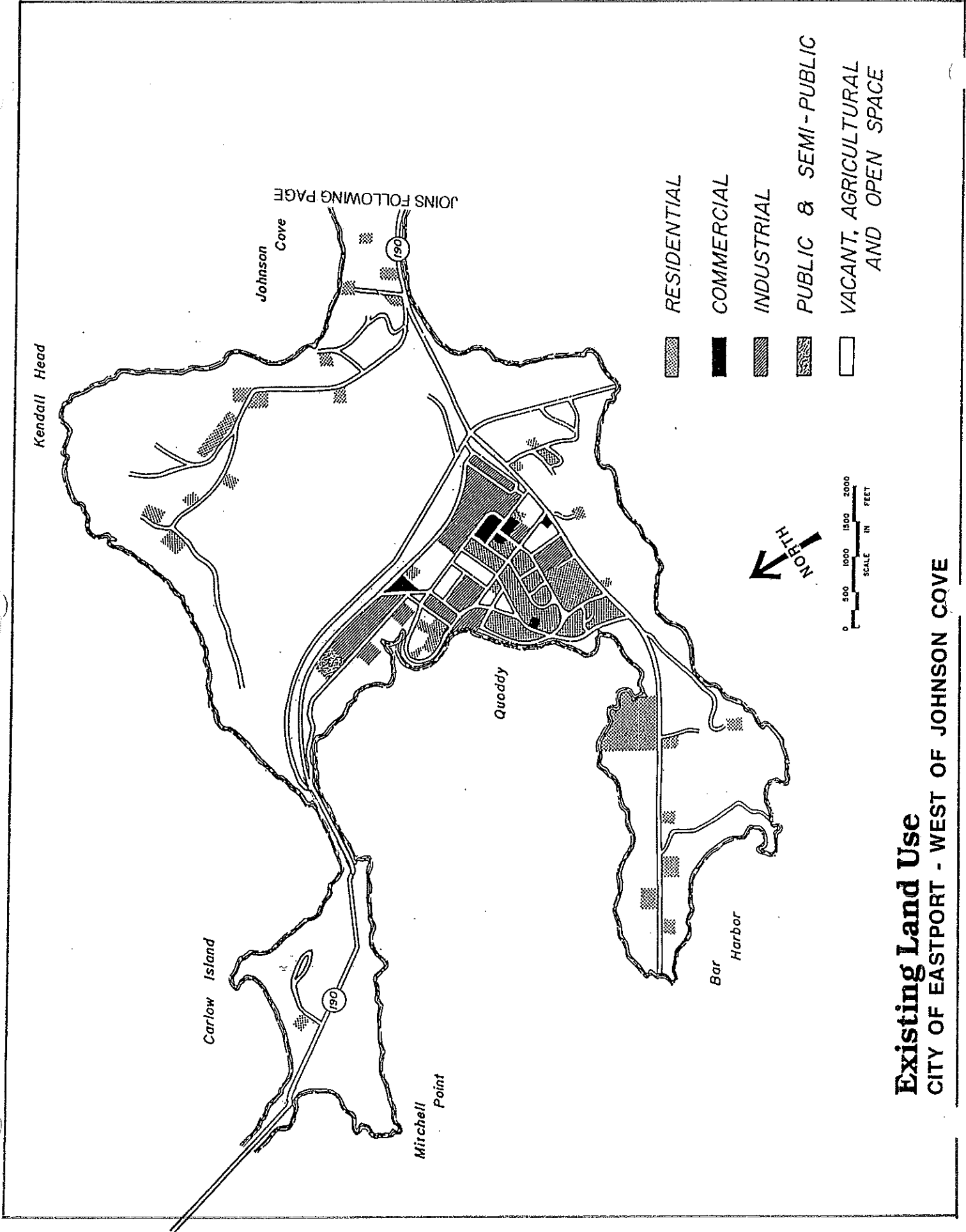
Young people just starting families, elderly people, and low income people will stay in the City and become valuable members of the community if they can find affordable and adequate housing appropriate for their needs. Specific areas where various types of housing will be encouraged should be designated. The City should continue to not discriminate against mobile homes, other manufactured houses, or elderly and low-income housing.

The diverse interests to whom marine resources are of critical importance including traditional fishermen, aquaculturists, shipping interests, recreational boaters, and those who just love the view must all be considered in the future land use plan. It should attempt to avoid possible conflicts among these interests. Small recreational boating should be relocated from the breakwater to the area of former Cannery restaurant. Continue plans to dredge inner basin. Options for mooring and anchoring areas should be preserved.

Incompatible development in or adjacent to critical natural areas should be prohibited or tightly controlled. Owners of unique natural areas should be made aware of the value of these areas and encouraged to take proper care of them. Key scenic resources, special cultural and natural features and views across coves and to the islands should be protected. The City should cooperate with State in planning for its conservation lands at Shackford Head. Proper management of small woodlots and agricultural areas should be encouraged - these areas are "open space" for the benefit of everyone as well as private money-making property.

Voluntary participation in newly-revised Historic District should be encouraged

Owners of small woodlots and agricultural areas should be encouraged in efforts to properly manage them.



JOINS FOLLOWING PAGE

Kendall Head

Johnson Cove

Carlow Island

Mitchell Point

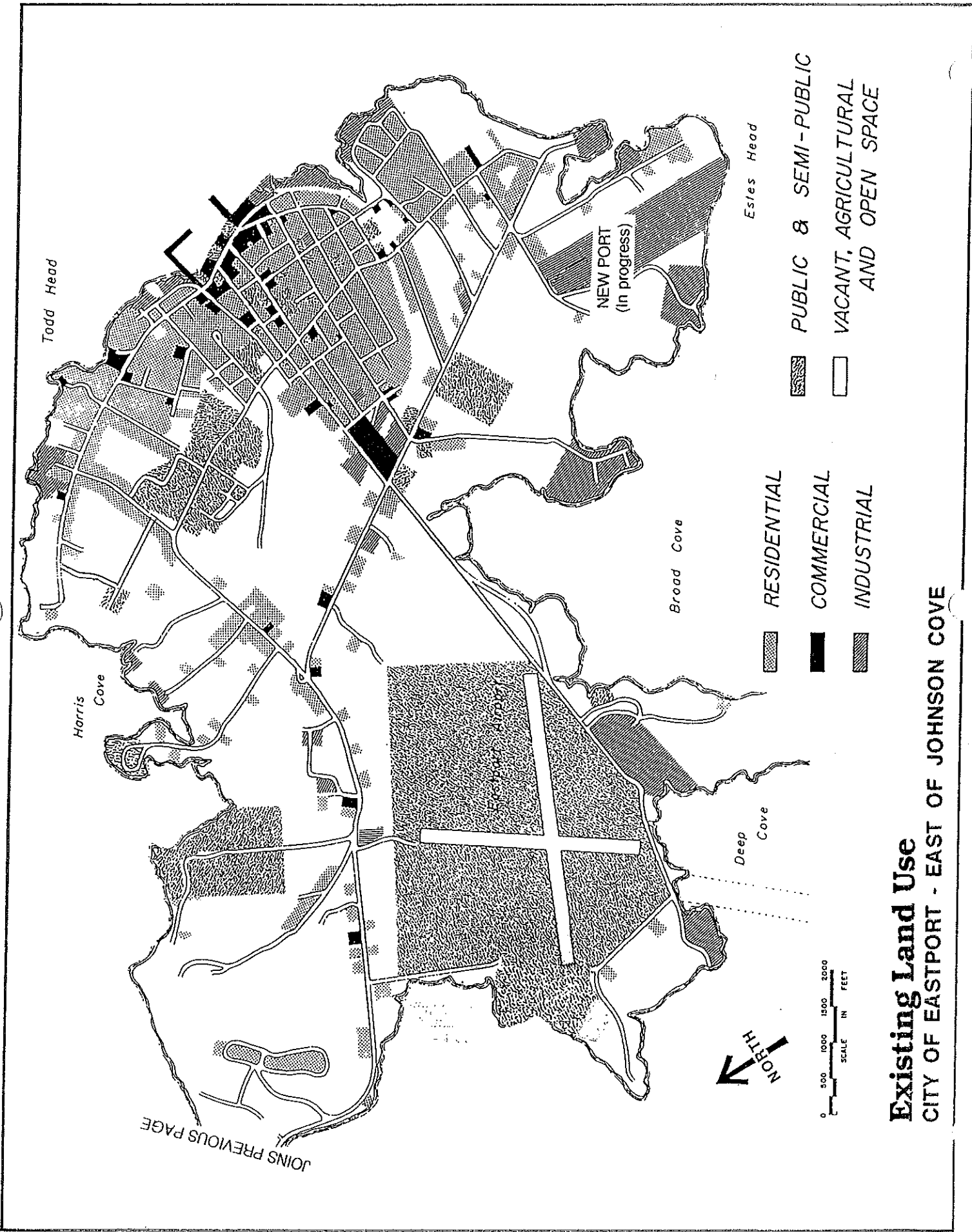
Quoddy

Bar Harbor

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC
- VACANT, AGRICULTURAL AND OPEN SPACE



Existing Land Use
CITY OF EASTPORT - WEST OF JOHNSON COVE



Existing Land Use
 CITY OF EASTPORT - EAST OF JOHNSON COVE

Housing

A. HOUSING STOCK

In 1970, there were 870 "housing units" (This includes apartments, single family houses, mobile homes, etc) in the City of Eastport. In 1980, that number had increased to 1051. According to 1990 census information, the number of housing units decreased to 1046. Over 70% of the 1990 housing units were build prior to 1940 according to 1990 census information.

B. HOUSING CONDITIONS

Because of the relative age of many of the housing units and the continued economic depression of the area, many housing units are in need of repair and renovation. According to the 1990 census, two percent (25 units) of the housing units lack complete plumbing facilities and three percent (28 units) lack complete kitchen facilities. 82% percent of the housing units in the City of Eastport are on public sewer. 16% percent of the units have septic tanks and 2% (21 units) of the units don't have either sewer or a septic tank.

When focusing on housing stock in Eastport, an important component of that stock is the area of the City known as Quoddy Village. Most of the houses of Quoddy Village were built in the 1930's and 1940's by the Federal government as temporary housing housing for workers at Federal government projects. This housing was expected to last for only fifteen years, but has nevertheless managed to survive. Most of the large four family apartments are gone and those few that remain are shabby reflections of their original glory. Many of the smaller homes have survived. Some have added foundations; others still sit on posts. Not all the larger two family homes will still stand in five years time. The winter weather and spring thawing processes have not treated them kindly. The former officers' club will be gone within a year. Renovation of the structure would exceed construction costs for a new building.

C. "AFFORDABILITY"

The State requires every municipality to give consideration to the "affordability" of its housing. It defines an "affordable" owner-occupied housing unit as one for which monthly housing costs do not exceed 28%-33% of the household's monthly income, and an affordable rental unit as one which has a rent not exceeding 30% of the monthly income. Three groups are to be considered:

1. Very low income: less than 50% of median income of county (which is \$24,800).
2. Lower income: between 51% and 80% of median income of county
3. Moderate income: between 81% And 150%of median income of county

The Maine Office of Community Development has calculated affordable rents and selling prices:

Affordable Housing Rents and Selling Prices 1994 Washington County					
MEDIAN ANNUAL FAMILY INCOME	HOUSEHOLD INCOME GROUP	ANNUAL INCOME RANGE	% OF TOTAL HOUSEHOLDS	AFFORDABLE MONTHLY RENT	AFFORDABLE SELLING PRICE
\$24,800	Very Low Income	up to \$12,400	30%	up to \$240	up to \$24,300
	Low Income	\$12,400 to \$19,840	18%	up to \$430	up to \$44,400
	Moderate Income	\$19,840 to \$37,200	35%	up to \$840	up to \$87,000

For each household income group, the affordable monthly rent of a home is derived from the following formula:
 $\text{Monthly rent} + \text{monthly utility/energy costs} < \text{affordability ratio} \times \text{maximum annual income} / 12$

For each household income group, the affordable selling price of a home is derived from the following formula:
 $\text{Monthly mortgage payment} + \text{monthly mortgage insurance costs} + \text{monthly homeowners' insurance costs} + \text{monthly prop tax} + \text{monthly utility/energy costs} < \text{affordability ratio} \times \text{maximum annual income} / 12$

The Institute for Real Estate Research and Education established housing "affordability indexes" for each Maine county. For Washington County, the median purchase price for an "affordable" home was computed to be \$49,000. The current monthly "fair market rents" set by the Maine State Housing Authority for Washington County which are:

FAIR MARKET RENTS WASHINGTON COUNTY	
one bedroom	\$414/month
two bedroom	\$488
three bedroom	\$612
four bedroom	\$685
average	\$550

The Maine Growth Management Act requires that every town "...shall seek to achieve a level of 10% of new residential development, based on a five-year historical average of residential development in the municipality, meeting the definition of affordable housing."

Everyone knows of a young family starting out (their own children or their neighbors) that can not find adequate housing they can really afford. The City should consider ways of helping meet this need. Traditional ways by which to do so include:

Relaxing zoning ordinance and building code requirements that tend to increase construction costs.

Taking steps to allow mobile homes and modular homes in more areas of town,
 Making town-owned land available for housing construction,
 Providing town sewer and water and roads to new parts of Town thus "opening
 up" land for new homes.

A review of City ordinances and actions does not reveal any that appear to be having
 a negative effect upon the construction of affordable housing.

Median rents				
COMMUNITY	TOTAL OCCUPIED HOUSING UNITS	NUMBER RENTAL UNITS	PERCENT RENTER OCCUPIED	MEDIAN RENT PAID
Eastport	797	231	29%	\$222
Dennysville	149	32	21	150
Pembroke	335	34	10	192
Perry	273	33	12	213
Lubec	788	176	22	144

Median value of owner-occupied houses	
Eastport	\$52,600
Dennysville	45,000
Pembroke	43,100
Perry	51,100
Lubec	50,300

Income levels of Eastport households		
Very low income (up to \$12,400)	287	36%
Low income (\$12,400 - 19,840)	160	20
Moderate income (\$19,840 - 37,200)	277	35
Higher income (\$37,200 and above)	73	9

FEDERALLY-ASSISTED HOUSING		
PROJECT NAME	NUMBER OF UNITS	
	Elderly	Family
Follis Place	22	0
Waterview Terrace	16	0
Boynton Manor	22	0
"Scattered site"	2	2
Quoddy Farms	0	24

D. HOUSING: CONCLUSIONS

The combination of an old housing stock and a low-income community has resulted in many housing units in need of repair. Most of the houses in Quoddy village were built as temporary units by the Federal Government in the 1930's.

The City's 1984 Comprehensive Plan recommended housing for the elderly. Even though three projects have been completed since then, there appears to still be an unmet need. The 1984 plan also recommended construction of low income family housing - 24 units, known as "Quoddy Farms" were built in 1994 in Quoddy Village - again, there appears to still be an unmet need.

Young people just starting families, elderly people, and low income people will stay in the City and become valuable members of the community if they can find affordable and adequate housing appropriate for their needs. Specific areas where various types of housing will be encouraged should be designated. The City should continue to not discriminate against mobile homes, other manufactured houses, or elderly and low-income housing.

Transportation

A. HIGHWAY SYSTEM

The nearest major through route is U.S. Route One to which Eastport is connected by State Route 190. It is six miles to the junction in Perry. The closest connection to the Interstate system is I-95 in Bangor, reached either via Route One south to Ellsworth and then 1A to I-395 in Brewer, or Route One north to Baring, then Route Nine to Brewer. Route 190 is maintained by the State and is in good condition. Other than State Route 190, most of the roads on the island are maintained by the City, there are very few private roads. Most of the City's 15 miles of streets are adequate to handle the volumes they serve, although almost all are below standard in width. This narrowness is compounded by the fact that buildings are built right at the edge of the street, making widening difficult. Water Street, downtown's "main street", is the one City street which is conspicuously inadequate. It accommodates heavy truck traffic to the ships at the breakwater as well as normal traffic in each direction and angle parking. Widening can not be done without extensive demolition of the buildings the street serves. More adequate off-street parking might alleviate this problem, because then the angle parking could be eliminated.

Truck freight service is provided to all points by several carriers.

B. PARKING

The lack of adequate parking in the downtown has been a problem for a long time. Only three of the downtown businesses have on-site parking. All other downtown businesses and apartments utilize public parking spaces or private spaces isolated from the downtown. Little opportunity exists for the development of privately owned parking in the downtown. Some public parking could be developed in the city-owned area to the rear of Furniture Avenue. The problem then exists of providing passage from the parking area to Water Street.

C. FERRY SERVICE

There once was active and well-supported ferry service to Lubec. (It is less than a mile by ferry and 42 miles by road between the two communities.) There have, in the past few years, been several studies of the feasibility of restoring this service. The conclusion is that, with financial assistance from the state and federal governments for purchase of a vessel, service is feasible. It would facilitate working and shopping between the two communities as well as promote tourism by allowing visitors to Campobello to return to route one via Eastport rather than doubling back through Whiting.

D. RAIL

Rail service from Bangor east to Calais, including service from Perry into Eastport, was discontinued several years ago. While there is talk of restoring some service in Washington County, it is unlikely that Eastport will again see rail service. The tracks from Perry into the City have been sold for scrap and torn up, and in 1994 the right of way from Perry to the City line was sold to the Passamaquoddy Tribe which may sell it off to the 26 abutting owners, or may use it for walking, bicycling, or nature trails. While on the surface, the loss of rail service might seem to be detrimental to the development of the seaport, this may not be the case. The Port Authority Director states that setting up a marshaling area for trucks back on the mainland may be easier than in Eastport because more land is available. There are appropriate sites in both Perry and Charlotte.

E. THE PORT OF EASTPORT & THE WATERFRONT

Coastal Strategies Inc and TEC Associates were hired by the City in 1991 to devise a long-term strategy for guiding the future use of Eastport's waterfront. The project focused on the downtown area between Todd Head and Buckman Head, and the areas of Deep and Broad coves. It concluded that there is no one "magical" solution to Eastport's issues, and that City officials must integrate a variety of actions in order to resolve existing conflicts and prepare for waterfront use over the next decade. The project report did not focus on "quick fixes" but took a long-term view of Eastport's problems and opportunities. Its key findings and proposed solutions, most of which are still valid today, are presented below.

EXECUTIVE SUMMARY

- *Eastport's waterfront is changing.* Various areas will soon be used differently than before, and more people and boats are destined for the city's shores. Among the factors causing change are the Port Authority's relocation and expansion project, the creation of a State park at Shackford Head, the city's water-quality effort of eliminating combined sewer overflows, a Canadian tax structure that encourages shoppers to purchase goods in U.S. border communities, and steady growth in aquaculture and recreational boating.
- *The Breakwater area is used to capacity, and growth must be directed to alternative locations.* Breakwater users include: The Eastport Port Authority and Federal Marine stevedoring operations, cargo ship and barge docking, tug dockage, general boat dockage, Coast Guard dockage, Border Patrol dockage, public landing, boat ramp and hot-dog stand. Commercial and recreational activity inside the basin and on the Breakwater make it difficult for traditional fishing boats such as groundfish or scallop draggers to get access to hoists or efficiently unload their catch. Berthing space is at a premium. This has led to dockage techniques such as double and triple rafting (some boats are rafted as many as six abreast), causing time inefficiencies in maneuvering a vessel to either enter or leave a dockage area.
- *The Port Authority has far outgrown its existing facilities.* Approximately 60 trucks of logs per ship per day overwhelm downtown and the adjacent residential neighborhoods over a 15-day ship call. The number of trucks can range to 120 over the course of a 12-hour shift. Nearly every available lot in the city is used for log storage. Facility limits are the biggest obstacle to developing new business and keeping existing business.

EXECUTIVE SUMMARY

- *Aquaculture is expected to continue its growth in the 1990's, with mid-decade predictions of 26 million pounds worth at least \$78 million annually.* Employment is expected to grow from approximately 200 to at least 325. Approximately one third of the 54 boats renting space in the City-controlled Breakwater Inner Basin are associated with the aquaculture industry. As aquaculture matures, it will present a number of entrepreneurial opportunities in support services: diving, net repair, transportation, diesel- and outboard-motor service, boat and barge construction, cage construction, processing, packaging, and ice-making and supply. In addition, there will continue to be various part-time positions available to workers in the traditional fishery to complement their existing operations. In terms of waterfront infrastructure, there is a need for ramp space designed specifically for use by aquaculture barges. The Marine Trades Center property and programs are valuable resources for the industry.
- *Recreational boating is on a gradual growth pattern that is adding to inner-basin congestion and creating new opportunities for serving the market.* Transient-vessel trips have increased nearly 6 percent annually during the late 1980's, with boat visits by craft 30' and over increasing approximately at twice that rate (12%). Local use of boats is expected to increase 1% to 4%, with 5%-10% increases in a strong economy.
- *Tourism accounts for between 15% and 20% of Eastport's economy.* Taxable sales from restaurant and lodging increased at an annual rate of approximately 17% in the late 1980's. This will create more opportunity for tour and charter boats and more demand for dockage and access.
(Unfortunately, the rate of increase has fallen in the 1990's)
- *Waterfront use is starting to outgrow the existing method of harbor management.* In particular, the City is not keeping up with fee collections, generating approximately half the money of what potentially may be available.
By 1994 collections had increased to 98%
- *Maintenance of good water quality is a key factor in the success of aquaculture, boating and tourism development.* The current sewer line improvement project is a major water quality effort.
- *It is important for all parties to understand the coastal environmental permitting process* because of the scope and variety of proposed public- and private-sector development projects.

PROPOSED SOLUTIONS

- *Increased harbor management and oversight of waterfront use will be needed as use increases.* To address these issues, city officials should strengthen the harbor-master position by clarifying the job description, establishing performance evaluation criteria and adding a part-time assistant to assist with fee collection and other duties during peak periods. There is also a need to modify the harbor ordinance to reflect the requirements of State Title 38 M.R.S.A. and the U.S. Army Corps of Engineers. In the long term the City should consider forming a harbor committee to work with the harbor master or allow the Port Authority to expand its management jurisdiction. Coastal planning grant money from the State Office of Comprehensive Planning is available to help with the harbor-management improvements.
(Since this was written in 1991, the City has adopted a Harbor Master job description, up-dated the ordinance, and formed a seven-member harbor committee.)
- *Existing efforts to relocate the Port Authority cargo facility out of downtown to Estes Head should continue.* The Maine Department of Transportation (MDOT) has a bond program for financing the relocation/expansion. After the move (scheduled for the mid-to-late 90's) the existing cargo operation at the Breakwater may be used as a second cargo berth or a cruise-ship berth. Cruise ships are the fastest growing segment of the

EXECUTIVE SUMMARY

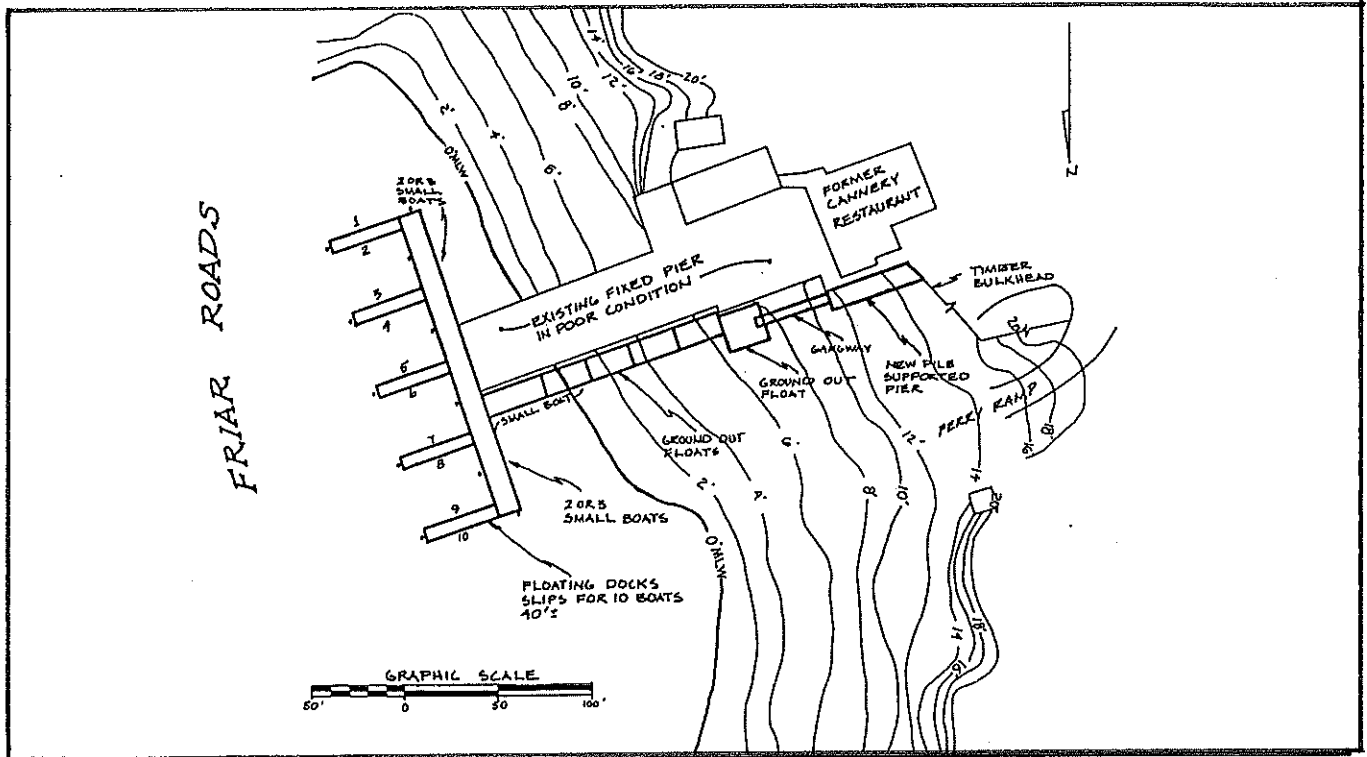
travel industry. More marketing of the cruise-ship industry is needed by the Port Authority to build upon Eastport's solid growth in tourism. Port Authority land adjacent to the Breakwater will need to fulfill more Breakwater parking needs in the future. Otherwise, City officials must seek opportunities to acquire land for parking.

- *Existing efforts to improve the Fish Pier should continue.* Proposed projects have included installing cathodic protections and a berthing float system. The cathodic protection will protect the facility from corrosion. The float system will make the facility more usable for commercial boats and help eliminate congestion at the Breakwater attributable to loading/unloading. MDOT is planning a bond issue program to pay for these improvements.
(Since 1991 cathodic protection has been installed. There is a problem in getting space for the berthing float system.)
- *Efforts to direct recreational boating to the north end of the Breakwater should continue.* However, expansion of the existing berthing system should not occur except in conjunction with a proposed extension of the Breakwater. The extension will help create a second Breakwater basin and protect the north-end floats more than they are protected now. The Breakwater improvement is included in MDOT's proposed bond issue.
- *Future recreational boating growth should be directed to the former Cannery Restaurant area adjacent to Todd Head.* The area is the most protected on the downtown shore for small boats. To ensure that the property remains available for such use, the City may want to acquire the site, or at least ensure zoning support for recreational boating development by private developers.
- *In the long term, if recreational boating growth continues and demand for facilities increases, a small-boat basin could be created along the inner section of Broad Cove.* As proposed, a mooring area would be located off the city and state properties on Shackford Head. This option for addressing recreational boating will require a partnership of state and city interests regarding access and work with the aquaculture industry regarding strict attention to water-quality issues associated with recreational boating.
- *Aquaculture use of the Breakwater Inner Basin will continue, at least in the immediate future, but the industry should be encouraged to increase its use of Deep Cove and the Marine Trades Center facilities.* Deep Cove will support only a limited number of moorings because of the existence of salmon pens and a cable crossing. However, it is possible to create a boat ramp specifically designed for aquaculture use. (This would require purchasing property.) In addition, the existing dock can be renovated to add up to 20 berths. Because of the Marine Trades Center's plans to develop an aquaculture research center and the existence of a dock facility, the Deep Cove area represents a future stronghold for aquaculture infrastructure.
- *The City of Eastport should continue its efforts to improve water quality by investigating grant programs through the Maine Office of Comprehensive Planning and the State Planning Office, which fund vessel pump-out facilities and shore stewardship programs.*

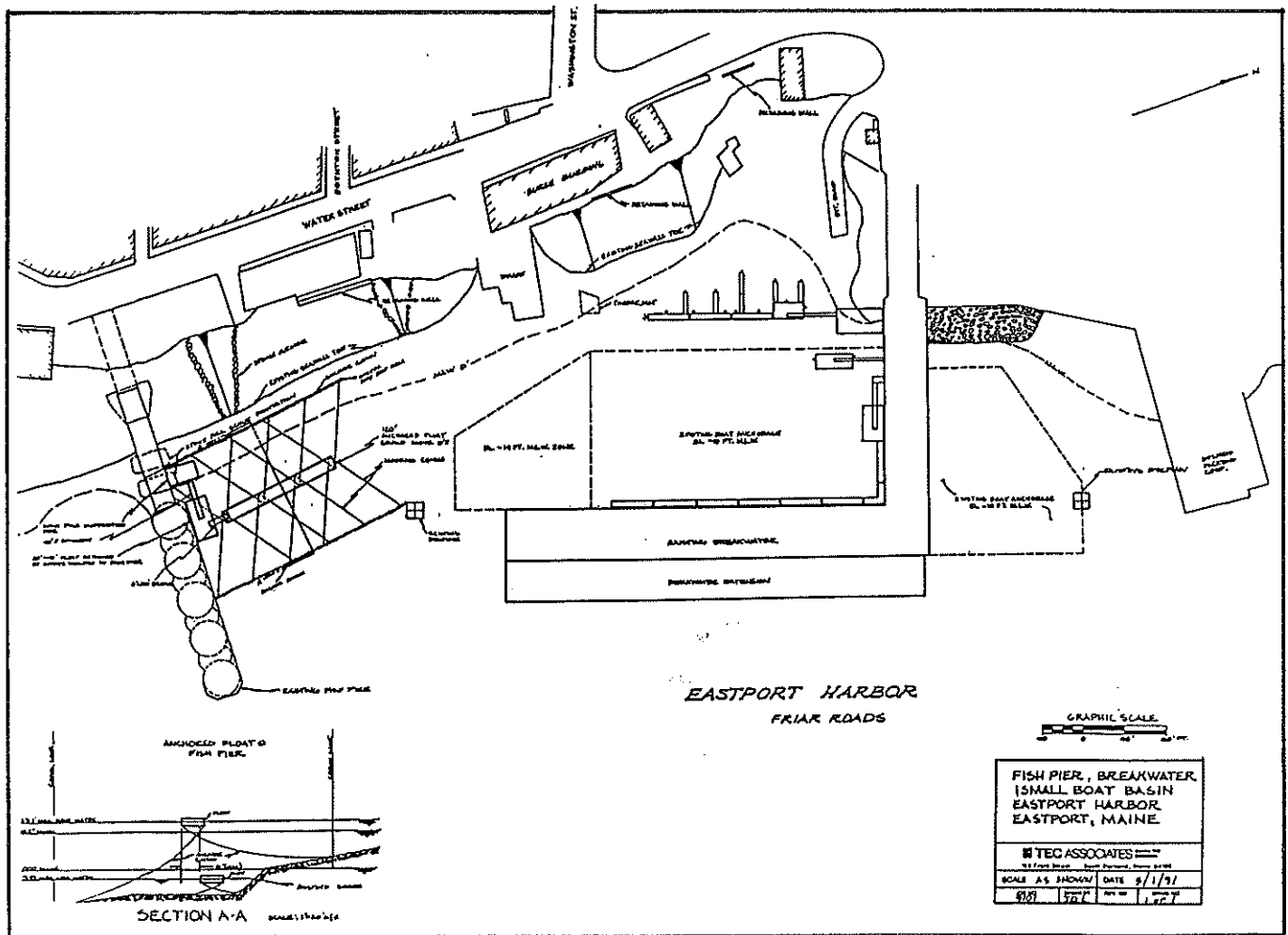
EXECUTIVE SUMMARY

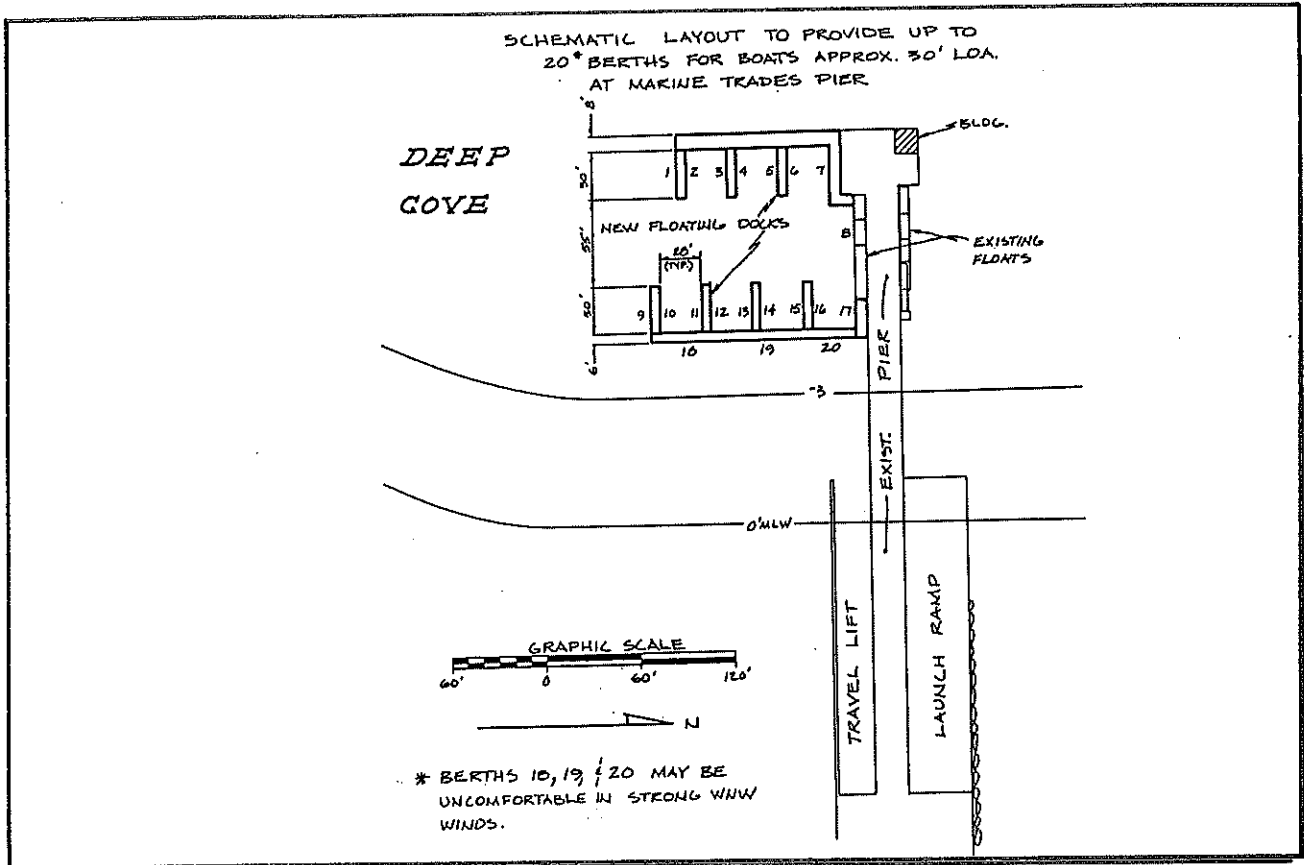
The Comprehensive Harbor & Waterfront Plan prepared for the City in 1991 by Coastal Strategies Inc and TEC Associates included this Infrastructure Strategies table. Their plans for several of the proposals are on the following pages.

ISSUE	POLICY OPTIONS
<ul style="list-style-type: none"> ■ Congestion on breakwater and in inner basin ■ Cargo volume exceeds capacity by factor of 8 ■ Truck traffic impact on downtown and neighborhoods ■ Aquaculture continues growth, with more use of breakwater for dockage, staging, repairs ■ Recreational boating continues growth, creating more congestion at breakwater and new development opportunities 	<p><i>IMMEDIATE (Now)</i></p> <ul style="list-style-type: none"> ■ Continue to support relocation of port out of downtown ■ Continue to direct recreational boats to north end of Breakwater ■ Continue plan to dredge inner basin ■ Redesign catch basin emptying into inner basin ■ Redesign berthing layout in inner basin ■ Continue aquaculture usage of Marine Trades Center ■ Continue study of Holmes Plant area for possible marine commercial use <p><i>SHORT TERM (1-5 years)</i></p> <ul style="list-style-type: none"> ■ Develop alternative location for barge moorings ■ Relocate hoist on breakwater ■ Add mooring floats near fish pier ■ Continue support for bond issue projects: <ul style="list-style-type: none"> - Breakwater extension and repair - Fish pier fender repair and cathodic protection ■ Support Marine Trades Center Master Plan ■ Investigate feasibility of potential port sites, especially Estes Head ■ Relocate small recreational boating to former Cannery Restaurant area ■ Allow limited use of moorings between Fish Pier and Buckman Head ■ Support private-sector recreational boating development <p><i>LONG TERM (5+ years)</i></p> <ul style="list-style-type: none"> ■ Develop facilities at Deep Cove for small boats and aquaculture work boats ■ Expand Breakwater ■ Study possible mooring area for Broad Cove

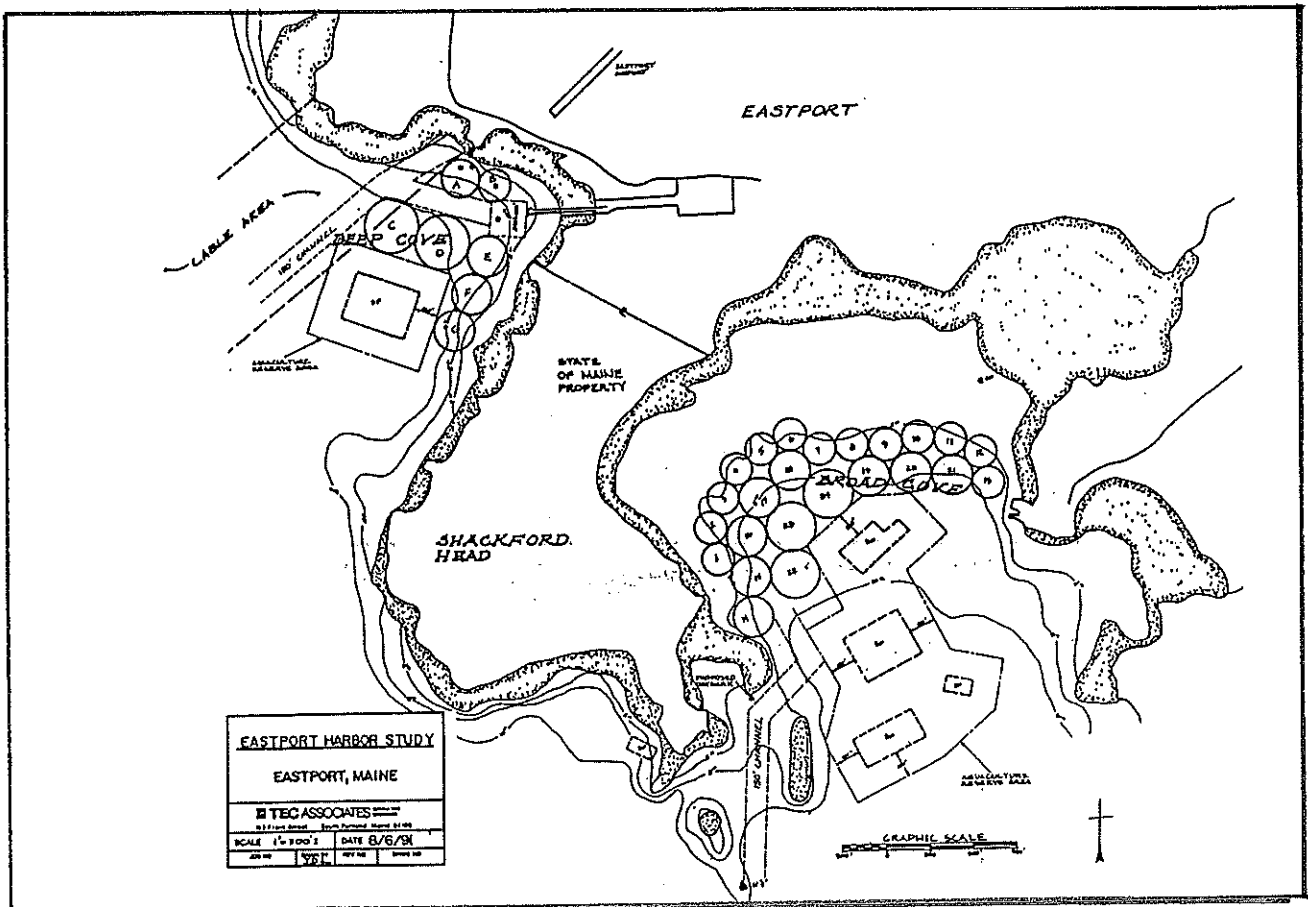


ABOVE: Plan for small recreational boating facility at the former Cannery Restaurant
 BELOW: Fish pier, breakwater, small boat basin plans, downtown
 (Source: 1991 Comprehensive Harbor & Waterfront Plan)



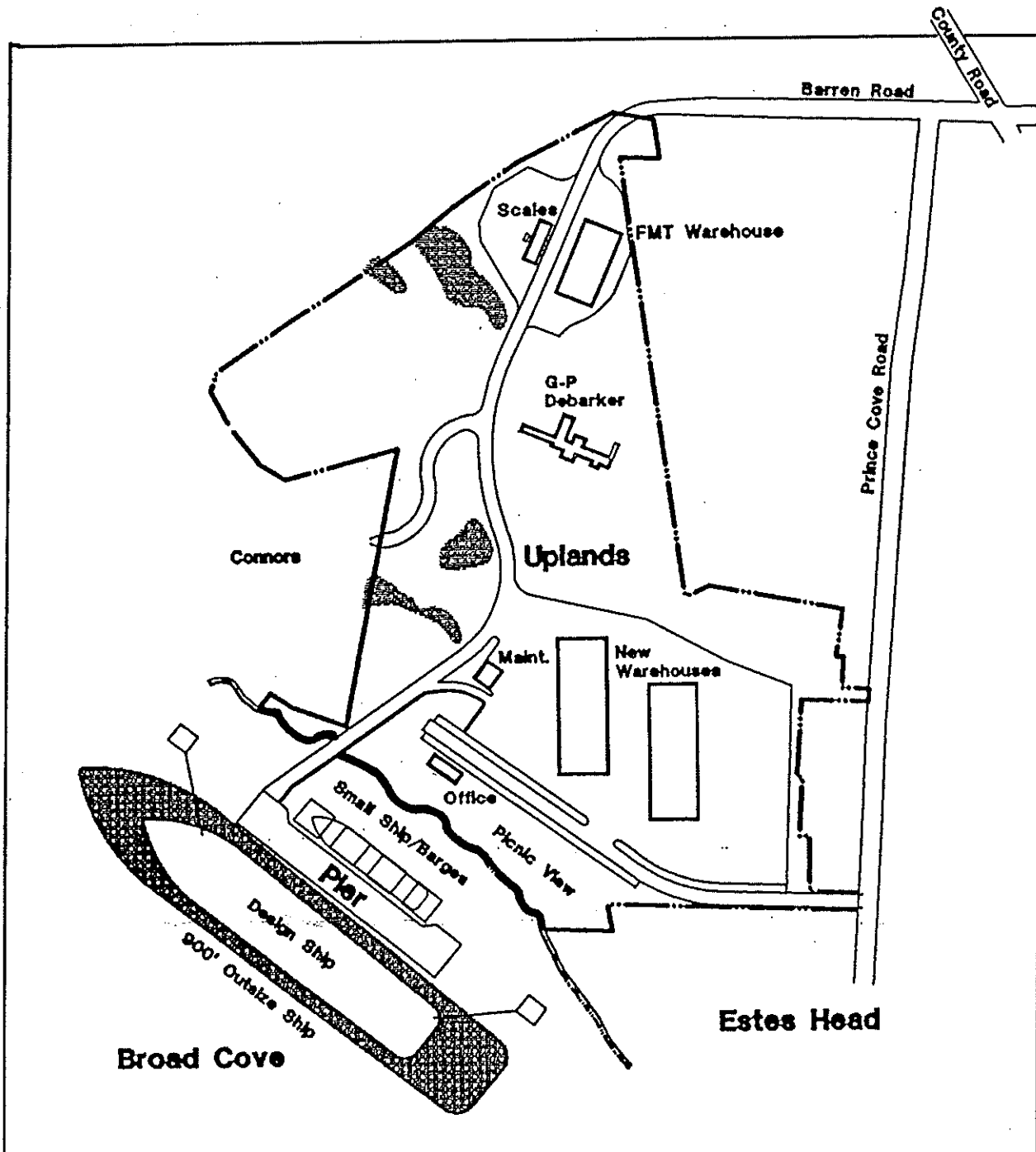


ABOVE: Plan for facilities at Deep Cove for small boats and aquaculture work boats
 BELOW: Broad Cove and Deep Cove mooring plans
 (Source: 1991 Comprehensive Harbor and Waterfront Plan)



ESTES HEAD DEVELOPMENT CONCEPT

The exhibit on this page is from the Site Selection Study performed by Berger/ABAM Engineering in 1993, it is not the final plan for the facility, but gives an idea of what is contemplated. The actual plans, which are in the final engineering stages, call for a 634 foot fixed pier with an outside draft of 60 feet at mean low water (MLW) capable of berthing a vessel up to 900 feet in length. The inside berth will accommodate a vessel up to 400 feet in length with a draft of 35 feet at MLW. The industrial park portion of the development includes designed build-out of the entire 43 acre parcel with roughly 100,000 square feet of covered storage.



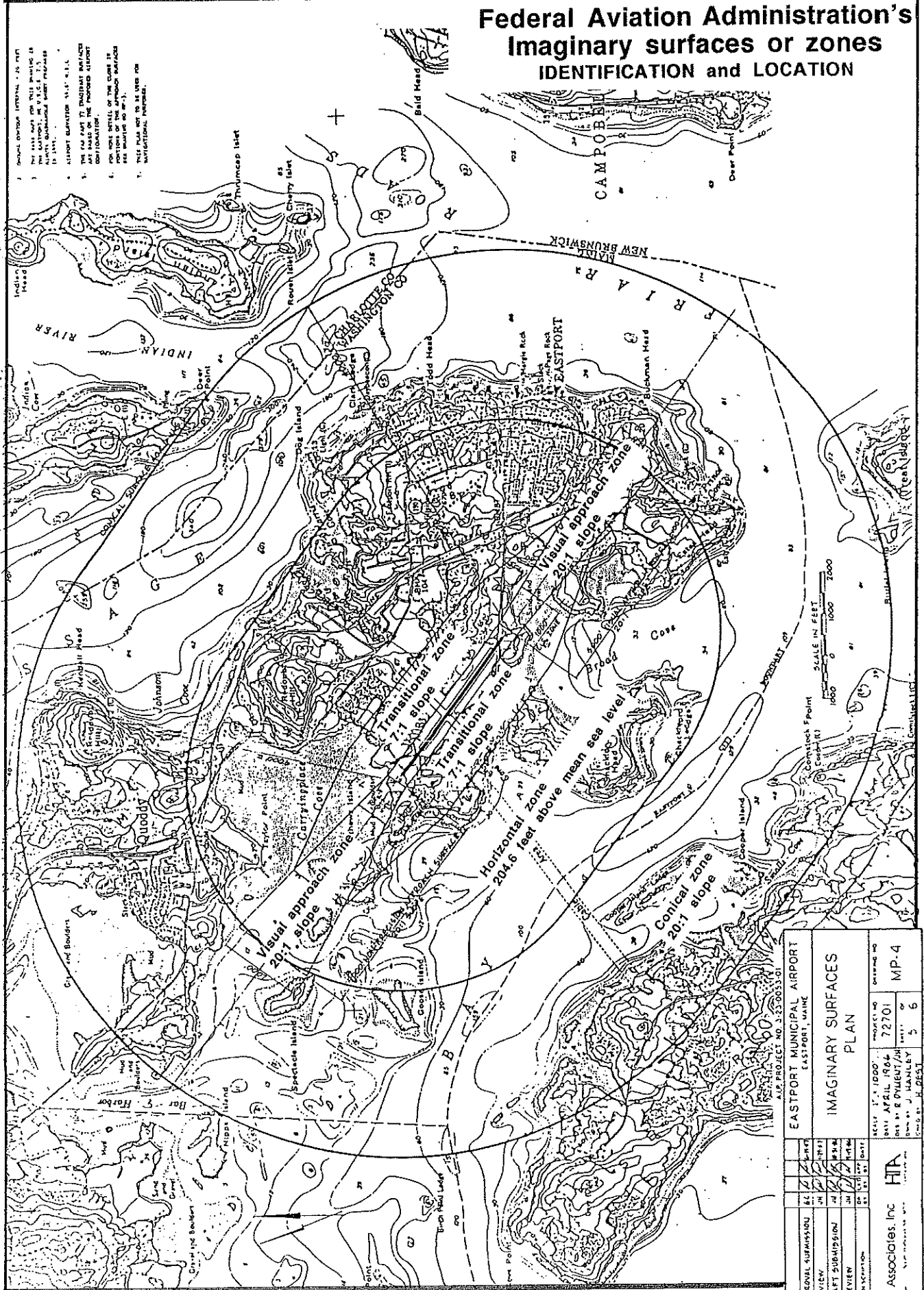
F. EASTPORT MUNICIPAL AIRPORT (EMA)

The Eastport Municipal Airport Master Plan which was completed in 1987 is important to the City-wide comprehensive plan for two primary reasons. First, the carrying out the improvements it recommends will affect the City's (and the region's) economy in a positive way, and second, the comprehensive plan can help assure that developments on the airport and in surrounding areas are compatible. It is important that the City protect its investment in EMA by regulating land uses adjacent to it so that in the future conflicting uses are not placed there that would hamper its use (or perhaps even force its closing). This can be done through a review of the existing Zoning Ordinance. The EMA property is large and includes the areas needed for the clear zones at each end of the runway. However there are other zones defined by the Federal Aviation Administration in which construction of hazards to air navigation should be prohibited. Such hazards include high buildings, antennas, smokestacks, and even tall trees. The zones are defined as:

1. Utility Runway Visual Approach Zone (Runway end 33) - Slopes twenty (20) feet outward for each foot upward (20:1) beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.
2. Utility Runway With A Non-precision Instrument Approach Zone (Runway end 15) - Slopes twenty (20) feet outward for each foot upward (20:1) beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.
3. Transitional Zones - Slope seven (7) feet outward for each foot upward (7:1) beginning at the sides of and the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation which is 204.6 feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward (7:1) beginning at the sides of and the same elevation as the approach surface, and extending to where they intersect the conical surface.
4. Horizontal Zone - Established at 150 feet above the airport elevation or at a height of 204.6 feet above mean sea level.
5. Conical Zone - Slopes twenty (20) feet outward for each foot upward (20:1) for 4,000 feet beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 404.6 feet above the airport elevation.

From the illustration on the following page, it can be seen that virtually the entire City is under one or the other of the zones - but the largest, the conical surface, begins well above the ground: at 204.6 feet above sea level. It would affect few structures except those on higher elevations such as Shackford Head which is 173 feet above sea level and Redoubt Hill which is 190 feet above sea level.

Federal Aviation Administration's Imaginary surfaces or zones IDENTIFICATION and LOCATION



1. HORIZONTAL DISTANCE INTERVAL - 20 FEET
2. THE HATCHES ARE FOR THE PURPOSES OF THE CONTOURING AND NOT FOR THE PURPOSES OF THE AIRPORT ZONES.
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EASTPORT MUNICIPAL AIRPORT EASTPORT, MAINE		PROJECT NO. 72701		DRAWING NO. MP.4	
IMAGINARY SURFACES PLAN		DATE: APRIL 1964		BY: E. O'NEILL/J.H.	
		SCALE: 1" = 1000'		CHECKED BY: J. HANLEY	
				DATE: 5 6	
HIAOEST ASSOCIATES, INC.		HIA			

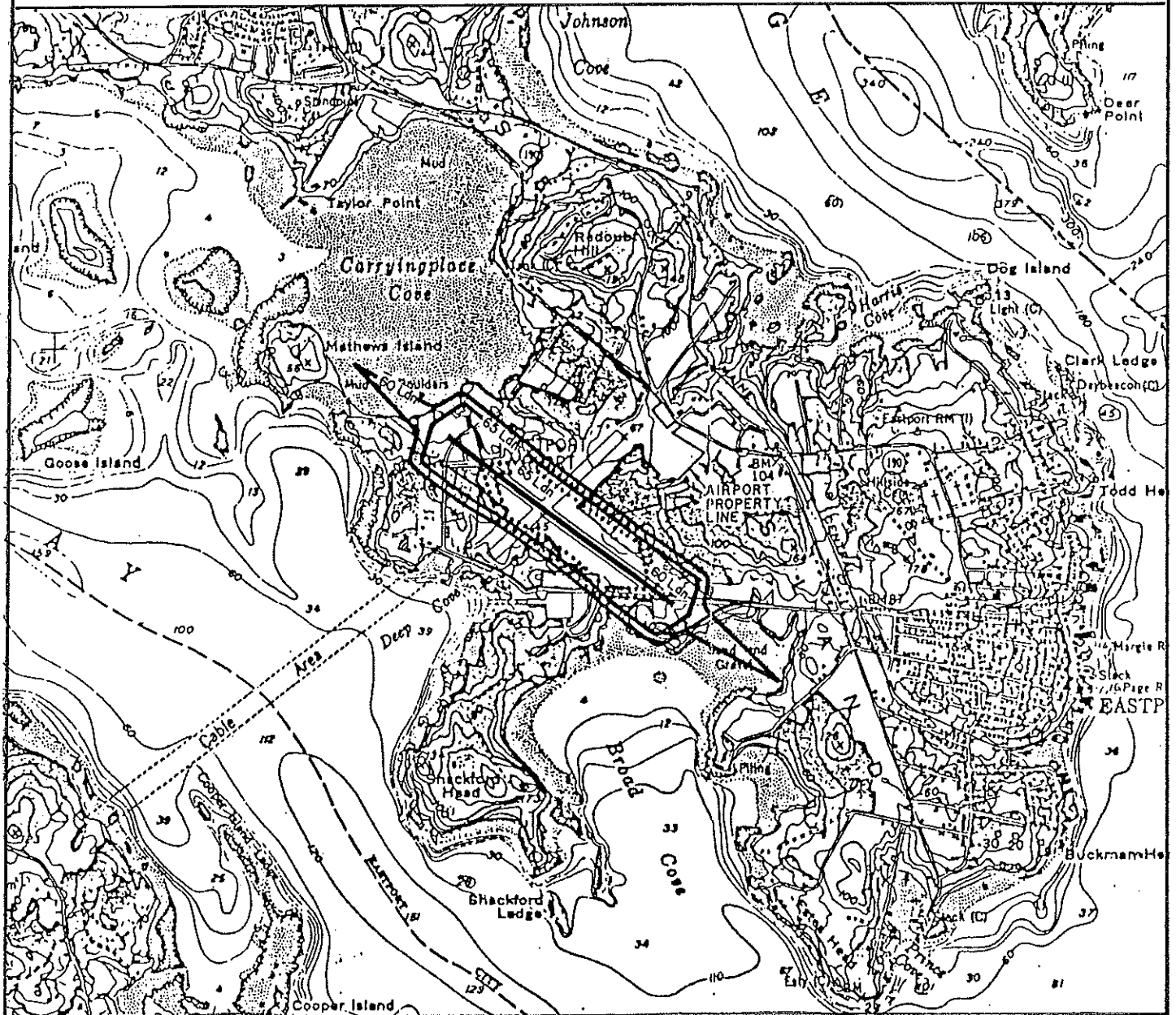
Noise is always a concern wherever airport improvements are planned. The Community Noise Environment Level (CNEL) for EMA in 1985 was plotted by the consultant and projected to the year 2005. The only noise contour lying outside the airport property is CNEL zone I. This is the area between the 60 decibel and the 65 decibel contours and is the quietest of F.A.A.'s four levels (levels less than 60 are not considered important enough to plot). Only a small portion of zone I lies outside airport property. Most land use can take place under this zone without any special noise insulation required.

COMMUNITY NOISE LEVEL ENVIRONMENTS

Zone I (between 60 and 65 decibels)

..... 1985 (measured)

———— 2005 (estimated)



The Master Plan recommends that the City control heights in these zones by adopting an 11 page ordinance. The same purpose can be accomplished by amending the present Zoning Ordinance as follows:

Section V of the Zoning Ordinance of the City of Eastport is hereby amended to add section V.15 as follows:

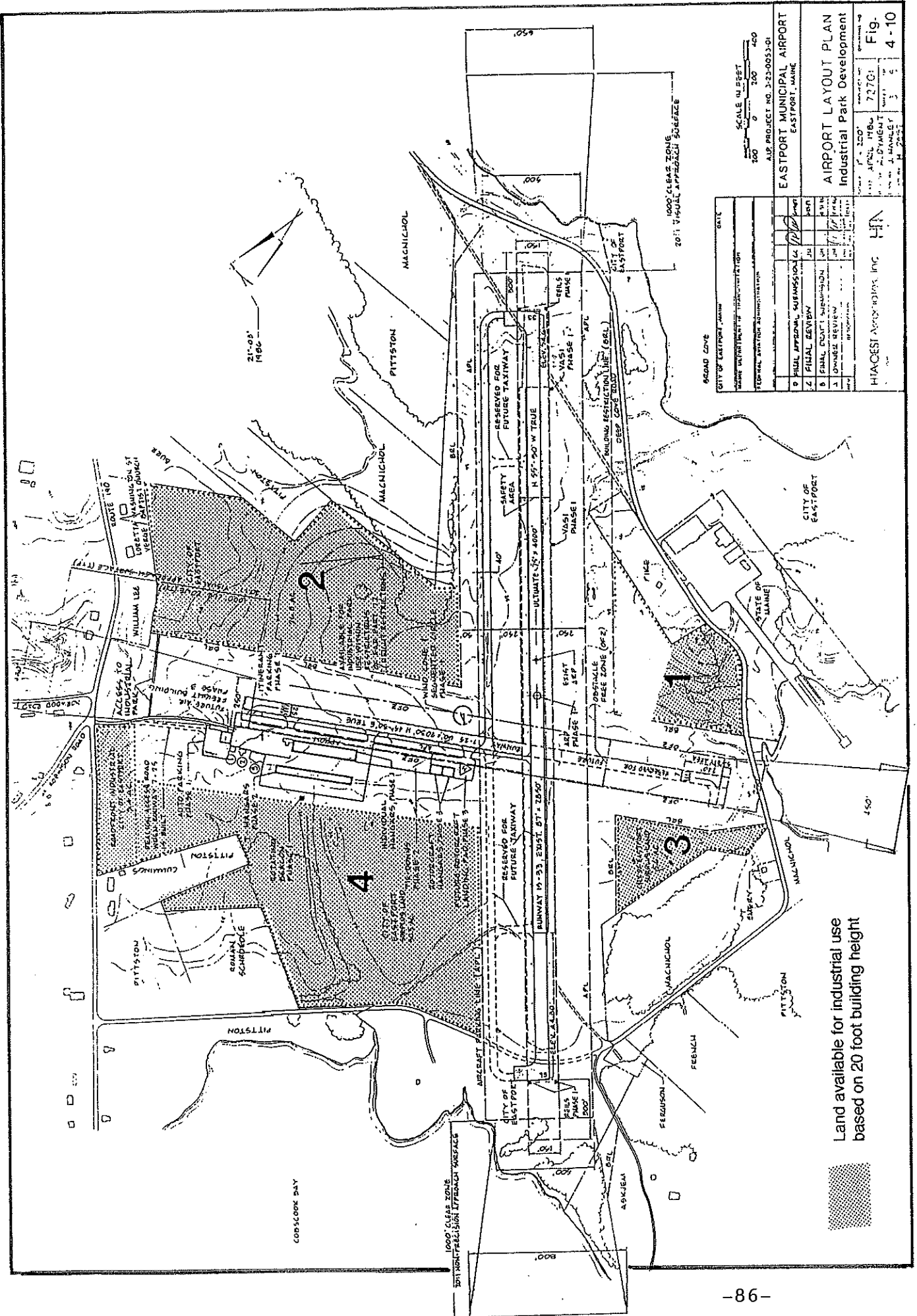
Section V.15 Airport Approach Height District

An "Airport Approach Height " zoning district is hereby created. The intent of this district is to prevent the creation of hazards to air navigation. This shall be an "overlay" zone, that its, land placed in this district shall also be in another district and the requirements of that district must be met in addition to the requirements of the "H" district..

No buildings or structures, including all superstructures shall be erected, moved, altered or reconstructed, nor shall any plant or tree be allowed to grow in such a manner so that the height thereof will constitute a hazard to the safe landing or take-off of aircraft in the Airport Approach Height ("H") zone. The airspace control and height limitations thus imposed shall be determined in each case by the Planning Board and shall be governed by and shall not be less restrictive that the requirements of Part 77 of the Federal Aviation Administration, or any corresponding rules or regulations of the Federal Aviation Administration, as amended. A copy of said part 77, with amendments, shall be on file with the City Clerk. Nothing herein shall be construed as preventing the growth, construction or maintenance of any tree or structure not exceeding 35 feet in height above the surface of the land. Where an area is covered by more than one height limitation the more restrictive shall prevail. Permits issued for buildings and structures in areas subject to airport approach zones shall specify the limitations of such buildings or structures as set forth in this section.

The EMA property includes 252 acres, The terminal area, adjacent to the end of abandoned runway 25, contains all of EMA's public facilities including the terminal building, aircraft hangers, and auto parking. The remainder of the property is undeveloped. The Master Plan designates four sites as ideal for industries that would not have a negative impact upon (or be negatively impacted by) the airport. These areas are indicated on the layout plan on the following page.

The Master Plan designates a rotocraft landing pad. This should be a high priority for its potential use in medical evacuation situations as well as routine operations.



SCALE IN FEET
 100 0 100 200 400
 AIR PROJECT NO. 3-23-0053-D
 EASTPORT MUNICIPAL AIRPORT
 EASTPORT, MAINE

8000' CLEAR ZONE

NO.	DATE	DESCRIPTION
1	12/15/00	PRELIMINARY LAYOUT
2	01/15/01	REVISIONS
3	02/15/01	REVISIONS
4	03/15/01	REVISIONS
5	04/15/01	REVISIONS
6	05/15/01	REVISIONS
7	06/15/01	REVISIONS
8	07/15/01	REVISIONS
9	08/15/01	REVISIONS
10	09/15/01	REVISIONS
11	10/15/01	REVISIONS
12	11/15/01	REVISIONS

DATE: 11/15/01
 PROJECT NO.: 3-23-0053-D
 DRAWN BY: J. HANLEY
 CHECKED BY: J. HANLEY
 HIACEST ASSOCIATES, INC.

APPROVALS:

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A major need at the airport is aviation fuel. When this is available, the facility will be more attractive to area pilots, and to those "passing through".

G. OTHER FORMS OF TRANSPORTATION

Very little exists in the way of alternate transportation. The Washington Hancock Community Agency operates a bus service for low income people but this service is extremely limited - not more than one or twice a week. The Passamaquoddy Tribe provides limited service to Calais in their van. The nearest bus depot is in Bangor. A bus stop exists in Perry and provides connection to the greyhound terminal in Bangor. There is one provider of taxicab service in town.

No separate bicycle paths exist on the island. Because of the narrowness of the streets, travel by bicycle is not always safe.

H. TRANSPORTATION: CONCLUSIONS

(See also Economic Development Project list, and Water Resources section)

There is a need to up-date and maintain a street and road improvement program. maintain, improve and expand City street and road system in accordance with that program.

The City should work to have the road to Estes Head accepted as a State highway, and work with other municipalities and regional groups in the area to obtain better access to route 9 and Interstate system.

Lobby for better access to route one, to G-P in Woodland, to Bangor and to the interstate system

Continue to make street improvements within the City

Improve parking in the downtown area

Lobby for rail access to the port. This can not be provided by running a new line directly into Eastport; therefore a marshaling yard and warehousing should be developed at Ayer Junction.

Shipping: New port at Estes Head, and reuse of the breakwater

Reinstate ferry to Lubec and Canada

Continue, or accelerate, airport improvements

With no major hospital nearby, medivac service should be established - it could be critical

A GREATER EASTPORT TOMORROW

Public facilities and services

A. GENERAL GOVERNMENT

The government of the City of Eastport is presently that of a five-member City Council/Manager system governed by a City Charter. Since its incorporation as a City in 1893, the city of Eastport has operated under several forms of City government beginning with a Mayor/nine aldermen system which was replaced with the present system in the 1930's. For a period of nearly seven years during the late 1930's and early 1940's, the City was administered by the State Bureau of Taxation as a result of failure of by the City to meet bond repayments. This occurred before laws were changed to allow municipalities to declare bankruptcy. Similar scenarios today would not result in a takeover by the State of Maine.

General administration of the City is carried out by the City Manager and City treasurer. Assessment of taxes is carried out by a three member board of assessment. City administrative functions other than police and fire are located at City Hall on High Street. This building, which was constructed as a school in 1847, is located on a site which has held a public building of some type since the early history of the community. Eastport has never actually constructed a town or city hall in its entire history. In the very early years, a badly constructed meeting house existed on the northern end of High Street. Since the building was impossible to heat, it was seldom used for meetings. In later years, the community always rented space for municipal offices and spent years and years debating the feasibility of constructing a city hall. The present structure, which was taken over by City government in 1975 when they outgrew the space they had used for decades above the Bangor Savings Bank, had twice been condemned for use as a school building and was thus converted to its present use. Although rich in history, centrally located, and structurally sound, the building is in need of repairs to most of the mechanical systems, requires replacement of windows for energy efficiency, and is not constructed to easily comply with requirements of the Federal Americans with Disabilities Act.

B. PUBLIC SAFETY

1. Fire Protection. Eastport is served by a volunteer fire department with 25 members and five vehicles. The City has 68 hydrants and is in insurance classification "D". The Department shares a building with the ambulance corps.
2. Police Protection. There are three full-time police officers including the chief. There are no lock-up facilities in the City, the closest being Calais City lock-up or the County Jail in Machias. Legislation has been passed establishing 911 emergency telephone service in Maine. The Chief, the City manager, and the Post Master are working on a street naming and numbering plan which is basic to having 911 implemented. Finding

a particular home can be difficult: Some streets have no names, some names are duplicated, some house numbers are duplicated, many houses have no number. This is a problem not only for mail delivery, but for emergency response. Establishment of a 911 system would improve the summoning of emergency services to households. Its cost could be borne by direct users fees when the service is used or by a surcharge on all monthly telephone bills. This service will benefit anyone needing emergency assistance. The Department moved to its downtown location in 1994.

3. Marine Rescue. The Coast Guard maintains a search and rescue station in Eastport. In fall 1994 fifteen vessels were commissioned as the Eastport Coast Guard Auxiliary Flotilla. Its purpose is to promote safe boating through classes on boat handling, navigation, and emergency situations.

4. Marine Patrol. The Department of Marine resources permanently relocated its 44 foot patrol vessel "Guardian" to Eastport in 1994. Previously, the nearest one was at Mount Desert Island. This gives Eastport a seaworthy vessel that can handle any adverse weather conditions.

C. PUBLIC WORKS DEPARTMENT

The public works department for the City of Eastport consists of a three-man crew which includes the superintendent. Equipment owned by the City includes:

INVENTORY OF PUBLIC WORKS EQUIPMENT	
description of equipment	date of replacement
1989 Caterpillar Road Grader (20)	2004
1983 Ford Dump Trucks	1993*
1987 Ford Dump Truck	1997
1972 Caterpillar Payloader	1992*
1985 John Deere Backhoe	1995
Air compressor	won't work, needs replacement.

* Indicates that piece of equipment has exceeded life span.

The excellent maintenance program done by the public works department has added to the lifespan of equipment. All minor repairs and maintenance and all painting of equipment are done by the public works crew.

The vast majority of roads on the island are public ways. Rights-of-way for these roads vary in width from 16.5 feet to 66 feet in width. Forty feet is the most commonly found width for streets.

The City has an active program of removal of Elm trees killed by the Dutch Elm

Disease. There should be a plan for replacing the removed trees.

The public works department is housed in a dilapidated structure next to the Police/Fire station. The building has no water or sewer connection. Heat for the structure is provided by a salamander portable heater. Replacement of this structure is a priority need for the City.

D. WATER

Most residents of the built-up portion of the City receive water service through the Passamaquoddy Water District which was created created by the Passamaquoddy Tribal Government to purchase the privately owned Eastport Water Company. This water system was put in place after the great fire of 1886 which decimated much of the downtown. While the filtration system, and major delivery line are of modern design, most of the lines from the pumping station into town are of original vintage, the pipes in Quoddy Village are made of Transite and were installed in the 1930's as "temporary". The District's standpipe, the oldest still in active use in the country, will be replaced in 1995 by one at Pleasant Point. The recent sewer construction project caused the need for many repairs to the piping system. The District's water service is supplied from Boyden Lake which is located in the neighboring town of Perry. The lake's watershed lies in the towns of Robbinston, Pembroke, and Charlotte so control and protection of it is a truly regional concern. Eastport businesses and residents are the District's biggest customers, seems reasonable that the City have more say in the quality of the operation.

E. SEWER

The City provides sewer service to all built-up areas. As a result of the Federal mandate to eliminate overboard discharges the City, in 1990, entered into a massive \$11,000,000 program for construction of a sewage treatment plant and replacement of much old piping. The City borrowed \$850,000 from Farmers Home Administration as its share of the project cost and received grants from the Environmental Protection Agency (\$5,188,410) and Department of Environmental Protection (\$3,578,939) for the balance.

The project included:

1. Constructing approximately 22,200 feet of sewer extensions to serve problem areas,
2. Replacing approximately 7,310 feet of collector sewers to eliminate excess infiltration,
3. Constructing approximately 15,180 feet of interceptor sewer with five pump stations,
4. Constructing a primary treatment plant designed for 0.82 million gallons a day.

Costs to hook individual homes into the system have ranged from \$950 to \$9,151, with the higher costs being in areas with a lot of ledge. Grants were also obtained to assist in meeting these costs.

F. SOLID WASTE

Solid waste removal and transportation is provided by private enterprise. Three separate haulers operate in the City. Until November 1994, City trash was disposed of at the City of Calais Landfill which is thirty miles away from Eastport. After that date, the City joined the Marion Users Group and trash is trucked to their facility from which it is taken to the Penobscott Energy Recovery Company's (PERC) incinerator in Orrington.

The City also operates a recycling center on Route 190 across from the Municipal Airport. The center has been in operation for two years and accepts tin cans, glass, and aluminum. Since solid waste disposal costs for the City of Eastport have been based per capita rather than by a per ton basis, the City has been unable to justify avoided costs savings on the recycling of materials through the center.

G. PEAVEY MEMORIAL LIBRARY

Located on Water Street at the south end of the business district, the building is in good condition. The library's small size is augmented by utilizing inter-library loan services.

Funds come from public subscription and City allocations. Its usefulness would be increased if funds were available to increase its hours of operation

H. COMMUNICATION

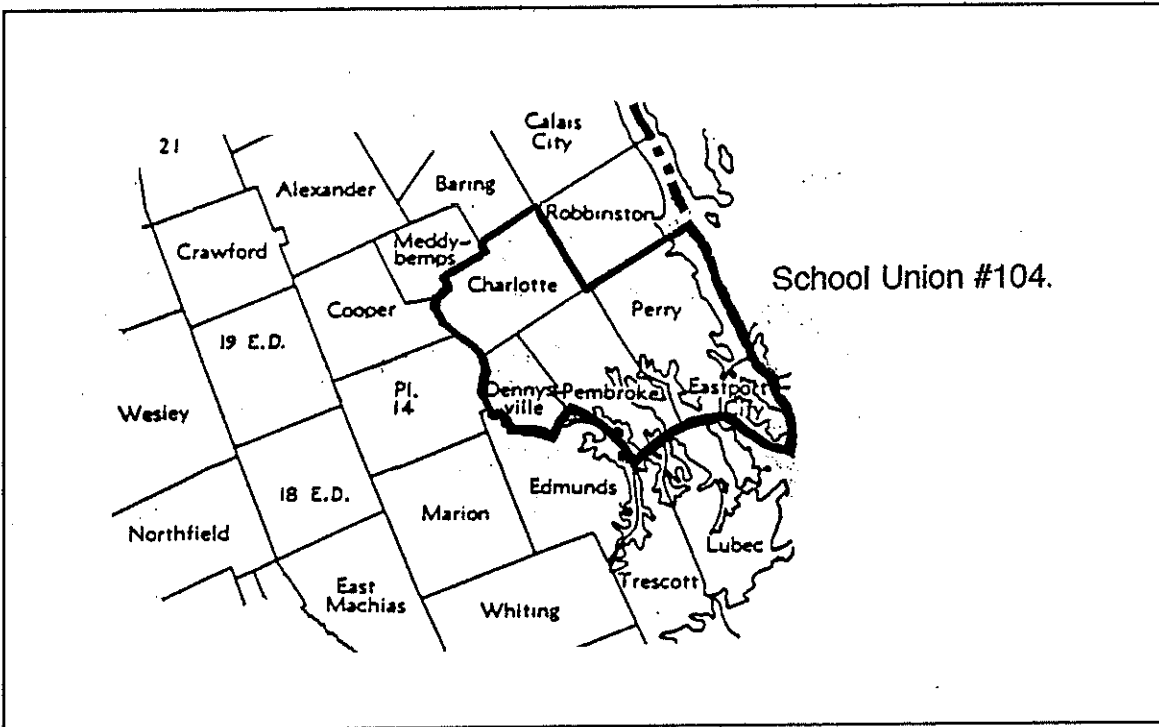
NEWSPAPERS. Eastport is the home of the **Quoddy Tides** which is published twice monthly (on the second and fourth Friday). Daily delivery of the **Bangor Daily News** is available.

RADIO. **WQDY** am and fm in Calais serves eastern Washington County and Charlotte County, New Brunswick. Maine Public Broadcasting (MPBN) has a repeater (**WMED**) in nearby Meddybemps (although it is referred to as their "Calais" station). Canadian Broadcasting System's (**CBC**) radio and stereo stations are easily received as are some of the Bangor, Ellsworth and St. John's stations. The City is served a one very unique station, **WSHD-FM**, which is operated by students at Shead High School - the only high school radio station in Maine. It began broadcasting in 1984.

TELEVISION. MPBN's TV programming is broadcast from the same tower as its radio signal in Charlotte. That station plus Moncton and St. John are receivable without cable. Pine Tree Cablevision offers a full range of cable stations, including local access channel 35. Shead High School broadcasts over channel 35 from its own TV studio.

I. EDUCATION

Eastport is a member of School Union 104 which also includes the towns of Perry, Pembroke, Charlotte and Dennysville. The City and each town have elected school committees which oversee school affairs.



Eastport has two school buildings: Eastport Elementary School and Shead High School.

EASTPORT ELEMENTARY SCHOOL. Built in 1977, it closed for the 1993-4 school year for extensive (\$2.6 million) remodeling, and reopened in fall of 1994. The virtually new facility features classrooms for grades K through 8, a gym with a stage for auditorium use, a science room, library, computer room, music room, cafeteria and offices. Enrollment in 1970 was 311, in 1980 was 280, and in 1994 was 212.

SHEAD HIGH SCHOOL. The City's former high school, Shead **Memorial** High School, was replaced by the new Shead High School in 1981. It has a complete range of classrooms, shops, gymnasium, computer lab, home ec. room, cable TV broadcasting facilities, and uniquely: WSHD, a licensed FM radio station.

Census figures show that the number of Eastport residents who are high school graduates (67.9%) is lower than that of Washington County (73.2%) and significantly lower than the State of Maine average (78.8%). Similarly, the City ranks lower in college graduates (11.6%) than the County (12.7%) and the State (18.8%). The School Union is taking steps to raise the high school completion level.

Shead High School enrollment has been declining slowly over the past 20 years: in 1971 it was 241, in 1985 it was 238, and in 1994 it was 179. Enrollment of Eastport students has remained about constant during this period (reflecting the City's almost stable population). From 1986 to 1990 the 5-17 age group increased by only one, from 342 to 343, a negligible percentage. However, **the population under five increased from 94 to 122 - a 30% increase!** This is showing up now in the lower grades and will move up through the grades. When eastern Washington County it is examined, it can be seen that this is not a trend limited to the City: The population from 5-17 declined by 3.5% while those under five increased by 16.5% - a difference of 20%!

Population school-age and under eastern Washington County*			
	1986	1990	% change
Age 5-17	1,642	1,586	-3.5
Under 5	452	527	+16.5

*Towns of Robbinston, Charlotte, Dennysville, Pembroke, Perry, Eastport, Lubec, Edmonds, Trescott, Marion, Plantation 14, Whiting, Pleasant Point

The region is facing increasing enrollment in the lower grades which will move up through the grades in the coming years. At the same time State financial support of local education is declining, additional local funds will be required just to maintain the present level of instruction. As enrollments increase, communities may not be able to individually continue funding education of the quality the children deserve. Education is now the biggest piece of the local budgets. Can the towns afford for it to increase? If not, either important programs will have to be cut or changes made to the system!

This should not a money issue but a *quality* issue. Education is critical if the area's children are to be equipped to compete in an increasingly technological world. This is important not just to the individuals directly involved, but to the economic and social future of the area.

Decline in Shead High's enrollment over the past two decades may be attributed to individual towns sending some or all of their tuition students to Calais High School or Washington Academy in East Machias. To assure quality education for the children of Union 104, the Union should begin now to develop a long-range plan for the future of the area's education system, a plan that dares to look at innovative system changes. There has been some discussion in recent months regarding the possibility of Eastport, Lubec, and the other towns in the area forming a Consolidated School District. Consolidation would allow a more varied curriculum, would cost less, and might provide a higher quality education. Perhaps a new senior high could be build, convenient to all towns, and Shead might become a middle school/junior high, freeing rooms in smaller town schools for one grade per room.

The prime obstacle to consolidation might be that each community, wanting to control its own schools, would accept the higher costs that this involves. Ironically, it may be that the only way to keep local control is to band together rather than wait for State mandate changes.

The first step toward stronger schools must be for area towns to begin talking about the future of education, number of students, building needs, costs, and what kind of a system would best meet the area's needs. Eastport could take the lead in this but must take care to emphasize that all towns should be equal in the discussions, to allay fears "the City" would dominate the smaller communities.

Scores on the 1993-94 Maine Educational Assessment tests administered to 11th graders indicate that Shead exceeded its three year average in every category except one which equaled the average. Examining the scores of area high schools indicates that Shead compares favorably.

Shead High School				Lubec High School				Calais High School				Washington Academy			
Subject	Avg. score	Lo-Hi range	3-Year avg.	Subject	Avg. score	Lo-Hi range	3-Year avg.	Subject	Avg. score	Lo-Hi range	3-Year avg.	Subject	Avg. score	Lo-Hi range	3-Year avg.
Reading	270	260-325	220	Reading	195	215-290	165	Reading	290	270-320	340	Reading	260	245-290	295
Writing	160	225-290	150	Writing	140	165-245	150	Writing	285	230-280	270	Writing	170	210-250	225
Mathematics	215	250-315	195	Mathematics	225	195-270	165	Mathematics	255	255-310	285	Mathematics	225	230-275	255
Science	180	250-315	180	Science	175	185-260	160	Science	275	260-310	290	Science	235	230-275	270
Social Studies	260	230-295	190	Social Studies	175	170-245	165	Social Studies	245	240-290	255	Social Studies	255	210-255	270
Humanities	270	230-295	220	Humanities	195	175-250	190	Humanities	235	235-285	275	Humanities	230	210-255	255

MARINE TECHNOLOGY CENTER (Until recently named the Marine Trades Center, and also know as the "boat school") is the Eastport campus of the Washington County Technical College, which has its main campus at Calais. The MTC 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 MTC owns and operates multipurpose fishing vessels which 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 a 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.

UNIVERSITY OF MAINE AT MACHIAS. This 1,000 student branch of the University of Maine System is less than an hour from Eastport, 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. One of

the sites for UMM's off-campus courses is Shead High School which came "on line" in the fall of 1990. It provides about 70% of the total UM system course offerings. In general classes are three hours long, starting at either 4:00 or 7:00 p.m. 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 administer through the University of Maine in Augusta.

HEAD START. The Eastport Head Start program on County Road is operated by Action Opportunities. It provides three to five year old children with a variety of developmentally-appropriate educational and social experiences. Health, nutrition and social services are offered to parents and families. Twenty children take part annually, attending four days a week for 32 weeks, following the public school calendar.

J. HEALTH CARE

EASTPORT HEALTHCARE, INC provides medical and dental services to residents of Eastport and surrounding communities from the Rowland B. French Health Center on Boynton Street. Services available include: Family-oriented primary medical care, dental care, laboratory services, x-ray services, child health clinic, podiatry, patient education, and woman and infant children care. Staff includes: A doctor (M.D.), dentist, mid-level practitioner, family nurse practitioner, board certified internist, dental hygienist, a full-time podiatrist and an administrator and support staff. A number of new programs and services are being planned by the Center including: a satellite office in Pembroke staffed by a primary care provider (there was an overwhelmingly positive response, both from users and non-users of the Center, for a program in that town); a prenatal care program; and a visiting nurse service program under which a registered nurse would be available to make scheduled visits to home-bound patients who qualify for skilled nursing care. Plans are also underway for expanding the Center's building (It was expanded in 1988 with a 1,980 square foot addition). This facility is highly regarded in the community and is as vital to the City's economic and social health as it is to the physical health of its citizens. Without it, some residents would have to move away in order to receive the care they need.

CALAIS REGIONAL HOSPITAL, 30 miles to the north, has 49 acute care beds and 8 skilled nursing beds.

DOWN EAST COMMUNITY HOSPITAL, a 38 bed 24 hour acute care facility, is located in Machias 45 miles to the west of Eastport

EASTERN MAINE MEDICAL CENTER, an extremely complete facility, is located in Bangor, a hundred miles to the west. There are also other facilities available in Bangor, including St. Joseph's Hospital.

AMBULANCE SERVICE is available 24 hours a day from Eastport Ambulance Service, Eat Bay Ambulance Service, and Passamaquoddy Ambulance Service. It has been suggest that in the future, because of the the growing elderly population,

ambulances should be encouraged to have advanced life support services.

EMERGENCY MEDICAL EVACUATION ("Medivac") can be provided by fixed-wing aircraft or rotocraft from Eastport Municipal Airport., however, aircraft must come from Bangor -- either commercial service or Army Air National Guard Helicopters. While the Eastport Municipal Airport master plan shows a rotocraft landing pad and the site for it should be preserved, it is not a priority need because with the low level of traffic at EMA helicopters can, at the present time, land on the taxiway or parking areas.

EASTPORT MEMORIAL NURSING HOME at 32 Boynton Street provides care for 26 patients.

K. RECREATION FACILITIES

The City has a Recreation Committee, there is also a private Youth Association. On following pages recreation facilities in the City are listed and a map showing their location (the Youth Association building was constructed after the list was prepared).

In addition to recreation facilities, the City owns open space lands including the former camping area on Drummond Road, the parking lot at Shackford Head (currently leased to the State), Overlook Park on Water Street, tot lots at South Street, Sullivan Street, and Byrd Street, portions of the Battery Field behind the elementary school.

Open space in addition to that owned by the City includes Shackford Head, a large peninsula of land behind the Marine Trades Center owned by the State of Maine, the State also owns the former picnic area on Carlow Island and the pier at the Marine Trades Center. The only Federally-owned open space in the City of Eastport is the right-of-way to Dog Island and Dog Island Light.

Several property owners have put large tracts of land into tree growth management. The state legislature has discussed the possibility of requiring that any lands put in to tree growth provide for access by the public. In addition, John Pike Grady owns the parcel where the Deer Island Ferry docks at Little's Cove.

There needs to be planing for recreation programs for teens and seniors. There is also a need for a long range maintenance and improvement program for the City's recreation facilities.

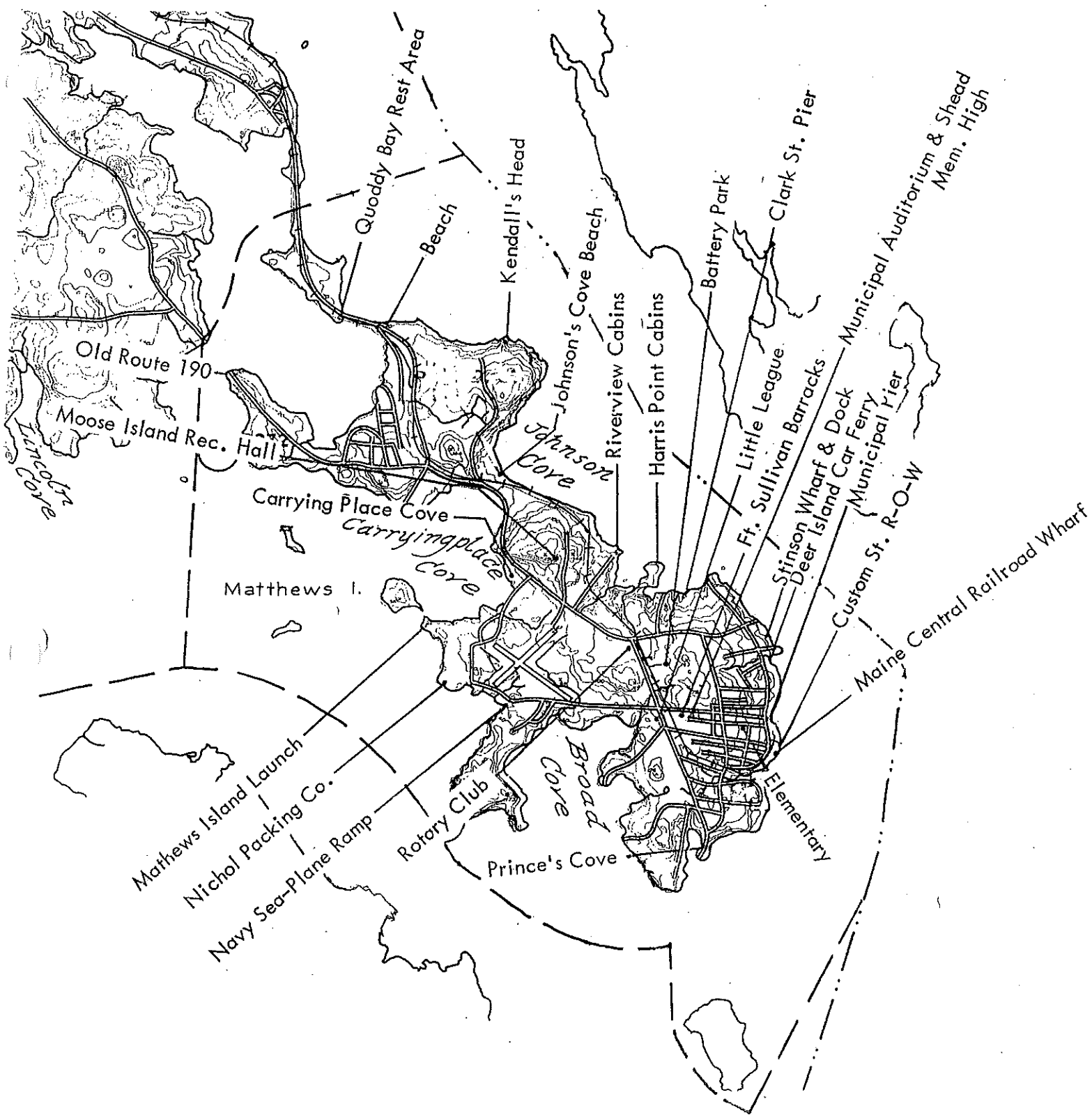
L. SERVICES AND FACILITIES FOR SENIORS

The City-owned Senior Center is the former fire station on Boynton Street which was converted into the center in 1977. It contains a kitchen, sitting areas, and game tables. Special services for seniors are provided by a number of organizations. Two of the most prominent are the Senior Companion program ("seniors helping seniors"), operated by Cooperative Extension in Machias, providing personal and supportive services to help home bound elders throughout the county cope with change and

RECREATION FACILITIES AND ACTIVITIES

(Each is located on the map on the following page)

Name of Facility	Ownership	Type
Stinson Wharf & Dock	Pvt	Marina
Municipal Pier	Mun	Dock, Ramp
Harris Point Cabins	Pvt	Rec. Resort
Rotary Club	Pvt	Skating
Carrying Place Cove	Mun	Campground
Moose Island Rec. Hall	Pvt/N-P	Recreational Hall
Ft. Sullivan Barracks	Pvt/N-P	Museum
Eastport Little League	Pvt	Playing Field
Battery Park	Mun	Park
Municipal Auditorium & Shead Mem. High	Mun	School
Eastport Elementary	Mun	School
Quoddy Bay Rest Area	State	Hwy/T.O.
Deer Island Car Ferry	Pvt	Ferry Landing
Riverview Cabins	Pvt	Rec. Resort
Johnson's Cove Beach	Pvt	Beach, Ramp
Navy Sea-Plane Ramp	Pvt	Dock, Ramp
Prince's Cove	Pvt	Beach, Ramp
Kendall's Head	Pvt	Ramp
Old Route 190	Mun	Ramp
Custom St. R-O-W	Mun	Shore access
Nichol Packing Co.	Pvt	Beach
Maine Central Railroad Wharf	Pvt/Mun	Dock
Clark St. Pier	Mun	Beach, Ramp
Beach	Mun	Beach
Mathews Island Launch	Pvt	Beach



Recreation Facilities and Activities

maintain independence; and the services of the Eastern Agency on Aging which includes a variety of advocacy, coordination and development services ranging from legal services to hot noon meals. The meals are served every day at the Eastport Senior Citizen's Center.

There are 62 units of senior housing in four locations in the City. Currently the Federal government is not funding any more, favoring instead family low income projects. There is, however, a demand for additional senior units.

There is no senior day care center, and there is a need for at least one. There is also a need for a "visiting nurse" type service to enable people to stay in their homes rather than go to nursing homes.

M. SPECIALIZED SERVICES

A variety services are available to residents of Eastport (most are County-wide), including; home care, counseling and family services, handicapped services, substance abuse, hospice, adult education, children's services, services for women, food and nutrition, and transportation to these services. However, often those in need of the services do not use them because they are either unaware that they are available or do not know how to contact the provider. The best source for information about these programs is the 150 page COMMUNITY RESOURCE GUIDE published by the Washington-Hancock Community agency P.O.Box 280, Milbridge, telephone (207) 546-7544.

N. NON-PUBLIC FACILITIES AND SERVICES

In addition to the agencies and services described in this section, there are many private groups, organizations, and facilities which play a large part in the life of Eastport. Among these are:

SENIOR CENTER

Located in the old fire house on Boynton Street, contains a kitchen and a meeting/sitting area

ARTS CENTER

A focus for the Eastport art community offering shows, instruction, and social events, the Arts Center is the governing body for an umbrella of organizations including the art gallery, Stage East, the concert series, the workshops, and Young at Art. Each organization is independent but shares in the support of the common location in the former Masonic Temple.

THE QUODDY TIDES FOUNDATION

THE FOURTH OF JULY COMMITTEE

AMERICAN LEGION

VETERANS OF FOREIGN WARS

SCOUTS, INCLUDING EXPLORERS

POLICE YOUTH PROGRAM

GARDEN CLUB (Formed in January 1995)

CHURCHES

Blakey Memorial United Methodist

Christ Episcopal

Eastport Full Gospel Assembly

First Congregational Society

North Baptist Bible

St. Joseph's Catholic

Washington Street Baptist

O. HANDICAPPED ACCESS

The Americans with Disabilities Act (ADA) applies to all publicly funded programs, services, and agencies regardless of size. Title II of the Act prohibits discrimination on the basis of disability in local government services, programs, and activities, and requires all municipalities, regardless of size, to perform a self-evaluation which must include public services, policies, and practices. Municipalities must then develop a plan for removing structural barriers to access, and carry out that plan "as soon as practicable".

The government's guidelines for complying with the Act include the following five "Action Steps" four "Principals", and three "Essential Phases":

ACTION STEPS TOWARD COMPLIANCE

1. Designate someone to be responsible for compliance
2. Post the ADA requirements in a conspicuous place
3. Establish a grievance procedure
4. Conduct a self-evaluation of facilities
5. Develop a transition plan

THE PRINCIPALS OF EFFECTIVE COMPLIANCE

1. Commitment from municipal leaders
2. Coordination of compliance activities
3. Involvement of people with disabilities
4. Institutionalizing and integrating compliance

THE PHASES OF IMPLEMENTATION

1. Modifying practices and policies
2. Developing Communication capacity
3. Creating program and facility access

Information about the Act and help in understanding and complying with it can be obtained from Maine Independent Living Services, Inc. P.O. Box 501, Machias, Maine

P. PUBLIC FACILITIES: CONCLUSIONS

Public facility construction or improvement needs include:

City Building rehabilitation or replacement,

Public Works/Highway department building,

Quoddy Village fire station,

A replacement schedule for public works, fire, and other major equipment.

The elementary school and the high school face declining enrollments and may require changes.

A broad range of recreation programs -- especially those designed for the young and the elderly. Construction of a year-round swimming pool for teaching young people to swim, therapeutic purposes for seniors, scuba instruction, and recreation. A coordinated utilization and development plan for the City, State, Federal and privately-owned park and recreation land in the City.

New cemetery,

Water Street improvements,

Storm drainage improvements,

Continue to be a leader among area communities in solid waste management,

Clean up old dump site,

Expanded and improved services for seniors including specialized transportation and housing,

Health care needs: Solving the Nation's health care problems (cost of care and ever-higher admission standards to hospitals and nursing homes are two) is well beyond the scope of this plan, but there are things which the City can do, including:

Working to establish 24 hour emergency service in the City

Supporting establishment of an adult day care center Continue to actively support grant funding efforts by Eastport Healthcare for facility improvements and for staff

Working to increase volunteerism. Budgets are tight and there is no indication that they are going to get looser. Volunteers can fill a vital need. One example would be "watching over" shut-ins,

Clean up City - yards around homes, areas around businesses, sweep sidewalks,

Develop street tree replacement program,

Work with Passamaquoddy Water District to improve service and quality,

Maintain walkway along waterfront - along with its lighting,

And for all of the above, funds necessary to adequately maintain City facilities are needed every year. Maintenance is far less expensive than replacement.

A GREATER EASTPORT TOMORROW

Finances

A. BUDGET AND MILL RATE

Taxes, service fees, grants and contributions are the ways a City gets the money to provide the services its people want. The major source of money is the tax which is assessed to property owners based upon the valuation of their property. The amount of this tax is determined by **dividing** the total valuation of the City by the total amount of money needed by the City for:

1. Operating the City for the year
2. Paying the City's share of the county budget, and
3. Paying school expenses

This division gives a "mill rate", the amount to be paid per dollar of assess value.

Multiplying the value of each property by this rate gives the amount of tax to be paid by each property owner.

The money raised by the City from property taxes is more important to its residents than the total budget. The total budget includes funds received from the State and from other sources. The funds raised locally to pay for City, County and School expenses increased from \$390,219 in 1973 to \$1,360,943 in 1993 - an **increase of 348%!** However, the U.S. government's Consumer Price Index (CPI) increased from 46.3 to 142.3 during the same period. When the CPI is used to convert the budget figures into "constant dollars", the figures become 1973: \$853,605, 1993: \$958,411. **In constant dollars the increase was only 11%.**

This is not just an example of "how to lie with statistics", but an honest way of comparing price changes over time. Remember what a car (or anything else) cost in 1973 . . . or back in 1939 when the ad below appeared in LIFE magazine?

**BIGGEST "PACKAGE" EVER TAGGED
WITH A PRICE AS LOW AS
\$777**

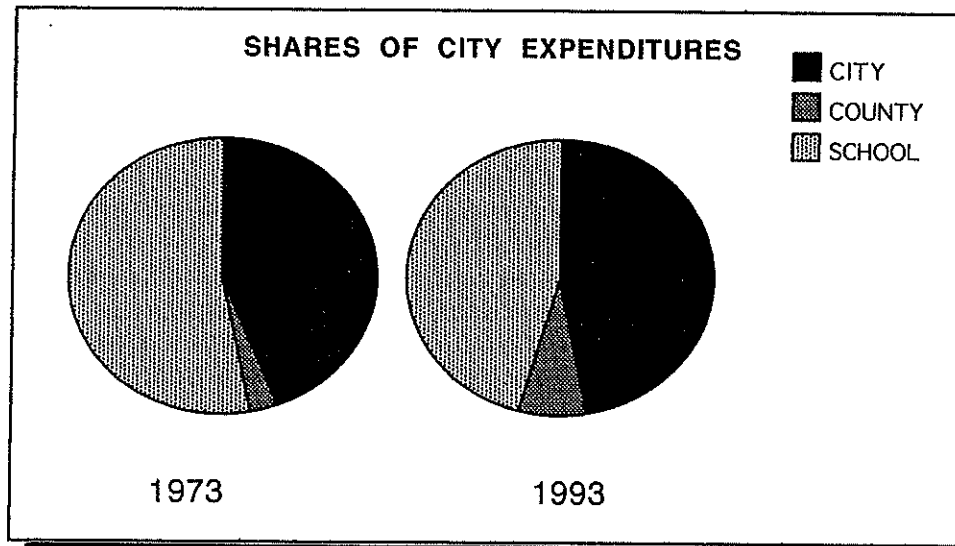
*The Low-Priced
Car that has
Everything!*

Rhythmic Ride based on Quadri-Coil Springing, 4-Way Stabilization and Knee-Action Wheels • Dual Center-Control Steering • Hand-Shift Gear Control • Self-Energizing Hydraulic Brakes • 90 H.P. Econo-Master Engine • 100 Per Cent Full-Pressure Lubrication with Rifle-Drilled Connecting Rods • Wide-Vision Body by Fisher • Die-Cast Radiator Grille • Big Streamlined Trunks on All Sedan Models

Three Great Oldsmobiles for 1939
Olds Sixty • Olds Seventy • Olds Eighty

"YOU OUGHT TO OWN AN OLDS"

The charts below show the share of the total budget allocated to the three major categories.



B. DEBT AND DEBT LIMIT

Major improvements such as multi-million dollar waste water treatment facilities, can not be paid for all at once, so Cities take out loans -- just as individuals take out loans for home and cars. The State limits the amount of debt a City can incur to 15% of the City's State valuation. Eastport's valuation for 1993 was \$72,050,000, thus, its debt limit is \$10,807,500. The fact that the law allows the City to have a debt of up to 10.8 million dollars does not mean it would be prudent to do so!

The table on the following page (which is taken from the Quoddy Tides newspaper) summarizes the City's 1994-95 budget and compares it with the budgets for the previous two years. The mill rate is essentially the same as 1993-94, increasing only slightly from 0.218 to 0.220. The taxes to be paid by owners of properties with various assessed values are:

PROPERTY VALUE	FY 95 TAX	FY 94 TAX	FY 93 TAX
\$ 20,000	\$440	\$440	\$420
35,000	\$770	\$770	\$735
50,000	\$1,100	\$1,100	\$1,050
80,000	\$1,760	\$1,760	\$1,680
110,000	\$2,420	\$2,420	\$2,310
150,000	\$3,300	\$3,300	\$3,150

CITY OF EASTPORT 1994-95 BUDGET

The budget was adopted by the City Council July 5, 1994. The table, taken from the Quoddy Tides newspaper, shows current amounts and the amounts budgeted for each item for the previous two years for comparison purposes

	EXPENDITURES			REVENUES					STATE-SHARED REVENUES			SUPPORTED BY SURPLUS			TAXES NEEDED		
	FY 93	FY 94	FY 95	FY 93	FY 94	FY 95	FY 93	FY 94	FY 95	FY 93	FY 94	FY 95	FY 93	FY 94	FY 95	FY 93	FY 94
*Administration Dept.	\$216,613	\$142,161	\$146,154	\$ 65,506	\$ 61,966	\$74,841	\$107,000	\$80,000	\$60,000	\$ 14,500	\$ 195	\$29,607	\$ 195	\$11,313			
*Fire Dept.	41,098	37,200	44,633					9,000	12,000	14,500		26,598	28,200	32,633			
*Police Dept.	211,169	166,192	171,000	4,615	2,585	10,050		35,000	38,000	15,000		191,554	128,607	126,173			
*Public Works	187,798	159,968	170,620	150,448	135,968	149,468				19,000		18,350	0	21,152			
Sewer Dept.	175,655	210,000	218,864	176,470	210,000	198,864					20,000	(815)	0	0			
*Cemetery Dept.	38,664	27,945	27,445	11,150	9,150	9,500		10,000	10,000	480		27,034	8,795	7,945			
*Harbor	18,321	23,000	23,000	20,500	23,000	23,000						(2,179)	0	0			
*Airport	5,175	5,175	0	10,300	3,100	0						(5,125)	2,075	0			
*Parks & Recreation	6,950	4,525	5,500	3,450	1,000	5,500				3,350	0	150	3,525	0			
*Agency Grants	13,870	10,610	10,610			0				2,700	0	11,170	10,610	10,610			
Insurance	53,200	47,700	42,521			0						53,200	47,700	45,500			
General Assistance	20,000	12,000	15,000	13,155	6,000	7,500						6,845	6,000	7,500			
*Employee Benefits	9,518	126,477	117,531			0						9,518	126,477	119,421			
City Debt	14,941	84,060	83,525			5,400						14,941	72,060	78,125			
*Reserves												0	0	0			
Overlay Accounts	10,000									10,000	0	0	0	0			
Other Accounts	375,487	454,608	440,579	5,050	0	2,500		61,000	11,000	20,470	24,000	349,967	389,608	377,079			
Hydrant Rental	135,000	142,888	142,888														
Street Lights	26,000	26,000	23,000														
Solid Waste Disposal	74,000	121,059	121,059														
Trash Removal	1,200	1,200	1,500														
County Tax	95,337	108,868	115,785														
Planning Board	450	100	100														
Dangerous Buildings	1,000	3,500	3,500														
Comprehensive Plan	0	2,600	0														
Plumbing Inspector	1,500	1,500	1,500														
Solid Waste Planning	25,000	11,790	14,247														
Health Officer	1,500	1,500	1,500														
Elm Tree/Removal	2,250	2,250	2,250														
Recycling Program	10,000	5,000	4,000														
Industrial Park Studies	2,000	0	0														
Severance Pay Plan	0	23,103	4,000														
ADA Improvements	0	3,000	5,000														
Misc./Surplus	250	250	250														
SUBTOTAL	\$1,398,459	\$1,511,621	\$1,516,982	\$460,644	\$464,769	\$486,623	\$107,000	\$195,000	\$131,000	\$100,000	\$48,000	\$70,000	\$803,852	\$829,359			
Education	\$2,402,663	\$2,360,214	\$2,484,861	\$1,681,835	\$1,601,158	\$1,695,934				\$95,000	\$146,000	\$206,000	\$675,828	\$613,056			
GRAND TOTAL	\$3,801,122	\$3,871,835	\$4,001,843	\$2,142,479	\$2,065,927	\$2,182,557	\$107,000	\$195,000	\$131,000	\$195,000	\$194,000	\$245,000	\$1,356,643	\$1,412,286			

City property evaluation per assessors' figure: \$64,422,109.

C. COMPARISON OF MILL RATE WITH NEIGHBORING TOWNS

The State calculates an "equalized" valuation for every City and Town so costs which are shared (for example School Union, County Tax) can be fairly apportioned. Equalized or "Full value tax rates" are more useful in comparing taxes between municipalities than the mill rate. Knowing only the mill rate and not the rate of valuation can be misleading. In the following example the house in the town with the higher mill rate would pay the lower tax!

A \$100,000 house assessed at \$100,000 in Town "A" which has a mill rate of \$15.00 would pay \$1,500 in tax.

A \$100,000 house assessed at \$75,000 in Town B" with a mill rate of \$20.00 would pay \$1,400 in taxes.

FULL VALUE TAX RATES, 1990	
Eastport	24.00
Perry	12.48
Pembroke	14.35
Dennysville	10.05
Charlotte	13.90
Robbinston	9.42
Calais	26.61

SOURCE: Division of Property Tax

Of course, another important consideration is the services provided for the tax. If a town has a very low mill rate, but residents have to pay separately for most services, in the long run they do not save money.

There will not be adequate fiscal resources to meet all goals at once. Comprehensive planning is a chance to put choices in perspective. The City's policy of pursuing grants to help take advantage of opportunities and solve problems should be continued. The Plan provides and opportunity to analyze needs and desires, compare them to financial resources: local, State, Federal, and private - and answer the question "What should our course of action be?"

Paying the costs of providing the services the people need and meeting an endless stream of State and Federal mandates, all in the face of decreasing aid from the State and Federal governments -- while at the same time keeping property taxes down is an almost impossible struggle. But the City of Eastport has been winning: when inflation is considered, the 1995 tax is actually **less** than 1993!

D. FINANCES: CONCLUSIONS

Continue to utilize State and Federal financial assistance programs for needed projects and programs to maximum extent possible.

Prepare, adopt, maintain, and follow a five year capital improvement program, including replacement schedules for public works, fire, and other major equipment.

Budget funds every year that are adequate to properly maintain City facilities - in the long run maintenance is far less expensive than replacement.

Continue policy of providing the services needed by City's people by most efficient and cost-effective methods.

Consider assessing impact fees to new developers to recover a portion of the cost of the infrastructure which has been paid for by past and current residents and will benefit the new comers.

A GREATER EASTPORT TOMORROW

Regional coordination

The City of Eastport is a firm believer in the concept of “**cooperate to compete**” -- cooperating with its neighbors in order to better compete with other regions. It believes that “**When one community succeeds, all benefit**”. Its concern with matters beyond its borders can be seen in this brief listing of the groups and organizations with which it is involved:

The City . . .

is a charter member of the Washington County Regional Planning Commission. The Eastport City Manager currently chairs the Commission.

was one of the six founders of the Quoddy Region Job Opportunity Zone, and is active in its successor, the Sunrise County Economic Council

was a participant in Passamaquoddy Bay Planning and Development Workshops where communities on both sides of the U.S./Canada border met to discuss common problems and opportunities

is actively involved in the Sustainable Cobscook Project funded by the Maine Community Foundation and the Ford Foundation

supports the activities of the Quoddy Spill Prevention Group

encourages Maine's participation in the Gulf of Maine Initiative

is charter member of Washington County Solid Waste Management District

is an active participant on the Regional Transportation Advisory Committee which was formed under Maine's new Transportation Policy.

is an active member of the Maine Municipal Association

the City Manager is one of the three Washington County Commissioners, thus assuring coordination of City-County activities.

Several surrounding communities send their children to Shead High School, over the years this has helped build understanding of common concerns

The port of Eastport is the port for northern and eastern Maine - and beyond. Many of those working for the port live in surrounding communities. Because the City is quite

small geographically, as the port expands necessary auxiliary facilities, such as marshaling yards, will probably locate in these communities.

The City's economy is intertwined with its neighbors: at the time the census was taken, 177 people from neighboring towns work in Eastport and 82 people from Eastport work in neighboring towns. The salmon industry and the port have grown since then so the numbers are probably even more in Eastport's favor now.

Eastport is an island, its land-link to the rest of the world lies across a single causeway and through other towns - but, their link to the rest of the world **by sea** lies through Eastport.

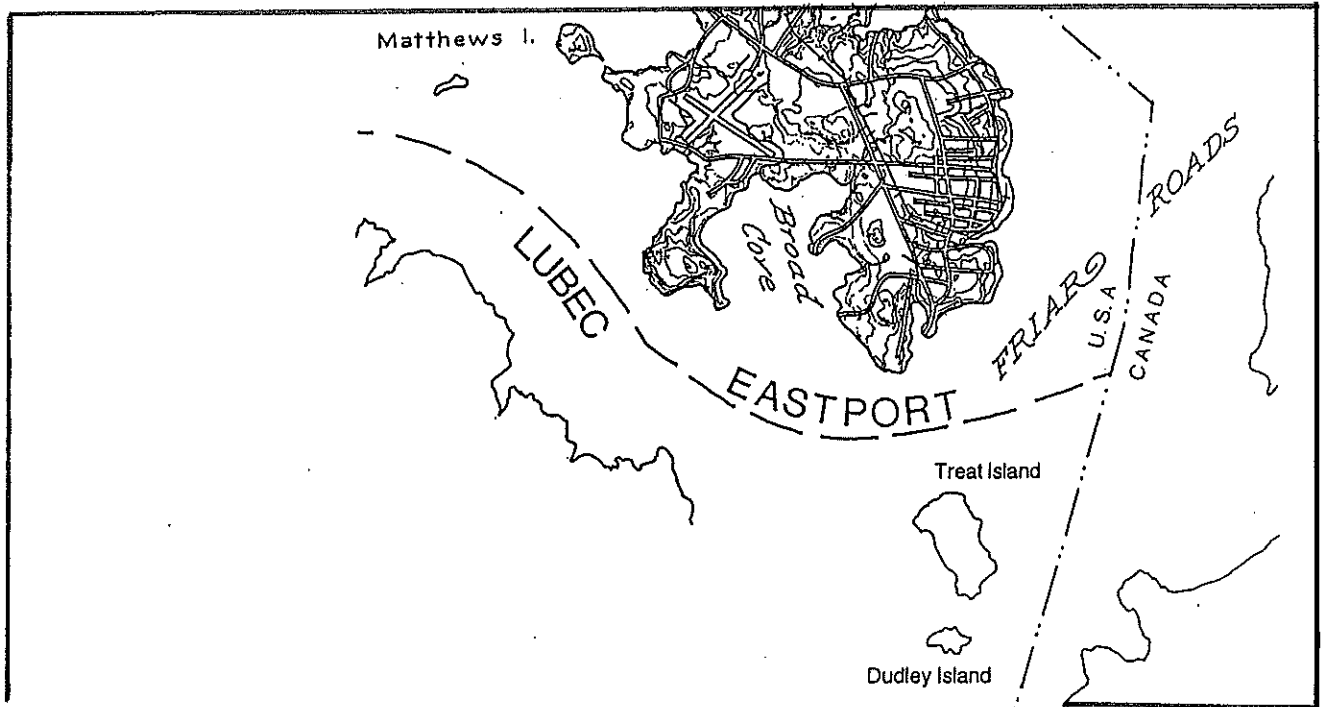
Neighboring communities will continue to be home to people employed in Eastport but wanting a more rural way of life. On the other hand, Eastport provides, and undoubtedly will continue to provide, rental housing for people from these towns.

The Passamaquoddy Water District which is owned by the Passamaquoddy Tribe, obtains its water from Boyden Lake in Perry, and sells most of it to Eastport residents and businesses. The quality of the water in the lake is dependent upon activities in the towns in which its watershed lies: Robbinston, Pembroke, and Charlotte in addition to Perry.

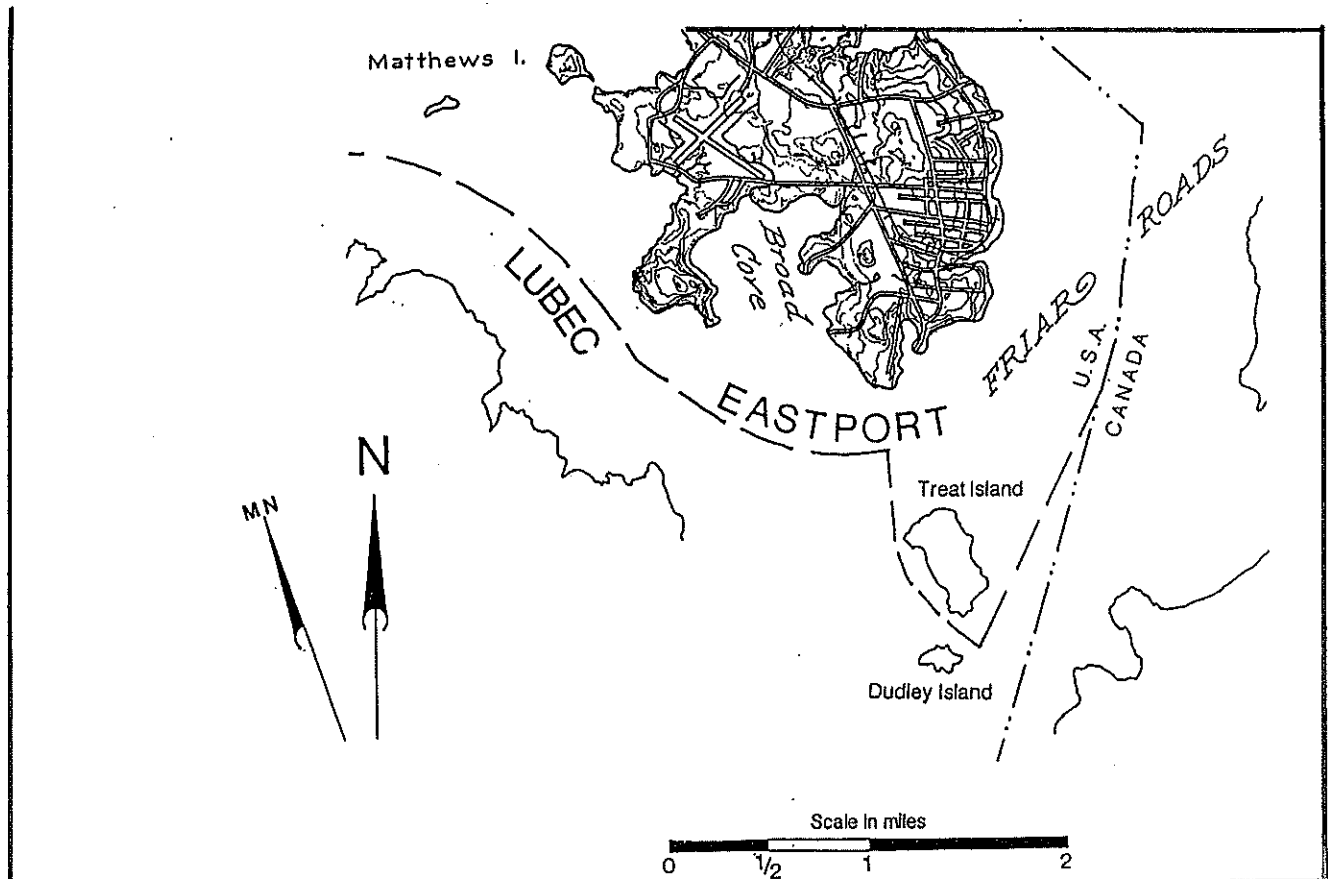
Nine communities surround Cobscook Bay - what one does affects all.

Air quality is a regional concern - especially in the vicinity of Campobello international Park. At the turn of the century air quality in Eastport was terrible and until recently not good. The City Council passed many ordinances and people worked on the problem. The quality is now excellent.

CITY BOUNDARY CORRECTION



Federal and State maps and charts almost always show the City boundary inaccurately, excluding Treat Island from the City (as on the map above). The correct boundary is shown on the map below. It is the boundary used in this plan and in Lubec's Plan. As aquaculture of various species becomes more important, this error may become crucial. **Records should be researched to be certain the boundary is the correct distance from Treat Island, then steps taken to assure that changes are made by Federal and State mapping agencies.**



REGIONAL COORDINATION: CONCLUSIONS

The City should continue its leadership role in the regional groups and organizations listed in this section.

The City should continue to cooperate and coordinate with neighboring communities on issues and opportunities which cross municipal borders. The prime key to this cooperation is the Washington County Regional Planning Commission.

The City should support growth of Eastport Health Care which is a regional facility serving people from neighboring communities as well as Eastport and with members on its Board from several of these communities.

The City's School Committee should work with neighboring communities to mutually improve educational opportunities for all children.

The City should work with the Port Authority, the Chamber of Commerce and others to make neighboring communities, the County and the State realize the value of the port and industries of Eastport to their economies.

The City should work with other communities and its legislators for continued (and accelerated) improvements by the Maine D.O.T. to Routes 1 and 9.

The City should be vigilant to assure air quality remains high.

A long-term solution is needed (as opposed to year-to-year stop-gap measures) to the problems of solid waste disposal and illegal dumping (especially of "white goods" (refrigerators, washers, etc) and "brown goods" (TV's, stoves, etc).

There should be a regional municipal computer users group to share information of benefit to each.

The City boundary should be corrected on the many State, Federal, and other maps that exclude Treats Island from the City limits.

In planning for its future, the City should consider the priority goals of the Washington County Regional Planning Commission:

- a. The industrial promotion program, including the setting aside of industrial park areas and the establishment of performance and development standards for industry, should be strengthened.
- b. The promotional program for tourism, seasonal recreation, and second home living should be maintained and strengthened.

- c. Intergrated transportation facilities, which will result in direct, convenient access to and within communitles, should continue to be planned and constructed.
- d. Prime resource areas, including forest, marine, and agriculture should be protected.
- e. Employment and housing opportunities for all economic levels and ethnic groups should be provided.
- f. An areawide system of open space and recreation facilities should be planned.
- g. Planning for water quality improvement should continue.

The City should continue its active role on the Regional Transportation Advisory Committee.

The City should continue to be an active participant in the Sustainable Cobscook Community Alliance.

Inventory & analysis - summary

1. POPULATION

The changing composition of Eastport's population has had a significant impact upon the community. More households have led to increased burdens on solid waste disposal, increased needs for public safety, and City administrative services. There is more pressure on water and natural resources. There is a substantial decline in school age children - this will impact the school system. The decreasing percentage of residents who own their residences will effect the demand for services. A large percentage of the population is presently in the prime earning years of their lives. When they reach retirement age, they will require additional services: health care, improved methods of alternate transportation, senior citizen housing, etc.

2. ECONOMY

Growth in the aquaculture industry means more jobs. This, or any other new industry, requires that employees receive training. This can be done through a cooperative venture involving the industry and the State through the Marine Trades Center. It is important that existing and potential conflicts between tourist-directed retail businesses, aquaculture concerns, and traditional fisheries be balanced and that waterfront locations remain available for use by those involved in marine-related occupations. Special study should be given to the problems presented by the desirable growth of seasonal businesses which impacts the downtown area in various ways. Encourage expansion of existing businesses, new business formation, and attempts to attract new businesses from out of the City. Support expansion of business development efforts by Chamber of Commerce to more than tourist-related activities. Support the broad range of development activities by the Port Authority, including: modern new pier and related facilities at Estes Head (which would also remove heavy traffic from downtown), ferry service to Lubec & Grand Mannan, airport master plan implementation. Support development and expansion of all aspects of aquaculture industry, including diversification of species.

3. LAND RESOURCES

Protect scenic resources, including, views across coves and to the islands, public access to the ocean at Customs Street, Clark Street, Sea Street, Emery's Beach and other locations, and the extensive natural area at Shackford Head. Prohibit incompatible development in or adjacent to critical natural areas. Make sure owners of unique natural areas are aware of value of these areas.

4. WATER RESOURCES

There are diverse interests to whom marine resources are of critical importance including traditional fishermen, aquaculturists, shipping interests, recreational boaters, and those who just love the view. Work to resolve or avoid conflicts among these interests. The clam flats which have been closed may now be able to be reopened. Take steps to assure public access to shore is not lost. Keep open the options for mooring and anchoring areas. Tidal energy generation may become viable as new environment-friendly techniques are developed.

5. EXISTING USES OF THE LAND

Eastport consists of Moose Island and Carlow Island, connected to the mainland by a causeway, and several small, uninhabitable islands. Rock outcroppings occur with great frequency in shoreline and inland areas. Filling over the centuries has altered much of the natural form of the land. The 1984 comprehensive plan states "Someday aquaculture may be an important factor in the area", and "The port has great potential". There are now 13 aquaculture companies operating in Eastport or using local facilities to service their sites. Eastport is the second largest port in Maine (based on tons shipped). The Port Authority will have a major impact on future land use through development activities including: Modern new pier and related facilities at Estes Head, airport improvements, and ferry service to Lubec and Grand

Mannan. Development and expansion of the aquaculture industry (including diversification of species) will also have a major impact. The City can prosper and at same time "stay Eastport" by encouraging growth in some areas and discouraging it in others, by designating areas to be devoted to business and industry (and areas from which they are to be excluded), and by designating specific areas where various types of housing will be encouraged. Preserve mooring and anchoring areas. Control incompatible development in or adjacent to critical natural areas. Protect key scenic resources. Encourage voluntary participation in newly-revised Historic District.

6. HOUSING

Combination of old housing stock and low-income community has resulted in many housing units in need of repair. The 1984 Plan recommended housing for the elderly, three projects have been completed since, but there is still an unmet need. That plan also recommended construction of low income family housing - 24 unit "Quoddy Farms" was built in 1994 but, again, there is still an unmet need. Young people starting families, elderly people, and low income people will stay in the City and become valuable members of the community if they can find affordable and adequate housing appropriate to their needs. The City should continue to not discriminate against mobile homes, other manufactured houses, or "affordable" housing.

7. TRANSPORTATION

Up-date and maintain a street and road improvement program. Have road to Estes Head accepted as a State highway, work with other municipalities and regional groups to obtain better access to Route 9 and Interstate system. Improve parking in the downtown area. Lobby for better access to Route 1, to G-P, to Bangor and to the inter-state system. Lobby for rail marshaling yard and warehousing at Ayer Junction.

8. PUBLIC FACILITIES

Public facility construction or improvement needs include: City Building rehabilitation or replacement, Highway Department garage, Quoddy Village fire station. The high school may require changes. Year-round swimming pool for teaching young people to swim, therapeutic purposes for seniors, scuba instruction, and recreation. New cemetery. Water Street improvements. Storm drainage improvements. Eastport Healthcare expansion. City clean up - yards around homes, areas around businesses, sweep sidewalks. Work with Water District to improve service and quality. Maintain walkway along waterfront - along with its lighting.

9. FINANCES

Continue to utilize State and Federal financial assistance programs for needed projects and programs to maximum extent possible. Prepare, adopt, maintain, and follow a five year capital improvement program, including replacement schedules for public works, fire, and other major equipment. Budget funds every year that are adequate to properly maintain City facilities - maintenance is far less expensive than replacement. Continue providing the services needed by City's people by most efficient and cost-effective methods. Consider assessing impact fees to new developers to recover a portion of the cost of the infrastructure which has been paid for by past and current residents and will benefit the new comers.

10. REGIONAL COORDINATION

Continue leadership role in regional groups and and in coordinating with neighboring communities on issues and opportunities which cross town lines. Support growth of Eastport Healthcare. Work with neighboring communities to mutually improve educational opportunities. Work to make sure neighboring communities, the County, and the State realize the value to their economies of the port and industries of Eastport. Work with other communities and the legislators for accelerated Routes 1 and 9 improvements. Be vigilant to assure air quality remains high. A long-term solution is needed for problems of solid waste disposal. Form a regional municipal computer users group to share information.

A GREATER EASTPORT TOMORROW

Future land use plan

Land is one of the City's most valuable natural resources as well as the private property of individuals. When homes, streets, factories and other buildings are constructed, the general pattern for the use of the land becomes fixed for many years. There is a danger that the City can suffer untold damage if parcels of land are misused. Real property is not like wornout machinery which can be "written off the books" -- it remains with us as a permanent part of the City landscape. For this reason, the present and future use of land is the concern and responsibility of individual property owners **and the public.**

The future land use plan was developed from the City's 1977 plan (as up-dated in 1984), from detailed inventory and analysis of the City as it was and as it is now, and from comments received at public workshop meetings. It is basically an up-dating of the previous plan, not a radical departure from it. The land use areas are basically in conformity with the City's existing Zoning Ordinance. Consideration of development anticipated in the various Inventory and Analysis sections of this report (especially the future acreage requirements developed on page 43) leads to the conclusion that the distribution of land within the areas will adequately serve the City's needs over the coming five to ten years.

The plan is a guide for future development and for making decisions concerning the investment of both private and public funds in order to encourage the development of better residential areas, improved commercial and industrial sites, and more adequate community facilities. It designates the land that appears to be best suited for the various uses that are anticipated. It is not meant to stand for all time, but should be reviewed every five years and adjusted as times change and the need arises. It is the intent of the plan to support and enhance the unique character of Eastport which results from a blending of the natural landscape and the densely clustered development of most of the City's built environment.

THE LAND USE AREAS designated on the future land use plan are:

1. Resource Protection:

Spectacle and Goose Islands, Shackford Head.

These three areas are natural areas and "wildlife sanctuaries" assuring their natural qualities will be preserved.

2. Rural:

Carlow Island.

Large-lot homes set well back from the shore, this area should retain its rural nature.

Peninsula west of Quoddy Village.

Development should be designed to maximize the area's rural nature.

Kendall Head - Johnson Cove - Harris Cove.

Combination of natural landscape and low density residential development which should be encouraged and maintained.

3. Residential:

The Old City surrounding Downtown.

Close to the City center, great historic interest, old homes, some lots for development, and as almost always in Eastport, great views. Emphasis should be on preserving and restoring historic homes, rehabbing old homes, building new homes which are compatible with the City character.

Treat Island.

Carefully designed residential development could preserve the Island's uniqueness and allow for it to be utilized.

Mathews Island.

May be best suited to residential or natural uses.

4. Mixed Uses:

Quoddy Village.

A mix of well cared for homes, new lower-income housing project (Quoddy Farms), vacant old buildings, open spaces, commercial and light industrial uses, and beautiful shore areas. This variety of land uses should be encouraged to continue. Programs for rehabbing homes should continue, new homes should be designed to fit with existing densities. Commercial facilities should be strengthened. Park/playground rehabilitation needed. A combination of private enterprise and City action can make this a truly exceptional place to live.

Downtown Waterfront.

The commercial center, breakwater, marina, small-lot residential. Should continue be the focus of the City's rehabilitation and improvement programs. Will require strong cooperative efforts of private enterprise and the City.

5. Industrial:

North of Kendall Head.

Care should be taken to provide amply-sized sites so industries have room for expansion. A minimum buffer of 200 feet should be maintained around the boundaries of industrial parcels, adjacent to Route 190 and along the shore. Views should not be blocked off.

Deep Cove-Estes Head.

Location of Conners and Maine Pride aquaculture, Marine Trades Center, New Port, Airport, Sewage Treatment plant. Similar development should be encouraged with emphasis on marine-based industries. Care should be taken to maintain existing vistas and open those which have "grown in".

6. Aquaculture.

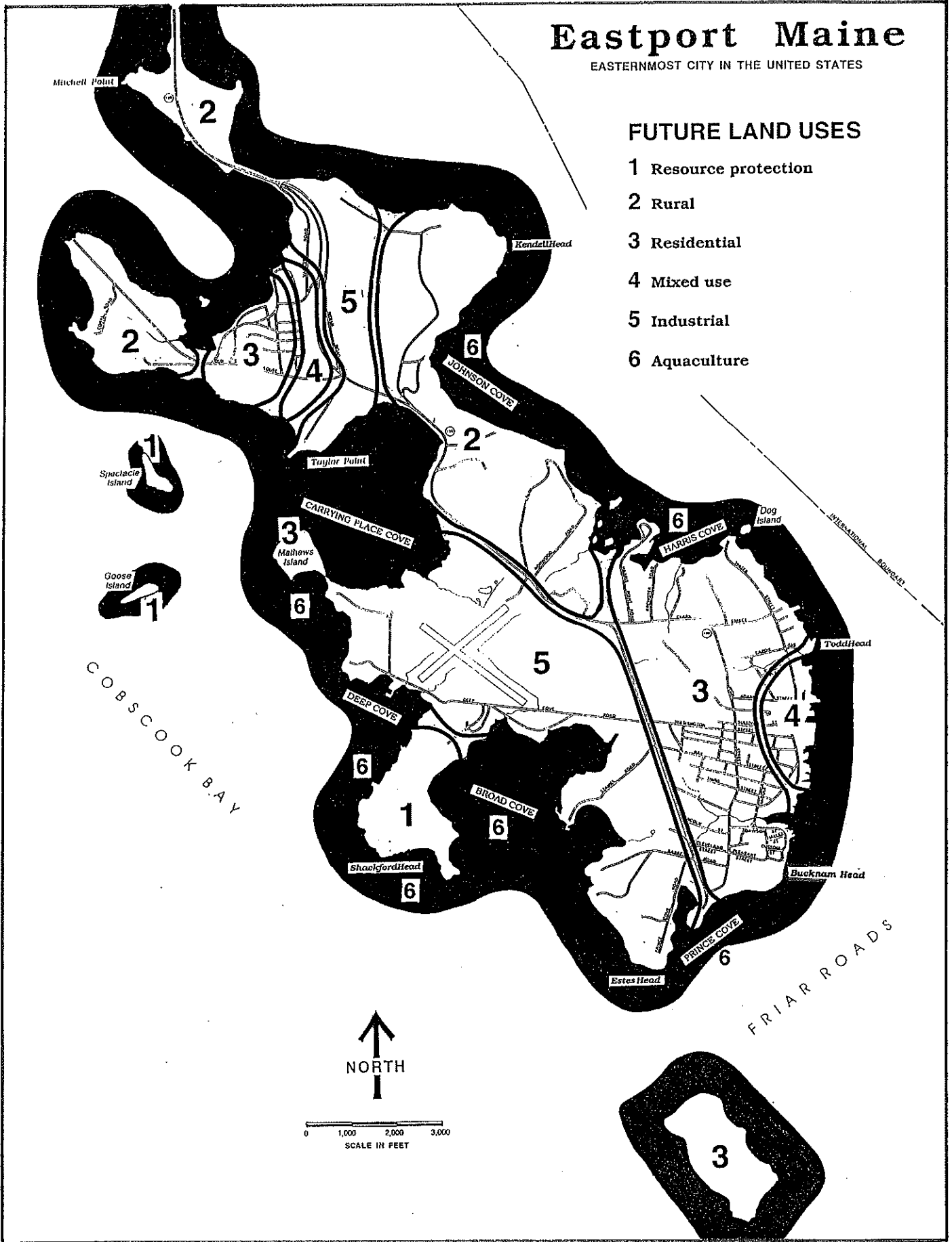
While not strictly "land" use, the coves utilized for aquaculture are indicated on the map. Their importance to the economy of the City (and region) can not be over-emphasized.

Eastport Maine

EASTERNMOST CITY IN THE UNITED STATES

FUTURE LAND USES

- 1 Resource protection
- 2 Rural
- 3 Residential
- 4 Mixed use
- 5 Industrial
- 6 Aquaculture



A GREATER EASTPORT TOMORROW

Goals, policies, and action steps

The Consideration of the City's past, its present, and its options for the future led to development of the "Eastport goal", policies aimed at achieving the goal, and specific action steps to carry out the policies.

A. GOALS

THE EASTPORT GOAL

The Eastport Goal is to promote growth, development, and jobs while maintaining the unique character and quality that is "Eastport".

The Goal reflects the conclusions of the inventory and analysis part of this plan, responses to surveys, and comments made at public meetings to discuss the City's future.

THE MAINE GROWTH MANAGEMENT GOALS

In addition to addressing its own goal, Maine law (Revised Statutes Annotated, title 30-A, section 4312) requires every city and town's comprehensive plan to address goals adopted by the Legislature, and propose steps towards achieving them. These goals and the action steps addressing them are:

- A. To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl.
Addressed by action steps 1,4,6,11,15,25,26,27
- B. To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
Addressed by action steps 1,4,7,8,9,11,13,19,20,21,24,26,28,34,36,37,39
- C. To promote an economic climate which increases job opportunities and overall economic well-being.
Addressed by action steps 1,2,3,4,6,16,26,35,36,37,41
- D. To encourage and promote affordable, decent housing opportunities for all Maine citizens.
Addressed by action steps 5,18
- E. To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuarine, rivers and coastal areas.
Addressed by action steps 11,25,26

20. Make Eastport an affordable and desirable place to live, work and raise a family
21. Cooperate with other communities on concerns and issues crossing boundaries
22. Work to maintain air quality.

MAINE COASTAL MANAGEMENT POLICIES

In addition to its own policies, the State requires every coastal community to specify what approaches it will take to address State Coastal Management Policies. Those policies and the action steps addressing them are:

1. To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation, and recreation.
Addressed by action steps 4,6,11,26,27
2. To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters, and to enhance the economic value of the State's renewable marine resources.
Addressed by action steps 11,41
3. To support shoreline development that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline, and that considers the cumulative effects of development on coastal resources.
Addressed by action steps 11,34
4. To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides, or sea-level rise, it is hazardous to human health and safety.
Addressed by action steps 15,34
5. To encourage and support cooperative state and municipal management of coastal resources.
Addressed by action steps 29,33
6. To protect and manage critical habitat and natural areas of state and national significance, and to maintain the scenic beauty and character of the coast, even in areas where development occurs.
Addressed by action steps 29,30
7. To expand the opportunities for outdoor recreation, and to encourage appropriate coastal tourist activities and development.
Addressed by action steps 12,25
8. To restore and maintain the quality of our fresh, marine, and estuarine waters to allow for the broadest possible diversity of public and private uses.
Addressed by action steps 11,15
9. To restore and maintain coastal air quality to protect the health of citizens and visitors, and to protect enjoyment of the natural beauty and maritime character of the Maine coast.
Addressed by action steps 46

C. ACTION STEPS

Action steps to carry out the policies and achieve the goal are based upon the conclusions of the Inventory and Analysis section of this Comprehensive Plan. They include a wide variety of actions which can be taken by the City, by other public agencies, and by private groups and individuals to meet the plan's goal.

The actions are in three priority groups (but are not priority-ranked within the groups):

CRITICAL ACTIONS. Planning or implementation should begin now
IMPORTANT ACTIONS. Action can wait one or two years
LONGER RANGE ACTIONS. Action can be deferred.

Together the proposals are an **action plan** for the City of Eastport. This isn't a fixed and final plan because priorities, details and ideas will change over time. The estimated cost of the actions range from only a few dollars to several million. While some will not cost much money, all will require a commitment of many hours of time and effort. The cost estimates are for initial funding, most project will also require on-going expenditures.

Realistically, not all of these actions can be taken at the same time. However, considering the City's past record of successful accomplishments, it is reasonable to expect that many will be completed before the end of the century.

PRIORITY 1 -- Critically needed projects

1. UTILIZE VACANT BUILDINGS
2. BUSINESS EXPANSION.
3. INDUSTRIAL DEVELOPMENT.
4. PORT DEVELOPMENT.
5. AFFORDABLE HOUSING.
6. AQUACULTURE INDUSTRY.
7. CAPITAL IMPROVEMENT PROGRAM.
8. SOLID WASTE MANAGEMENT.
9. SCHOOL IMPROVEMENTS.
10. SENIOR SERVICES.
11. MARINE RESOURCES.
12. ACCESS TO SEA.
13. FACILITY MAINTENANCE.
14. GRANTS.
15. DRINKING WATER.

PRIORITY 2 -- Important projects

16. GUIDE GROWTH.
17. DATA AND INFORMATION.
18. SUMMER PEOPLE.
19. HOUSING FOR ELDERLY & LOW-INCOME.
20. STREET IMPROVEMENTS.
21. COST EFFICIENT SERVICES.
22. IMPACT FEES.
23. CLEAN UP CAMPAIGN.
24. RECREATION.

25. RECREATIONAL BOATING.
26. INNER BASIN.
27. MOORING AREAS.
28. MARINE TRADES CENTER.
29. SHACKFORD HEAD.
30. NATURAL AREAS.
31. HISTORIC RESOURCES.
32. VIEWS.
33. REGIONAL COORDINATION.
34. CITY ORDINANCES.

PRIORITY 3 -- Longer range projects

35. FREE TRADE ZONE.
36. HIGHWAY TO ESTES HEAD.
37. RAIL YARD.
38. WATERFRONT WALKWAY
39. CITY LANDFILL.
40. SWIMMING POOL.
41. TIDAL ENERGY.
42. ARCHEOLOGICAL RESOURCES.
43. INTERPRETIVE SIGNS.
44. WOODLOTS AND FARMS.
45. WALKING TOURS.
46. AIR QUALITY

SPECIFIC EASTPORT ACTION STEPS

PRIORITY 1 -- Critically needed projects

1. UTILIZE VACANT BUILDINGS.

Develop strategy for utilizing vacant downtown buildings. First floors with various uses (not just retail), upper floors with residences, lofts for artists and craftspeople. Establish rental brokerage to seek tenants. As interim measure, fill empty windows with historic or artistic displays.

(This project is discussed on page 28)

RESPONSIBLE PARTY: Development Director, property owners

STATE GOAL WHICH THIS ACTION ADDRESSES: A,B,C,I

2. BUSINESS EXPANSION.

Encourage and support expansion of existing businesses, encourage new business formation by City residents, and attempts to attract new businesses from out of the City. Support expansion of business development efforts by Chamber of Commerce to include more than tourist-related activities.

(This project is discussed on page 37)

RESPONSIBLE PARTY: Chamber of Commerce, City Council, Development Director

STATE GOAL WHICH THIS ACTION ADDRESSES: C

3. INDUSTRIAL DEVELOPMENT.

Encourage industrial development by working to sell or lease suitable City-owned and private sites.

(This project is discussed on page 37)

RESPONSIBLE PARTY: City manager, Chamber of Commerce, Realtors, Economic Council, EMDC.

STATE GOAL WHICH THIS ACTION ADDRESSES: C

4. PORT DEVELOPMENT.

Support broad range of development activities by the Port Authority including: modern new pier and related facilities at Estes Head (which would also remove heavy traffic from downtown), airport master plan implementation, ferry service to Lubec & Grand Mannan.

(This project is discussed on page 74)

RESPONSIBLE PARTY: Port Authority, MDOT, City Council, Airport Advisory Committee

STATE GOAL WHICH THIS ACTION ADDRESSES: C,B,A

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 1,9

5. AFFORDABLE HOUSING.

Encourage, support, and promote a variety of affordable and adequate housing appropriate for young people just starting families, elderly, and low income people. *(This project is discussed on page 69)*

RESPONSIBLE PARTY: City Council, planning board

STATE GOAL WHICH THIS ACTION ADDRESSES: D

6. AQUACULTURE INDUSTRY.

Support development and expansion of all aspects including diversification of species (not limited to fin fish but including seaweeds and rejuvenation of clamming.) *(This project is discussed on page 26)*

RESPONSIBLE PARTY: City Council, Marine Trades Center

STATE GOAL WHICH THIS ACTION ADDRESSES: C,A

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 1,9

7. CAPITAL IMPROVEMENT PROGRAM.

Prepare, adopt, maintain, and follow a five year capital improvement program, including replacement schedules for public works, fire, and other major equipment. *(This project is discussed on page 130)*

RESPONSIBLE PARTY: City Manager, City Council, Department Heads

STATE GOAL WHICH THIS ACTION ADDRESSES: B

8. SOLID WASTE MANAGEMENT.

Continue to be a leader in solid waste management. *(This project is discussed on page 91)*

RESPONSIBLE PARTY: City council, City Manger

STATE GOAL WHICH THIS ACTION ADDRESSES: B

9. SCHOOL IMPROVEMENTS.

Support needed school improvements. *(This project is discussed on page 91)*

RESPONSIBLE PARTY: School Union

STATE GOAL WHICH THIS ACTION ADDRESSES: B

10. SENIOR SERVICES.

Work to expand and improve services for seniors: Specialized transportation, health care, and housing.

(This project is discussed on page 96)

RESPONSIBLE PARTY: Senior groups

STATE GOAL WHICH THIS ACTION ADDRESSES: Not a State goal

11. MARINE RESOURCES.

Recognize diverse interests to whom marine resources are of critical importance including traditional fishermen, aquaculturists, shipping interests, recreational boaters, and those who just love the view.

Work to resolve or avoid conflicts among these interests. *(This project is discussed on page 55)*

RESPONSIBLE PARTY: Planning Board, Harbor Committee

STATE GOAL WHICH THIS ACTION ADDRESSES: A,B,E,F,G,J

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 1,2,3,8

12. ACCESS TO SEA.

Take action to assure public access to shore is not lost. *(This project is discussed on page 55)*

RESPONSIBLE PARTY: Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: J

13. FACILITY MAINTENANCE.

Appropriate funds necessary to adequately maintain City facilities, recognize that maintenance is far less expensive than replacement. *(This project is discussed on page 102)*

RESPONSIBLE PARTY: City Council

STATE GOAL WHICH THIS ACTION ADDRESSES: B

14. GRANTS.

Continue to utilize State and Federal financial assistance programs for needed projects and programs to maximum extent possible. *(This project is discussed on page 107)*

RESPONSIBLE PARTY: City Manager

STATE GOAL WHICH THIS ACTION ADDRESSES: Not a State goal

15. DRINKING WATER.

Work with Passamaquoddy Water District to improve service and quality. *(This project discussed on p 90)*

RESPONSIBLE PARTY: City Council

STATE GOAL WHICH THIS ACTION ADDRESSES: B

PRIORITY 2 -- Important projects

16. GUIDING GROWTH.

Guide growth so City can prosper and at same time "stay Eastport". Encourage growth in some areas, discourage it in others. Clearly designate areas to be devoted to business and industry -- and areas from which these activities are to be excluded. Designate specific areas where various types of housing will be encouraged. *(This project is discussed on page 115)*

RESPONSIBLE PARTY: Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: A

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 8

17. DATA AND INFORMATION.

Obtain and maintain population data and projections and make them available to developers, schools, businesses, churches, and others needing information concerning growth trends, and obtain and maintain a file of economic assistance sources (technical and financial), and keep up-to-date files of data which may be of use and value to business and industries.

(This project is discussed on page 44)

RESPONSIBLE PARTY: EMDC, WCRPC, City office staff

STATE GOAL WHICH THIS ACTION ADDRESSES: C

18. SUMMER PEOPLE.

Make special preparations for influx of "summer people" -- especially on the fourth of July weekend.

(This project is discussed on page 25)

RESPONSIBLE PARTY: Planning Board, Fourth of July Committee, Police Dept, Public Works Dept.

STATE GOAL WHICH THIS ACTION ADDRESSES: Not a State goal

19. HOUSING FOR ELDERLY & LOW-INCOME.

Continue to not discriminate against mobile homes, other manufactured houses, or elderly and low-income housing within the City. *(This project is discussed on page 72)*

RESPONSIBLE PARTY: Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: D

20. STREET IMPROVEMENTS.

Up-date and maintain street and road improvement program. maintain, improve and expand City street and road system in accordance with that program. *(This project is discussed on page 87)*

RESPONSIBLE PARTY: Public Works Department

STATE GOAL WHICH THIS ACTION ADDRESSES: B

21. COST EFFICIENT SERVICES.

Continue policy of providing the services needed by City's people by most efficient and cost-effective methods. *(This project is discussed on page 107)*

RESPONSIBLE PARTY: City Council, City Manager, all department heads and staff

STATE GOAL WHICH THIS ACTION ADDRESSES: B

22. IMPACT FEES.

Consider assessing impact fees to new developers. *(This project is discussed on page 107)*

RESPONSIBLE PARTY: Planning Board, City Council

STATE GOAL WHICH THIS ACTION ADDRESSES: B

23. CLEAN UP CAMPAIGN.

Clean up around homes and businesses, sweep sidewalks. *(This project is discussed on pages 72, 101)*

RESPONSIBLE PARTY: City Council, Private property owners, Public Works Dept.

STATE GOAL WHICH THIS ACTION ADDRESSES: Not a State goal

24. RECREATION.

Support offering of broad range of recreation programs -- especially those designed for youth and elderly.
(*This project is discussed on page 96*)

RESPONSIBLE PARTY: Recreation Department, Recreation Association

STATE GOAL WHICH THIS ACTION ADDRESSES: J

25. RECREATIONAL BOATING.

Relocate small recreational boating from breakwater to the area of former Cannery restaurant.

(*This project is discussed on pages 55,73*)

RESPONSIBLE PARTY: Harbor Committee

STATE GOAL WHICH THIS ACTION ADDRESSES: A,J,E

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 7

26. INNER BASIN.

Continue plans to dredge inner basin. (*This project is discussed on page 77*)

RESPONSIBLE PARTY: Harbor Committee

STATE GOAL WHICH THIS ACTION ADDRESSES: A,B,C,E

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 1

27. MOORING AREAS.

Preserve options for mooring and anchoring areas. (*This project is discussed on page 58*)

RESPONSIBLE PARTY: Harbor Master, Harbor Committee

STATE GOAL WHICH THIS ACTION ADDRESSES: A,G

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 1

28. MARINE TRADES CENTER.

Expand the Center's role in aquaculture training and research. (*This project is discussed on page 94*)

RESPONSIBLE PARTY: MTC, Legislative delegation

STATE GOAL WHICH THIS ACTION ADDRESSES: B,G

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 2

29. SHACKFORD HEAD.

Cooperate with State in planning for this area (*This project is discussed on page 51*)

RESPONSIBLE PARTY: Land Trust, Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: J

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 5,6

30. NATURAL AREAS.

Prohibit incompatible development in or adjacent to critical natural areas. Make sure owners of unique areas are aware of value, encourage proper care of them. (*This project is discussed on pages 51, 115*)

RESPONSIBLE PARTY: Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: J

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 2,6,8

31. HISTORIC RESOURCES

Undertake a comprehensive survey of Eastport's historic resources, encourage voluntary participation in newly-revised Historic District. (*These projects are discussed on page 15*)

RESPONSIBLE PARTY: Planning Board. STATE GOAL WHICH THIS ACTION ADDRESSES: I

32. VIEWS.

Take steps to protect key scenic resources, special cultural and natural features and views across coves and to the islands. (*This project is discussed on page 50*)

RESPONSIBLE PARTY: Planning Board, Land Trust

STATE GOAL WHICH THIS ACTION ADDRESSES: G,J

33. REGIONAL COORDINATION.

Continue City's leadership role in Regional Planning Commission, Sunrise County Economic Council, Sustainable Cobscook Project, Solid Waste District, Regional and State business development organizations, and other groups and organizations dedicated to proposition "When one community succeeds, all benefit". *(This project is discussed on page 108)*

RESPONSIBLE PARTY: City Council

STATE GOAL WHICH THIS ACTION ADDRESSES: All

MAINE COASTAL POLICY THIS ACTION ADDRESSES: All (especially 5)

34. CITY ORDINANCES.

Revise City ordinances based upon recommendations of this plan. *(This project is discussed on page 133)*

RESPONSIBLE PARTY: City Council

STATE GOAL WHICH THIS ACTION ADDRESSES: B

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 3,4

PRIORITY 3 -- Longer range projects

35. FREE TRADE ZONE.

Continue exploration of establishing Free Trade Zone in City. *(This project is discussed on page 44)*

RESPONSIBLE PARTY: Port Authority, City Council

STATE GOAL WHICH THIS ACTION ADDRESSES: C

36. HIGHWAY TO NEW PORT.

Work to have road to Estes Head accepted as a State highway, work with towns and regional groups in the area to obtain better access to route 9 and Interstate system. *(This project is discussed on page 87)*

RESPONSIBLE PARTY: City Council, Port Authority

STATE GOAL WHICH THIS ACTION ADDRESSES B,C

37. RAIL YARD.

Work to have rail service restored to Ayer Junction. Establish marshaling yard and warehousing there. *(This project is discussed on page 74)*

RESPONSIBLE PARTY: Port Authority, Legislative delegation

STATE GOAL WHICH THIS ACTION ADDRESSES: B,C

38. WATERFRONT WALKWAY.

Maintain walkway along waterfront - along with its lighting. *(This project is discussed on page 102)*

RESPONSIBLE PARTY: Public Works Department, City Council

STATE GOAL WHICH THIS ACTION ADDRESSES: I,J

39. CITY LANDFILL.

Clean up old dump site. *(This project is discussed on page 101)*

RESPONSIBLE PARTY: City Council, Public Works

STATE GOAL WHICH THIS ACTION ADDRESSES: B

40. SWIMMING POOL.

Support efforts to construct a year-round swimming pool for teaching young people to swim, therapeutic purposes for seniors, scuba instruction, and recreation. *(This project is discussed on page 96)*

RESPONSIBLE PARTY: Recreation Department, Recreation Association

STATE GOAL WHICH THIS ACTION ADDRESSES: J

41. TIDAL ENERGY.

Keep in mind potential of tidal energy generation as new environment-friendly techniques are developed. *(This project is discussed on page 58)*

RESPONSIBLE PARTY: Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: C

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 2

42. ARCHEOLOGICAL RESOURCES

Explore mechanisms for further archeologic surveys, including determining if there are significant sites of early French settlement which should be protected. *(This project is discussed on page 12)*

RESPONSIBLE PARTY: Shead students, University of Maine at Machias, Historical Society, Maine Historical Commission

STATE GOAL WHICH THIS ACTION ADDRESSES: I

43. INTERPRETIVE SIGNS.

Install interpretive signs at Fort Sullivan and Prince Regent Redoubt. *(This project is discussed on pg 15)*

RESPONSIBLE PARTY: Shead art and Industrial Arts students, Historical Society

STATE GOAL WHICH THIS ACTION ADDRESSES: I

44. WOODLOTS AND FARMS.

Support proper management of small woodlots and agricultural areas. *(This project is discussed on pg 51)*

RESPONSIBLE PARTY: Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: H

45. WALKING TOURS.

Encourage walking tours to historic sites. *(This project is discussed on page 15)*

RESPONSIBLE PARTY: Historical Society

STATE GOAL WHICH THIS ACTION ADDRESSES: I

46. AIR QUALITY.

Take steps to maintain air quality. *(This project is discussed on page 108)*

RESPONSIBLE PARTY: City Council, Planning Board

STATE GOAL WHICH THIS ACTION ADDRESSES: F

MAINE COASTAL POLICY THIS ACTION ADDRESSES: 9

CARRYING OUT THE ACTION STEPS.

Groups and individuals with primary responsibility for each project are indicated in the action plan. In order for the various project concepts and plans to become realities, it will be necessary for the various City officials, Boards, and Committees, and private groups to coordinate their activities, to keep the others advised of its progress and give them an opportunity to join in decision making. This can avoid over-lapping, duplication, and "reinventing the wheel". It is important that the groups:

Concentrate their efforts. Each board and committee should concentrate its efforts and energies on one, or at most two, major projects at a time. Their members are energetic and dedicated, but any group has real limitations on its time and resources. A realistic concentration of effort, rather than a scattershot approach, will have the best results.

Set clear objectives. Boards and committees, no matter how well-meaning, are often stymied in their efforts to organize and implement community development projects because they fail to set clear, well-defined, measurable and realistic objectives. For each of its projects, a group should define what needs to be done, by whom, by what date, and at what cost.

Obtain technical assistance. Nearly all the action projects will require some degree of technical assistance from qualified professionals. Each group should make a realistic evaluation of the technical assistance needed for its project and then set about finding who can provide it. Sometimes help can be obtained at no cost from State or regional agencies, other times it will need to be hired.

The estimated cost of these projects range from only a few dollars to several million. While some will not cost much money, all will require a commitment of many hours of time and effort. The cost estimates are for initial funding only, in addition each will also almost certainly require on-going maintenance costs. It is important that these be considered right "up front" as differing maintenance is false economy. In the long run repair or replacement is almost always more costly than up-keep.

- F. To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shoreland, scenic vistas and unique natural areas.
Addressed by action steps 11
- G. To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.
Addressed by action steps 11,27,32
- H. To safeguard the State's agricultural and forestry resources from development which threatens these resources.
Addressed by action steps 44
- I. To preserve the State's historic and archeological resources.
Addressed by action steps 1,31,38,42,43,45
- J. To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.
Addressed by action steps 11,12,23,25,29,30,32,38,40,27

B. POLICIES

Policies concern how to reach goals.

EASTPORT POLICIES

(Some of these policies are new, but most formalize present City policies. They are not in priority order - but numbered only for convenience in referring to them.)

It shall be the policy of the City of Eastport to . . .

- 1. Actively encourage compatible commercial and industrial development
- 2. Help commerce and industry obtain necessary facilities and services
- 3. Guide development to areas with appropriate types of soils
- 4. Separate new incompatible land uses, guiding each to its best location
- 5. Coordinate city development activities with those of Regional and State agencies
- 6. Work to reduce or eliminate ocean pollution
- 7. Improve management of shellfish resources to expand them; reopen clam flats
- 8. Resolve conflicts between present and potential harbor uses
- 9. Reserve for ocean-dependent uses the locations best suited for them
- 10. Support high quality primary and secondary education
- 11. Protect deserving natural areas
- 12. Raise awareness of historic and archeologic resources
- 13. Encourage meeting housing needs of seniors and those with lower incomes
- 14. Support health care infrastructure
- 15. Support transportation system improvements
- 16. Upgrade and expand parks and recreation facilities
- 17. Budget funds annually to adequately maintain City facilities
- 18. Develop long-range capital improvements program, review annually
- 19. Take advantage of State and Federal financial assistance program

Monitoring and up-dating

Preparing and publishing this Comprehensive Plan is a first step.

For the Plan to be successful, progress towards its goal must be **monitored**. Progress toward achieving the Goal can not be judged unless actions toward achieving it are monitored. As the City grows and develops events not anticipated in the preparation of the Plan will occur making it necessary to **up-date** it.

A. MONITORING

Under the Maine Growth Management Act the Planning Board, as the Eastport Comprehensive Planning Committee, is responsible for monitoring the action steps of the Plan. This will involve determining what has been done by the agency, group, or individual responsible for each step, and regular collection and assessment of information about the inventory and analysis sections of the Plan, including the amount and character of new development, the affordability of new housing, and the amount the City is spending on implementing the recommendations.

A committee of the Board should be established to assemble this information and bring it to the Board which should set aside its January meeting each year to consider this information. The Committee should make sure the City Manager, The Regional Planning Commission, and the Maine Department of Economic and Community Development are aware it is the group responsible for monitoring progress toward the Goal and relevant information should be sent to it.

B. UP-DATING

The Plan's information base, progress towards achieving Eastport's Goal through the Action Steps, obstacles or problems that have arisen which are preventing achievement of the Goal should be considered and new or modified policies and action steps developed as necessary. The public must be involved in this process.

The Act requires the City to review and, if necessary, to revise its Comprehensive Plan every five years. Too much can happen in that length of time, therefore it is recommended that any changes or revisions the Board determines are needed be taken to the City Council for consideration as necessary. However, changes and amendments to the Plan should not be done "piecemeal" but only after carefully considering their affect upon the entire Comprehensive Plan.

Capital improvements program

Throughout the comprehensive plan, recommendations have been made which will require substantial expenditures over the next few years. The City can not, any more than private businesses or individuals, afford to buy all of the things it needs or wants at one time. The capital improvements program lists the expenditures needed over the next five years, and balances them with the City's ability to pay. It is a way to anticipate major expenditures and plan for the efficient use of the City's limited fiscal resources.

A "capital improvement" is a physical item requiring an expenditure (financed in whole or in part by City funds) for acquisition, construction, reconstruction, replacement, major repair, extension, or other improvement of a public building, street, sidewalk, storm drain, sewer, shore facility, bridge, culvert, playground, park, etc,etc.

Each year the first year of the CIP becomes the capital budget for that year and another year is added to the CIP.

The CIP process began with a listing of all potential expenditures suggested by the City departments, the City Council, the Manager, and the public. The next step was to identify the proposals that should receive first attention and those which were not quite so critical. The following categories were use:

Urgent -- first priority

The improvement is required to address an immediate public health or safety problem, to comply with a governmental regulation or mandate, or to complete an important unfinished project.

Necessary -- second priority

Project is not needed to solve an immediate public health or safety problem, but should be undertaken in the near future to allow for the proper operations of government and servicing of the City. project should not be deferred.

Desirable - third priority

Project would significantly improve the quality or efficiency of City operations or services or the quality of life in the City, but the scheduling of this improvement can wait until funds are available

Deferrable -- fourth priority

Project would allow for ideal operations but can not yet be recommended for action. It can be deferred without detriment or present services.

The first step in preparing the CIP was to examine capital expenditures made in recent years. This gave a "target total" used as a guide for future years.

THREE YEAR CAPITAL BUDGET SUMMARY

ITEM	1991-92	1992-93	1993-94
Economic Development			
1. Airport Industrial Park Development	0	\$2,000	\$2,000
2. Comprehensive Plan	3,000	0	0
Equipment Acquisition/replacement			
1. Administrative Department	5,000	0	0
2. Fire Department	5,000	4,500	4,500
3. Police Department	10,000	5,000	5,000
4. Public Works Department	10,000	9,000	9,000
5. Sewer Department	-	12,000	12,000
General Government/Buildings			
1. Salt Storage Building	0	0	0
2. Public Works Building	5,000	0	0
3. City Hall Renovation	10,000	0	0
Harbor			
1. Fish Pier Protection	-	8,000	8,000
2. Marine Pump Station	-	0	0
3. Floats/Docking Facilities	-	user fees	user fees
Parks & Recreation			
1. Tennis Court Resurfacing	-	500	500
2. Parks & Recreation Equipment	500	500	500
3. Walkway Light Replacement	1,500	1,350	1,350
Transportation and Access			
1. Street Reconstruction	25,000	0	0
2. Street Sign Installation/Replacement	1,500	1,300	1,300
3. Airport runway extension	1,500	-	-
4. Parking lots	0	0	0
Utilities and Services			
1. Waste Water Collection & Treatment	user fees	user fees	user fees
2. Installation of Private Sewer Connections	0	0	0
3. CDBG Drainage Project	0	grant	0
4. Storm Sewer Repair/Replacement	2,500	0	0
5. Cemetery Drainage Project	2,000	2,000	2,000
6. Recycling Program	1,500	1,350	1,350
7. Dead Tree Removal	2,500	2,250	2,250
8. Solid Waste Disposal Planning	12,500	4,000	4,000

RECOMMENDED ANNUAL CAPITAL BUDGET
for each year from 1995 to 2000

ITEM	ANNUAL BUDGET
Economic Development	
1. Airport Industrial Park Development	\$2,000
2. Other activities	1,000
Equipment Acquisition/replacement	
1. Administrative Department	500
2. Fire Department	4,500
3. Police Department	5,000
4. Public Works Department - Towards payloaders and air compressor	9,000
5. Sewer Department	12,000
General Government/Buildings	
1. Salt Storage Building	1,500
2. Public Works Building	500
3. City Hall Renovation	1,000
Harbor	
1. Fish Pier Protection	1,000
2. Floats/Docking Facilities	user fees
Parks & Recreation	
1. Parks & Recreation Equipment	500
2. Walkway Light Replacement	1,500
Transportation and Access	
1. Street Reconstruction	5,000
2. Street Sign Installation/Replacement	500
3. Airport	1,000
4. Parking lots	1,000
Utilities and Services	
1. Waste Water Collection & Treatment	user fees
4. Storm Sewer Repair/Replacement	500
5. Cemetery Drainage Project	2,000
6. Recycling Program	1,350
7. Dead Tree Removal	1,250

Guiding development

A. CITY ORDINANCES

Adopting a comprehensive plan might be mistaken for the final answer to each and every physical development problem and opportunity the City may face. This isn't the intent of the plan. Rather, it is intended to be a policy statement of the direction the City wants to move, and recommendations on how to move in that direction. Some of the recommendations can be carried out by City departments, and others by individuals or groups. Some require the continued enforcement of **existing** City ordinances, others the preparation and adoption of **new** City ordinances. These ordinances are discussed below.

ZONING ORDINANCE

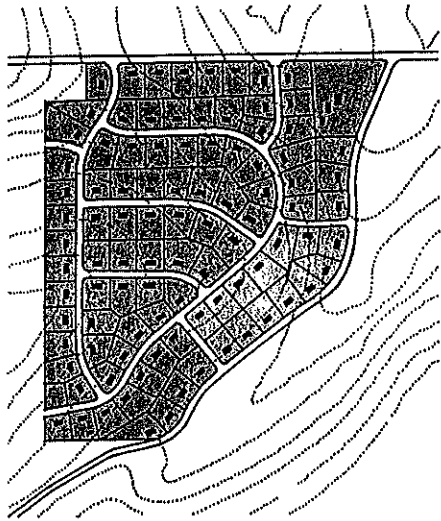
A good living environment depends on keeping some land uses separate from others, for example: protecting homes from having junk yards put in next to them. The zoning ordinance is a way to do this, it designates certain parts of the City for homes, other parts for businesses, and still others for industry. In addition to regulating types of use, the zoning ordinance controls the setback of structures from the street, the size of side and rear yards, maximum ground coverage, building heights, provision of off-street parking, and similar physical standards. zoning ordinances to be based upon comprehensive plans. Eastport adopted its first zoning ordinance in 1977. It was readopted with a number of amendments in 1991.

SUBDIVISION REGULATIONS

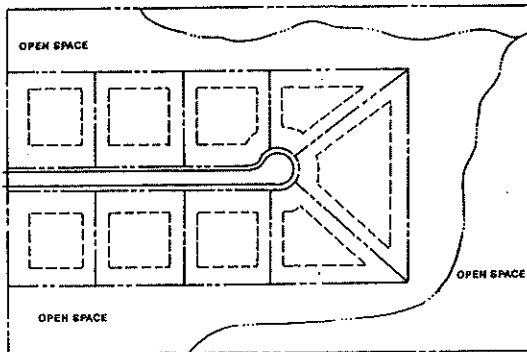
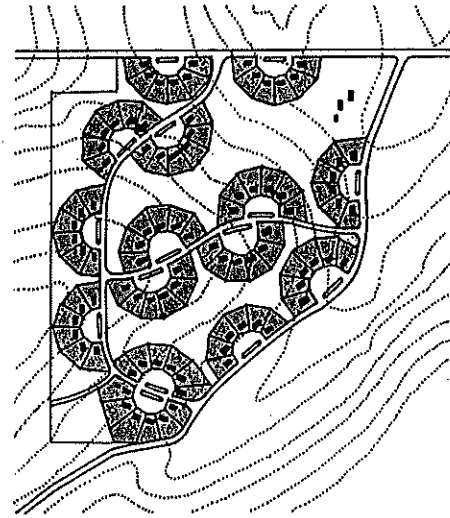
Subdivision regulations set standards for the division of parcels of land into smaller pieces for sale. For example, every lot must have access to a street. The regulations insure that streets in new developments are located properly, lots are well designed, and each development is coordinated with the adjacent pattern of streets, lots, and drainage. All these things are important to the individual home owner and to the community. Most land development problems are best solved at the subdivision stage because mistakes are extremely expensive to correct after development has occurred. The Maine state subdivision law contains minimum regulations that apply in every city and town and are enforced by the local planning boards. Subdivisions, if carefully designed, can be developed in appropriate open areas of the City without having a detrimental effect. Good design can be more profitable to the developer! The plans on the next page illustrate this. The conventional plan has 94 lots and 12,000 feet of streets. The "cluster" plan also has 94 lots, but only 6,000 feet of streets to be built -- a major savings for the developer. More importantly, the cluster plan leaves much of the land open or wooded. The conventional design has 50,000 square foot lots. The cluster design averages 50,000 but each lot has only 30,000 -- the rest is "common" -- either jointly owned or restricted as shown in the bottom drawings.

PRESERVING RURAL CHARACTER THROUGH SUBDIVISION DESIGN

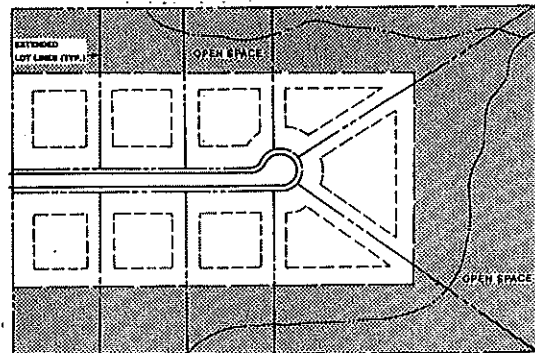
CONVENTIONAL PLAN, 94 LOTS, 12,000' OF STREETS



CLUSTER PLAN, 94 LOTS, 6,000' OF STREETS



COMMON OPEN SPACE



INDIVIDUAL LOTS WITH DEED RESTRICTIONS

SOURCES: Top, The American City magazine, design by Myron X. Feld.
Bottom, Preserving Rural Character" published by the American Planning Association.

Subdivision regulations can promote good development, the conservation of open space, and the preservation of the character of the City. The Mainwatch Institute recommends that subdivision regulations include the following requirements:

Subdivision submission requirements:

1. Require two site plan submissions from developers: a conventional plan with no common open space, and a cluster plan which provides generous common open space.
2. Give priority to appropriate development or cluster projects by streamlining the approval process so that carrying costs are minimized for the developer.
3. Require a cluster approach when conventional development would destroy a certain percentage of a valued resource such as prime farmland.
4. Require that the street and lot layout be designed by a landscape architect or design firm experienced in creative development approaches.

Subdivision standards:

1. Encourage shared driveways by allowing less lot frontage as an incentive.
2. Give density bonuses in exchange for dedicated open space, but require that the open space be of value — not just left over space or areas that are not developable under the law.
3. Reward developers for including affordable housing within appropriate development projects with:
 - reduced frontage requirements;
 - reduced lot sizes;
 - an increased density allowance; and/or
 - less restrictive road width, curb, or other requirements.
4. Allow for shared or combined septic systems in exchange for smaller lot sizes.
5. Establish buffer zones that prohibit development near sensitive areas.
6. Require developers to conduct natural resource inventories of possible wildlife habitats and wetlands.
7. Rather than using a minimum lot size, establish lot size on the basis of minimum net buildable land area or gross density.
8. Require that building sites minimize impact on views and natural resources.
9. Allow attached dwellings such as townhouses in return for strict architectural standards.

BUILDING CODE

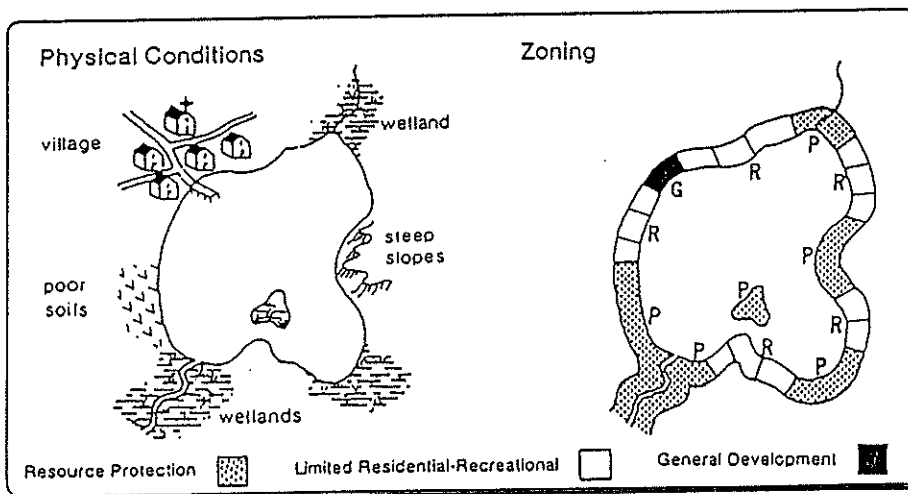
Building, plumbing, and electrical codes set minimum structural standards for the construction of new buildings and the alteration of existing ones. These codes are concerned with fire hazards, proper plumbing installation, and types of construction materials and procedures, in order to ensure safe buildings. The State plumbing code, which relates primarily to septic systems, applies to all municipalities. The City of Eastport adopted the Building Officials Conference of America (BOCA) building code in 1994. The advantage of adopting a standard code rather than trying to develop one "from scratch" is the national organization has full-time technical staff that keeps up with changes in building technology and publishes amendments to keep the code up to date.

SHORELAND ZONING LAW

The state requires every city and town to zone the land adjacent to most bodies of water. However it is up to the City to determine which of several zoning districts a particular piece of land is placed. Eastport has incorporated the requirements of the law into its City-wide Zoning Ordinance. Uses permitted and regulations about how structures are placed on the site, and other matters, vary from zone to zone. For example in the

- Shoreland Resource Protection: No buildings permitted,
- Shoreland Limited Residential: Industries and businesses not permitted
- Shoreland General Development: Most urban uses permitted.

The sketches show how Shoreland Zoning Districts reflect land conditions:



FLOOD PLAIN MANAGEMENT ORDINANCE

The National Flood Insurance Act of 1988 requires all cities and towns to participate in the National Flood Insurance Program in order to make flood damage insurance available in mapped flood hazard areas. The intent of the Act is to reduce expenditures of all parties involved by prohibiting development or construction that would be damaged or demolished by a flood. City officials are responsible to

administer the program. Basically the requirements are:

Residential construction: A registered professional engineer or architect must certify that the lowest floor (including basement) will be elevated one foot above the base flood level set by the state.

Non-residential construction: The professional must certify the structure will be flood proofed to one foot above the base level flood elevation.

Variances can be obtained to build in flood zones, but only if the applicant stipulates in writing to be fully aware of, and assume responsibility for, all risks inherent in the use of the land, releases the City from liability, acknowledges insurance (if available at all) will carry high premiums, and there is a risk to life and limb.

HOUSING CODE

Housing codes tell what features houses must have. For example, heating facilities able to keep a house at 65 degrees when it is zero outside, indoor toilets, electricity, enough windows for adequate ventilation, etc. Housing codes apply to all houses, but are most important in regard to rentals where unscrupulous land-lords might try to skimp on needed features in order to make greater profits. Eastport does not have a housing code.

HISTORIC DISTRICTS

The purpose of historic districts is to preserve and protect structures, sites, and landmarks. The purpose is not to stifle development, but to control it so that the community's heritage from the past is not lost, so something of the community our parents knew can be seen, understood, and appreciated by our children. Eastport's historic district regulations, contained in the Zoning Ordinance, were up-dated in 1993. Participation in the district is voluntary.

B. STATE LAWS

There are a large number of State laws that apply to building and development proposals. It is important to check them out before building -- correcting violations can be very costly! Copies of these laws may be reviewed at the City office (or, if the office does not have the current version of a particular law, the staff can advise where copies may be obtained). Laws include:

1. Site Location of Development Law
2. Alteration of Rivers Streams, and Brooks
3. Alteration of Coastal Wetlands Law
4. Waterway Development and Conservation Act
5. Hazardous Waste, Septage & Solid Waste Management Act
6. Protection and Improvement of Air
7. Protection and Improvement of Water
8. Oil Discharge Prevention and Pollution Act
9. Marine Resources Law
10. Hazardous Material Control
11. The Conversion of Seasonal Dwellings Law
12. The Tree Growth Tax Law



CHECKLIST OF MAINE LAWS AFFECTING LAND

THIS CHECKLIST IS NOT MEANT TO BE A SUBSTITUTE OF READING THE LAWS, BUT AS A HELP DETERMINING WHICH ONES TO READ. THE CITY OFFICE HAS COPIES OF MOST OF THEM, OR CAN OBTAIN THEM.

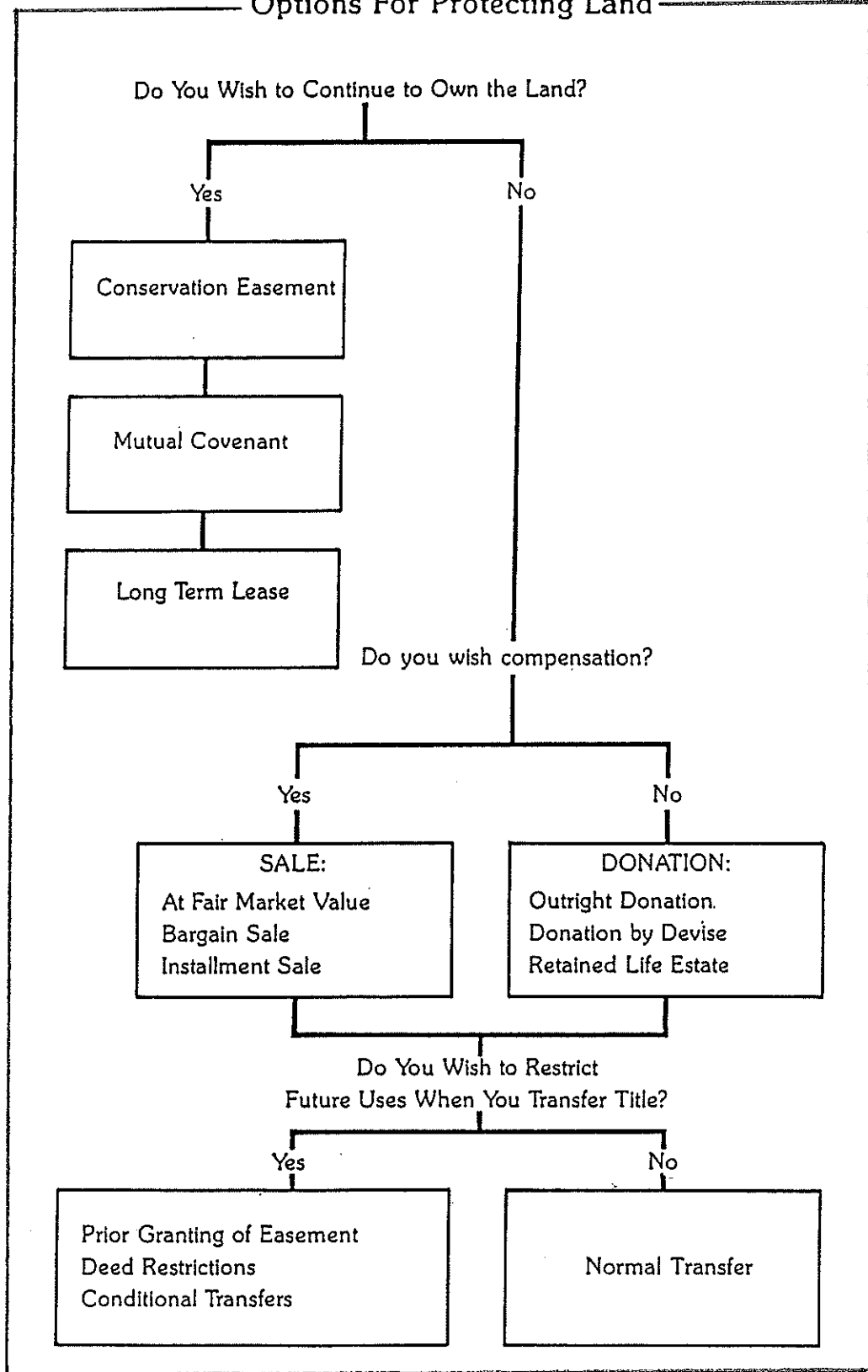
Read the descriptions below to see which apply to your project or location. Check marks show the laws which apply to your project.

Type and/or Location of Project

	Site Location Law	Minimum Lot Size Law	Coastal Wetlands Law	Great Ponds Law	Stream Alteration Law	Seasonal Dwellings Law	Shoreland Zoning Law	Plumbing Code Law	Subdivision Law	Tree Growth Law
Project larger than 20 acres	✓									
Structure larger than 60,000 square feet	✓									
Graded, non-vegetated area over 3 acres	✓									
Sand or gravel pit larger than 5 acres	✓									
Underground sewage on ½ acre lot or less		✓								
Shorefront lot with less than 100 feet frontage		✓								
Project that alters coastal wetlands			✓							
Permanent structure on pond larger than 10 acres				✓						
Project that alters rivers and streams										
Seasonal dwelling converted to year-round use					✓		✓			
Project within 250 feet of stream, lake or ocean						✓	✓			
Subdivision with more than 3 lots								✓		
No project but a commitment to grow trees										✓
Project involving waste water disposal							✓			

SOURCE: This checklist is from the Maine Land Use Regulation Commission's "The Land Use Handbook".

Options For Protecting Land



SOURCE: "The Landowner's Options, Maine State Planning Office, 1985

A GREATER EASTPORT TOMORROW

Assistance sources

A. FINANCIAL

Even in these times of tight budgets, there are still many State and Federal grant and loan programs available to help cities and towns meet their needs.

A Guide to Public Financing for Maine Municipalities was published in 1993 by the Maine Department of Economic and Community Development. This section lists the various programs discussed in that publication -- the full report describing them is available at the City Hall. While the guide provides a good place to begin it should not be considered definitive or exhaustive, some of the programs listed may no longer be active and new programs may have been created since it was published.

RECREATION AND OPEN SPACE

Municipal Grant for Snowmobile Development and Maintenance
Land and Water Conservation Fund
Public Boat Access Grants
Land for Maine's Future

COASTAL PLANNING AND DEVELOPMENT

Waterfront Action Grants
National Coastal Resources Research and Development Institute
Shore Steward Trust

HISTORIC PRESERVATION

Historic Preservation Grants
Historic Preservation Tax Incentives
Charitable Contributions for Historic Preservation

RECYCLING AND WATER QUALITY

Maine Waste Management Agency Recycling Grants
Finance Authority of Maine Underground Oil Storage Facility
Maine State Revolving Fund Loan/Grant Program
Maine's Small Communities Grant Program
Maine's Overboard Discharge Elimination Law
Finance Authority of Maine Overboard Discharge replacement
Maine's Water Pollution Control Program
Water Quality Planning Grants
Combined Sewer Overflow Correction Grant

ECONOMIC DEVELOPMENT AND HOUSING

Community Development Block Grants

Housing Assistance Grants
Public Facilities/Infrastructure Grants
Public Services Grants
Emergency Implementation grants
Development Fund
Regional Assistance Fund
Micro Loan Fund
Economic Development Infrastructure Fund
Phase II Planning Grants
General Purpose Planning Grant
Comprehensive Planing Grants
Comprehensive Plan Implementation Grants
Economic Development Administration Public Works Grants
Tax Increment Financing Program
Maine Municipal Bonds
Economic Development Administration Sudden & Severe Economic Dislocation Grant
Farmers Home Administration Communities Facilities Loans/Grants
Institutional Conservation Program
Small Business Administration Certified Development Corporation Loans
Finance Authority of Maine Business Development Programs
Housing Assistance Council Rural Housing Loan Funds
Housing Assistance Council Rural Business Loan Funds
Housing Assistance Council Water/Wastewater Loan Fund
Maine Housing Enterprise Pre-development Loans/Lines of Credit
Maine State Housing Authority Programs

ROADS AND TRANSPORTATION

Maine Department of Transportation Programs
U.S. Department of Transportation Programs

DESIGN ARTS

National Endowment of the Arts

B. TECHNICAL

There are many groups and agencies with Washington County offices that can provide direct assistance in preparing plans and carrying them out. Their staffs are ready, willing and able to provide help to towns and cities.

The primary source of assistance and information at the State level is:

The Department of Economic and Community Development (DECD))
Attention: Steven Cole, Growth Management Program
State House Station 130,
Augusta, Maine, 04333, (207) 624-6800

DECD will either provide the assistance directly, or make a referral to the State agency which can.

FEDERAL AGENCIES WITH LOCAL OFFICES

1. Farmers Home Administration
North Street, Calais, 454-360
Federal Building, Machias, 255-3601
2. Soil Conservation Service
Federal Building, Machias, 255-3995
3. Soil Survey Office
Federal Building, Machias, 255-3091

STATE AGENCIES WITH LOCAL OFFICES

4. The University of Maine at Machias
O'Brien Avenue, Machias, 255-331
5. Washington County Technical College
River Road, Calais, 454-2144
Deep Cove, Eastport, 853-2518
6. University of Maine Cooperative Extension
11 Water Street, Machias, 255-3345
7. Inland Fisheries and Wildlife
Route 1A, Jonesboro, 434-2621
8. Maine Forest Service
Box 130, Jonesboro, 434-2622

COUNTY AND REGIONAL AGENCIES

9. Washington County Regional Planning Commission
63 Main Street, Machias, 266-8686
10. Downeast Resource Conservation and Development Council
Box 210, Cherryfield, 546-2368
11. Washington County Soil and Water Conservation District
Federal Building, Machias, 255-3995
12. Washington -Hancock Community Agency
Box 280, Milbridge, 546-7544
13. Quoddy Regional Land Trust
Route 1, Whiting, 783-5509
14. Sunrise County Economic Development Council
7 Union Street, Calais, 454-2430
49 Main Street, Machias, 255-0983
15. Eastern Maine Development Corporation
1 Cumberland Place, Bangor, 942-6389
16. Regional Transportation Advisory Committee
% WCRPC 63 Main St. Machias, 255-8686
17. Washington County Solid Waste District
% Washington County Court House, Machias

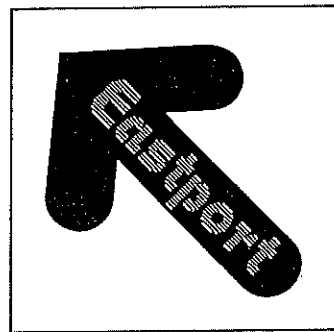
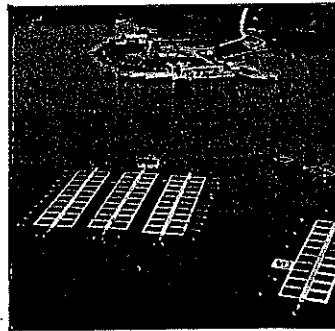
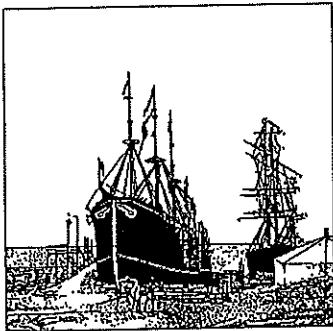
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A GREATER EASTPORT TOMORROW

THE 1995 COMPREHENSIVE CITY PLAN



Appendixes

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VISION OF FUTURE EASTPORT

When Eastporters are asked for their vision of what their City would "ideally" look like ten years from now, the thoughts most often expressed are:

- * Job opportunities have gone through the roof!
- * All who want to work are all happily employed, and earning good wages.
- * There is a stable, varied economic base
- * A number of small, environmentally non-threatening industries have moved in
- * The aquaculture industry has become very successful,
- * There are more business in the Downtown area
- * Water Street buildings and stores are being use to their full potential.
- * All forms of Transportation have improved including roads, rail, air, ship
- * Ferries are running frequently to the islands and Lubec
- * There is more affordable housing
- * The City's good points...its assets...the things people "brag up" have been protected and enhanced, including:
 - its gorgeous location
 - its easy access to the water
 - its hard-working population
 - its adaptability and readiness for change
 - its fine, protected all-weather harbor
 - its inability to accept its inability to achieve what it wants
 - its little shops downtown
 - its working waterfront
 - its lack of big city stresses
 - its uniqueness

The Planning Board shares these visions and adds a vision of its own:

- * The COMPREHENSIVE PLAN has played a part in helping all this to come about - it is **truly** comprehensive and **truly** useful, it has been the means of the City coming together as a whole. it has been of real benefit to the people of Eastport.

**EASTPORT COMPREHENSIVE PLANNING PROGRAM:
1994 Fourth of July survey - summary of comments.**

A wide range of views about Eastport and its future were expressed by respondents to a informal survey forms distributed to people participating in the Fourth of July weekend activities. It is impossible to "prioritize" such diverse thoughts about the City - the comments are presented here in random order.

1. Eastport's good points - the things I brag up to my out of town friends and relatives are . . .

Friendly atmosphere. The sincere friendliness and helpfulness of the people. People all say "Hi" whether they know you or not.

The way holidays are celebrated, especially the fourth of July,
My good friends.

We have only a few good natives left.

Safe streets. Lack of hard core crime or vandalism, Knowing the children will be safe

Peaceful, quiet, warm, easy atmosphere.

Four seasons, Climate (summer only).

Beauty of town and sea, unlimited scenery in any direction, sunsets

Walking on the pier and everywhere else.

That clean fresh sea smell! Salt water.

Fishing opportunities: salt water in City, streams and lakes nearby

Whale watching, dolphins, bald eagles, the "Old Sow"

Unusual salmon farming.

Shipping and port activity. Unique deep water pier.

All the stores and restaurants: The friendly Happy Landings restaurant. La Sardina's
great atmosphere and food, the Waco, Capt T's, How nice it is to eat a hot dog

at Rosie's and watch the boats. The mustard! Jim's smoked salmon,

Wadsworth's

Historic buildings.

Excellent library, interesting historical museum.

Homes for sale are very reasonably priced.

Great high school band and fabulous art program, TV and radio station at High School

Low student/teacher ratio.

No congestion

It is an area of the country that has not felt the "upswing in the economy" since the
depression -- where people are just happy to make a payday today.

I used to brag about how nice the town looked (houses painted, most with flowers) but

I don't say that any more.

Nothing.

(One response was "I don't 'brag up' anything - I try to be humble.)

2. The thing I would most like to change about Eastport is . . .

Local attitude towards tourists.

Promotion of City as tourist attraction - City has great potential appeal - to visit here is an opportunity people just don't know about. Set up tourist office on route one - close the one in City.

Attitude towards change of any kind

City Council would listen to a budget committee and follow their recommendations.

No more extravagant projects we can't afford & don't need.

Boards and committees without personal grudges and geared to the working people

Less outside appointments - require 3 years residency to be eligible for appointment.

Stop exodus of native Eastporters out of town.

Get rid of transplants.

Get rid of the crowd at the arcade.

Youth need things to do. Children hang out too much around the streets. More things for teens and young adults to do. Recreation facilities like bowling alleys, movie theater

Change 4th of July dances back to adults like they use to be at the roller rink long ago.

Boring slow life style.

More activity places needed.

Lower taxes

Have cruise ships come to stimulate the economy

Bring back railroad, ferries

Need some sparkle to get downtown going. A little more business. Something to go into A&P building. Cheaper goods and a larger department store. Abolish Mexican restaurant, arcade, and in town shipping. More flowers, cleaner painted buildings, brick sidewalks.

Spruce up stores on Main Street - there is a lot of quality here, but it looks pathetic. Fix up or tear down dilapidated buildings.

More business opportunities, incentives to small businesses.

Store like Grossman's would save lot of time for those fixing up homes & businesses.

Parking meters (in season only). No diagonal parking.

Get policeman to pound beat downtown, forget about patrol to Carlow's Island.

Junk concessions that are in town over the 4th should be replaced by quality stands.

More work so young folks don't have to move away to get good paying jobs.

More local resource based industry (forestry products, furniture manufacture, sawmills)

People can work anyplace if they have phone/fax/computer.

Fix up some of the old run down houses.

Dead elm trees need to be cut down all around town.

Unless you have property in Eastport that you need to sell you have no idea of the burden it places on people on fixed incomes (or disabled).

The City should place ad in the L.A. Times on behalf of all with property for sale. It could read: "Ocean-view land-homes-stores for sale/rent send for listing".

Stronger sports programs.

Support and funds for the band.

Lack of ocean life (do gooders - so called - have killed the ocean).

The weather - the rest of the town seems pretty nice.

3. When I think about Eastport in the future , I see . . .

Us moving to Perry.

Not much with continued tax increases.

A town the same way it is now.

Small changes, a little at a time.

Great to see many beautiful places now restored. In future, I see even more people fixing up their homes.

Good prospects. No matter where I go out of state I always want to be back.

Staying quiet and friendly, not too many people from away moving in.

A lovely place to retire.

Nice old time adult dances.

Thriving new businesses and ones now here prospering.

Movie theater, Taco Bell, other places that stay open later.

A mecca for good art, music and crafts.

A great band.

Some good clean light industry.

More use of our deep water port.

The new pier completed and being very active.

A busy tourist place with lots of publicity.

Afraid there will be too many tourists.

Opportunities for young people.

An improved educational system.

Drug use increasing, a lot more violence and crime.

A police dept. with a budget comparable to other County towns - smaller than now.

The Port Authority returning funds to the City to reduce taxes - that was original intent.

Airport positively benefiting average taxpayer - or doing without City funds.

Economic growth, population growth, cultural growth

Port Authority and City getting together to make Eastport a place of interest so corporations decide to run their businesses from here - like Vail, Colorado.

Frugal Yankee people making sustainability assured by providing for education in local resource based industry or computer services.

A City of "Idea Discussers" (small minds discuss people, average minds discuss events, great minds discuss ideas).

Bright outdoor murals around town - like those that made the faded Canadian town of Chemainus a sight to see. (Described in May 1994 "Smithsonian" magazine).

It depends on how well we think, analyze and battle for our future.

It scares me to think about the future.

PRIOR PLANS AND STUDIES

Planning is not new to the City of Eastport. Prior plans and studies have included:

- 1935 Federal Passamaquoddy Bay Tidal Power Project Plan.
- 1970 Comprehensive Development Plan
- 1970 Sewerage System Engineering Study
- 1975 Quoddy Tidal Project restudy by Corps of Engineers
- 1977 Maine Port Development Study
- 1977 The many volumes of the Pittston refinery proposal
- 1978 Second Comprehensive Development and Action Plan
- 1978 Community Development Block Grant: Housing rehabilitation and downtown waterfront revitalization
- 1978 Aquaculture Feasibility Study
- 1979 Waterfront Master Plan
- 1981 Fish Pier Feasibility Study
- 1983 Cargo Facility Economic & Technical Feasibility Study
- 1884 Up-Date of Comprehensive Development Plan
- 1984 Quoddy Village Concept Plan
- 1885 Eastport/Lubec Ferry Feasibility Study
- 1987 Airport Master Plan
- 1991 Comprehensive Harbor and Waterfront Plan
- 1992 Estes Head Port Development Plan

. . . and this list does not include specific project plans such as sewer system improvements, high school construction, and elementary school construction and renovation!

1990 U.S. CENSUS TABLES

1. Selected social characteristics

Eastport city, Washington County, Maine

URBAN AND RURAL RESIDENCE		VETERAN STATUS	
Total population	1,965	Civilian veterans 16 years and over	358
Urban population	-	65 years and over	103
Percent of total population	-		
Rural population	1,965	NATIVITY AND PLACE OF BIRTH	
Percent of total population	100.0	Native population	1,892
Farm population	-	Percent born in State of residence	72.3
SCHOOL ENROLLMENT		Foreign-born population	73
Persons 3 years and over enrolled in school	439	Entered the U.S. 1980 to 1990	7
Preprimary school	39	LANGUAGE SPOKEN AT HOME	
Elementary or high school	342	Persons 5 years and over	1,843
Percent in private school	0.9	Speak a language other than English	88
College	58	Do not speak English "very well"	6
EDUCATIONAL ATTAINMENT		Speak Spanish	8
Persons 25 years and over	1,345	Do not speak English "very well"	-
Less than 9th grade	178	Speak Asian or Pacific Island language	3
9th to 12th grade, no diploma	254	Do not speak English "very well"	-
High school graduate	557	ANCESTRY	
Some college, no degree	140	Total ancestries reported	2,133
Associate degree	60	Arab	2
Bachelor's degree	96	Austrian	-
Graduate or professional degree	60	Belgian	-
Percent high school graduate or higher	67.9	Canadian	85
Percent bachelor's degree or higher	11.6	Czech	7
RESIDENCE IN 1985		Danish	15
Persons 5 years and over	1,843	Dutch	26
Lived in same house	975	English	635
Lived in different house in U.S.	854	Finnish	2
Same State	612	French (except Basque)	132
Same county	488	French Canadian	55
Different county	124	German	157
Different State	242	Greek	-
Lived abroad	14	Hungarian	4
DISABILITY OF CIVILIAN NONINSTITUTIONALIZED PERSONS		Irish	346
Persons 16 to 64 years	1,116	Italian	36
With a mobility or self-care limitation	78	Lithuanian	3
With a mobility limitation	49	Norwegian	-
With a self-care limitation	55	Polish	21
With a work disability	234	Portuguese	23
In labor force	91	Romanian	-
Prevented from working	124	Russian	8
Persons 65 years and over	394	Scotch-Irish	152
With a mobility or self-care limitation	83	Scottish	123
With a mobility limitation	80	Slovak	3
With a self-care limitation	30	Subsaharan African	-
CHILDREN EVER BORN PER 1,000 WOMEN		Swedish	11
Women 15 to 24 years	374	Swiss	2
Women 25 to 34 years	1,802	Ukrainian	4
Women 35 to 44 years	1,556	United States or American	78
		Welsh	14
		West Indian (excluding Hispanic origin groups)	-
		Yugoslavian	-
		Other ancestries	189

1990 U.S. CENSUS TABLES

2. Selected labor force characteristics

Eastport city, Washington County, Maine

LABOR FORCE STATUS		OCCUPATION	
Persons 16 years and over	1,546	Employed persons 16 years and over	719
In labor force	837	Executive, administrative, and managerial occupations	72
Percent in labor force	54.1	Professional specialty occupations	68
Civilian labor force	825	Technicians and related support occupations	21
Employed	719	Sales occupations	46
Unemployed	106	Administrative support occupations, including clerical	88
Percent unemployed	12.8	Private household occupations	-
Armed Forces	12	Protective service occupations	15
Not in labor force	709	Service occupations, except protective and household	116
Males 16 years and over	718	Farming, forestry, and fishing occupations	44
In labor force	458	Precision production, craft, and repair occupations	80
Percent in labor force	63.8	Machine operators, assemblers, and inspectors	91
Civilian labor force	446	Transportation and material moving occupations	33
Employed	372	Handlers, equipment cleaners, helpers, and laborers	45
Unemployed	74		
Percent unemployed	16.6	INDUSTRY	
Armed Forces	12	Employed persons 16 years and over	719
Not in labor force	260	Agriculture, forestry, and fisheries	73
Females 16 years and over	828	Mining	-
In labor force	379	Construction	23
Percent in labor force	45.8	Manufacturing, nondurable goods	129
Civilian labor force	379	Manufacturing, durable goods	54
Employed	347	Transportation	29
Unemployed	32	Communications and other public utilities	15
Percent unemployed	8.4	Wholesale trade	7
Armed Forces	-	Retail trade	112
Not in labor force	449	Finance, insurance, and real estate	14
Females 16 years and over	828	Business and repair services	22
With own children under 6 years	88	Personal services	11
Percent in labor force	56.8	Entertainment and recreation services	6
With own children 6 to 17 years only	142	Health services	66
Percent in labor force	71.1	Educational services	69
Own children under 6 years in families and subfamilies	123	Other professional and related services	41
All parents present in household in labor force	62	Public administration	48
Own children 6 to 17 years in families and subfamilies	308	CLASS OF WORKER	
All parents present in household in labor force	191	Employed persons 16 years and over	719
Persons 16 to 19 years	100	Private wage and salary workers	504
Not enrolled in school and not high school graduate	14	Government workers	139
Employed or in Armed Forces	9	Local government workers	101
Unemployed	2	State government workers	12
Not in labor force	3	Federal government workers	26
COMMUTING TO WORK		Self-employed workers	70
Workers 16 years and over	707	Unpaid family workers	6
Percent drove alone	60.4		
Percent in carpools	21.8		
Percent using public transportation	1.0		
Percent using other means	2.0		
Percent walked or worked at home	14.9		
Mean travel time to work (minutes)	11.8		

1990 U.S. CENSUS TABLES

3. Income and poverty status

Eastport city, Washington County, Maine

INCOME IN 1989		POVERTY STATUS IN 1989	
Households	797	All persons for whom poverty status is determined	1,928
Less than \$5,000	74	Below poverty level	344
\$5,000 to \$9,999	159	Persons 18 years and over	1,475
\$10,000 to \$14,999	108	Below poverty level	243
\$15,000 to \$24,999	211	Persons 65 years and over	394
\$25,000 to \$34,999	138	Below poverty level	63
\$35,000 to \$49,999	66	Related children under 18 years	450
\$50,000 to \$74,999	27	Below poverty level	98
\$75,000 to \$99,999	6	Related children under 5 years	122
\$100,000 to \$149,999	2	Below poverty level	24
\$150,000 or more	6	Related children 5 to 17 years	328
Median household income (dollars)	17,282	Below poverty level	74
Families	530	Unrelated individuals	375
Less than \$5,000	27	Below poverty level	138
\$5,000 to \$9,999	61	All families	530
\$10,000 to \$14,999	72	Below poverty level	67
\$15,000 to \$24,999	166	With related children under 18 years	264
\$25,000 to \$34,999	121	Below poverty level	47
\$35,000 to \$49,999	49	With related children under 5 years	89
\$50,000 to \$74,999	20	Below poverty level	13
\$75,000 to \$99,999	6	Female householder families	100
\$100,000 to \$149,999	2	Below poverty level	36
\$150,000 or more	6	With related children under 18 years	57
Median family income (dollars)	21,029	Below poverty level	33
Nonfamily households	267	With related children under 5 years	13
Less than \$5,000	51	Below poverty level	10
\$5,000 to \$9,999	109	Percent below poverty level:	
\$10,000 to \$14,999	36	All persons	17.8
\$15,000 to \$24,999	39	Persons 18 years and over	16.5
\$25,000 to \$34,999	17	Persons 65 years and over	16.0
\$35,000 to \$49,999	10	Related children under 18 years	21.8
\$50,000 to \$74,999	5	Related children under 5 years	19.7
\$75,000 to \$99,999	-	Related children 5 to 17 years	22.6
\$100,000 to \$149,999	-	Unrelated individuals	36.8
\$150,000 or more	-	All families	12.6
Median nonfamily household income (dollars)	8,039	With related children under 18 years	17.8
Per capita income (dollars)	9,337	With related children under 5 years	14.6
INCOME TYPE IN 1989		Female householder families	36.0
Households	797	With related children under 18 years	57.9
With wage and salary income	516	With related children under 5 years	76.9
Mean wage and salary income (dollars)	23,638		
With nonfarm self-employment income	91		
Mean nonfarm self-employment income (dollars)	9,547		
With farm self-employment income	2		
Mean farm self-employment income (dollars)	7,200		
With Social Security income	367		
Mean Social Security income (dollars)	6,310		
With public assistance income	116		
Mean public assistance income (dollars)	3,167		
With retirement income	133		
Mean retirement income (dollars)	6,614		

