

City Hall Copy

**THE 2004  
COMPREHENSIVE PLAN**



***EASTPORT - AN ISLAND COMMUNITY  
LIVING, WORKING AND GROWING TOGETHER***

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LIVING, WORKING AND GROWING TOGETHER***

*Adopted:  
April 9, 2007*



**THE 2004 COMPREHENSIVE PLAN**

A statement from the community of  
Eastport (Moose Island), Washington County, Maine



# THE CITY OF EASTPORT MAINE

## 2004 COMPREHENSIVE PLAN

Prepared by the Eastport Comprehensive Plan Update Committee:

David Addison  
Alice Cates  
Steven Collins  
Richard Klyver  
George Leheigh  
Kathy Lewis  
Jack Marshfield  
Larkin McGravey  
Sarah Talbot  
Richard Wadman  
Carl Warren  
Wayne Wilcox  
Carl Young, CEO- ex-officio

Consultant:  
Judy East,  
Washington County Council of Governments

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

... Seneca, first century Roman philosopher



# THE CITY OF EASTPORT MAINE

## 2004 COMPREHENSIVE PLAN

Prepared with information requested from:

1995 Eastport Comprehensive Plan  
2003 Comprehensive Plan Update Committee Survey  
Citizens of Eastport who attended Visioning Session  
2002 Eastport for Pride Common Ground Survey and Poll  
State Planning Office  
Eastern Maine Development Corp. GIS Mapping Service  
State Department of Transportation  
Maine Revenue Service  
2000 Federal Census  
Washington County Council of Governments  
Eastport City Council  
Eastport City Manager  
Eastport City Clerk  
Eastport City Treasurer  
Eastport Board of Assessors  
Eastport Planning Board  
Eastport Zoning Board of Appeals  
Eastport Historic Review Board  
Eastport Port Authority  
Eastport Harbor Committee  
Eastport School Board  
Eastport Recreation Board  
Eastport for Pride  
Eastport Chamber of Commerce  
Eastport Memorial Nursing Home  
Eastport Healthcare, Inc.  
Washington County Community College  
Cobscook Bay Resource Center  
Eastport Arts Center  
Office of Eastport Code Enforcement Officer  
Eastport Cemetery Committee  
Peavey Memorial Library  
Eastport Senior Center  
Eastport Airport Advisory Committee  
School Union 104  
Passamaquoddy Tribe

Cover picture provided by Committee

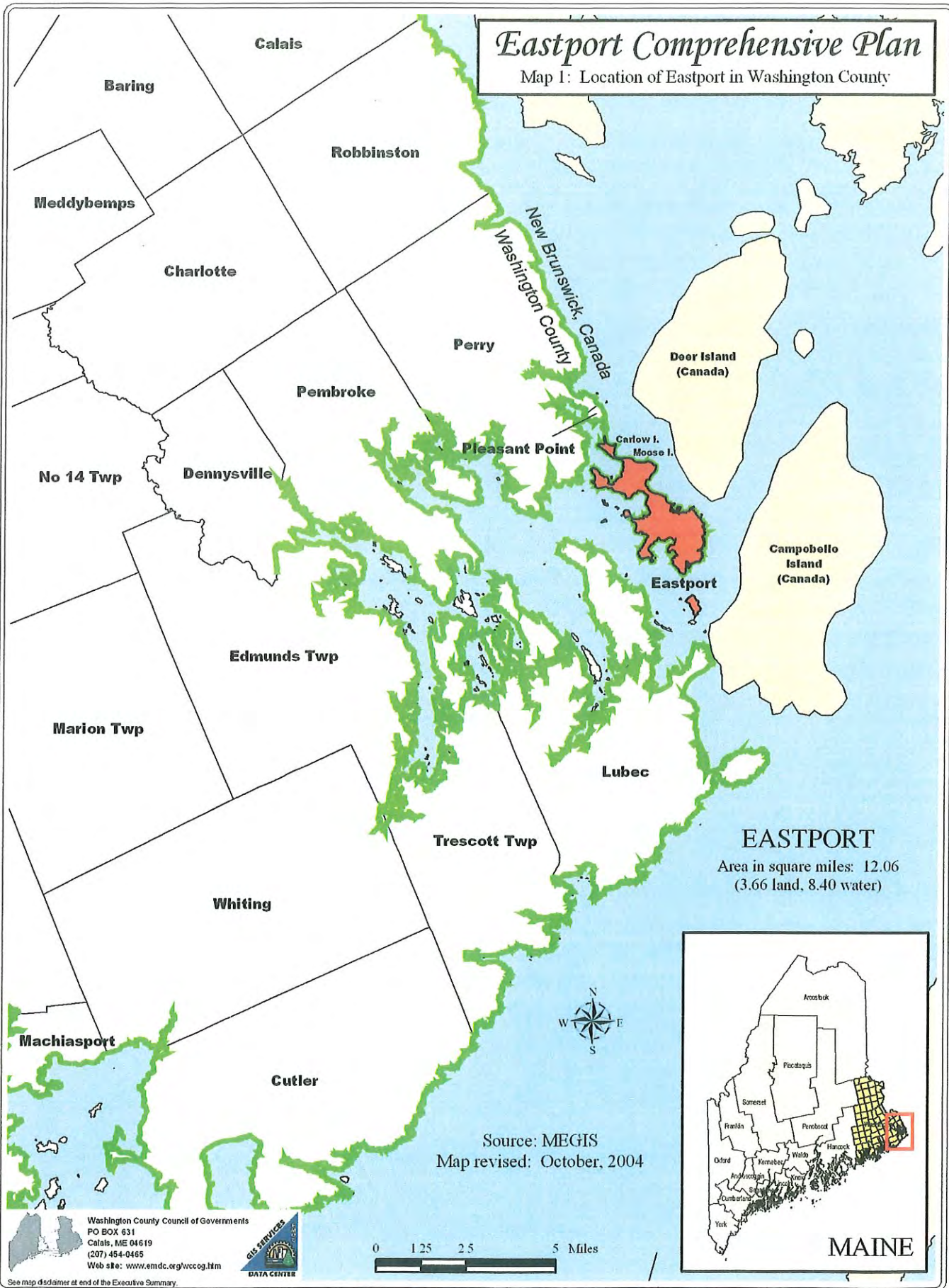
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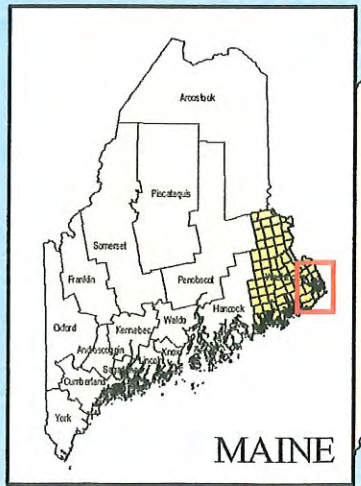
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# Eastport Comprehensive Plan

Map 1: Location of Eastport in Washington County




**EASTPORT**  
Area in square miles: 12.06  
(3.66 land, 8.40 water)



Source: MEGIS  
Map revised: October, 2004

Washington County Council of Governments  
PO BOX 631  
Calais, ME 04619  
(207) 454-0465  
Web site: [www.emdc.org/wccog.htm](http://www.emdc.org/wccog.htm)



See map d5daimr at end of the Executive Summary.

## EASTPORT- MOOSE ISLAND

### WHY THE NAME MOOSE ISLAND?

“One day, so the legend goes, a huge canoe came from over the seas and landed on these shores: in the canoe was a great chief whose name was Glooscap (the Abnaki Creator of the Earth). The people all followed Glooscap, for they soon learned that he was very wise and good, and had great magic powers. He could turn his enemies into a piece of wood or a chunk of clay with a wave of his hand, and the sun, wind, or rain did his bidding. One day, while Glooscap was paddling his canoe along the shores of the Passamaquoddy Bay, he heard a great commotion nearby, and saw a pack of wolves chasing a deer and a moose out of the forest into the water. He watched until he saw them tiring, with the blood-thirsty wolves preparing to make the kill: then he lifted his hand and changed them all into islands.”

Today, Deer Island and Moose Island, on which the town of Eastport, Maine is situated, are still side by side in Passamaquoddy Bay, with the Wolves Islands ‘still in pursuit’ a few miles off-shore (behind Campobello Island).

### LOCAL ABNAKI PLACE NAMES (PASSAMAQUODDY)

- Abnaki—“Land or country of the East”
- Bay of Fundy—Wekwabegituk—“waves at the head of the bay”
- Passamaquoddy—Peskutam-Akadi—“pollock-plenty-space”
- Saint Croix River—Skudik-sip—“the river of clearings”
- Saint Croix Island—Mut-anag-wes—“a place to leave things in going up and down the river”
- Deer Island—Eduik-m-minik—“deer his island”
- Moose Island—Mus-elenk
- Indian Island—Mulchignogos—“rough-strong-tides all about” (formally La Treille’s Island)
- Pendelton Island—Um-Kub-a-humb—“Island almost divided in two about the middle of it”
- Pleasant Point—See-by-ik
- Red Beach—Mak-wam-kusk
- Campobello Island—Ebagwidik—“floating between”
- Calais—Skudik—“at the burned place”

From- Barto, Martha Ford, *Passamaquoddy Genealogies of West Isles Families*, 1975

## A. VISION AND EXECUTIVE SUMMARY

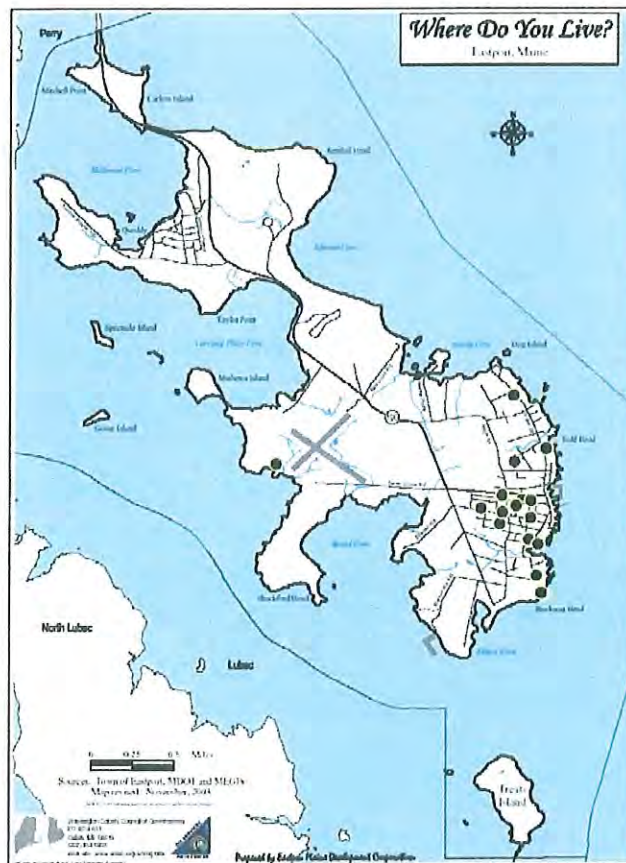
## VISION:

## Eastport, an Island Community Living, Working and Growing Together

This update to the comprehensive plan is the result of many hours of hard work. The committee worked with a diverse group of individuals to bring the well thought out plan of 1995 into sharper focus. The committee hopes our work takes the city beyond the plan of 1995, which had as its main focus meeting the requirements of Maine law.

To many, Eastport is a place where time has stood still; to many others it is a place where change has been constant. Schooners have been replaced by freighters, fishing boats and weirs share facilities with aquaculture, and families coming home to be together during the 4<sup>th</sup> of July/Old Home Week share their city with many new visitors.

A comprehensive plan should guide the City through anticipated changes, helping accomplish things we want while avoiding things we do not want. Change is inevitable; preparation for change is only by design.



The 1995 Comprehensive Plan committee held numerous meetings with groups and individuals to hear the wants, needs, and desires of the community. The current committee, tasked with the 2004 update of the Comprehensive Plan, also sought input from many local groups, boards and organizations. They also incorporated the input from the public surveys conducted by Eastport for Pride in 2002, and distributed a public survey in 2003 to a random selection of households and published it in the Quoddy Tides. From this a “visioning” session was held at the elementary school. From that meeting the vision “**Eastport, an Island Community Living, Working and Growing Together**” was developed. **Map 2 – Treasures of Eastport** was created from those in attendance.

Attendance at the visioning public meeting was concentrated with residents of the central core as depicted to the left by the points indicated where attendees live.



Participants at the visioning meeting broke into three groups and identified on several maps the most significant natural and built features of Eastport – the treasures without which Eastport would not be Eastport. **Map #2, Treasures of Eastport**, was extracted that shows the best of the best of that selection. Those features that were identified by all three groups and by two out of the three groups are drawn on the map. Those identified on only one map are included with “honorable mention” in the lists below.

	Natural Treasures	Built Environment	
		Structures	Streets
1 <sup>st</sup> Tier (on all three groups maps)	<ul style="list-style-type: none"> <li>• Shackford State Park</li> <li>• Downtown Breakwater Harbor</li> <li>• Seawall Walkway</li> <li>• Dog Island and end of Water St.</li> <li>• Bucknam Head</li> <li>• Estes Head and Prince Cove</li> <li>• Battery Field</li> </ul>	<ul style="list-style-type: none"> <li>• Structures on Water St. – Downtown Historic District</li> <li>• Churches</li> <li>• City Hall</li> <li>• Sea Wall and Overlook Park</li> <li>• Peavey Library</li> <li>• Post Office</li> <li>• The Pier/The Port</li> <li>• Cemetery</li> </ul>	<ul style="list-style-type: none"> <li>• Water St.</li> <li>• Key Street to Harris Cove</li> </ul>
2 <sup>nd</sup> Tier (on 2 maps)	<ul style="list-style-type: none"> <li>• Carrying Place Cove</li> <li>• Causeway</li> <li>• Old RR Track Bed</li> <li>• Views from Pleasant Street</li> <li>• Views from Staniels Road</li> </ul>		<ul style="list-style-type: none"> <li>• Boynton Street</li> <li>• Deep Cove Road</li> <li>• Staniels Road</li> <li>• Pleasant St.</li> <li>• Dawson St.</li> </ul>
Honorable Mention	<ul style="list-style-type: none"> <li>• Kendall Head</li> <li>• Johnson Cove</li> <li>• Half Moon Cove/Quoddy Village</li> <li>• Salt Marsh</li> <li>• End of Toll Bridge Road</li> <li>• Airport</li> <li>• Willoway/The Castle</li> <li>• Redoubt Hill and Corner</li> <li>• Harris Point</li> <li>• Mathews Island</li> <li>• Smiths’ Corner</li> <li>• Seaview Campground area</li> <li>• Planned Old Sow Park (Old Sow)</li> </ul>	<ul style="list-style-type: none"> <li>• Trees on Boynton and Key Streets</li> <li>• Boynton Manor</li> <li>• Downtown</li> <li>• Health Center and Nursing Home on Boynton Street</li> <li>• Historic Buildings on Boynton and Key Streets</li> <li>• The Battery/The Fort</li> <li>• The Barracks Museum</li> </ul>	

Eastport has been a city for such a long time that many participants did not differentiate between its natural and its built treasures. The cemetery, the breakwater and the rail bed were all of particular importance to people. Likewise the roads that were identified as especially indicative of Eastport are those with both extraordinary views and a rich diversity of historic structures.

# Eastport Comprehensive Plan

Map 2: Treasures of Eastport

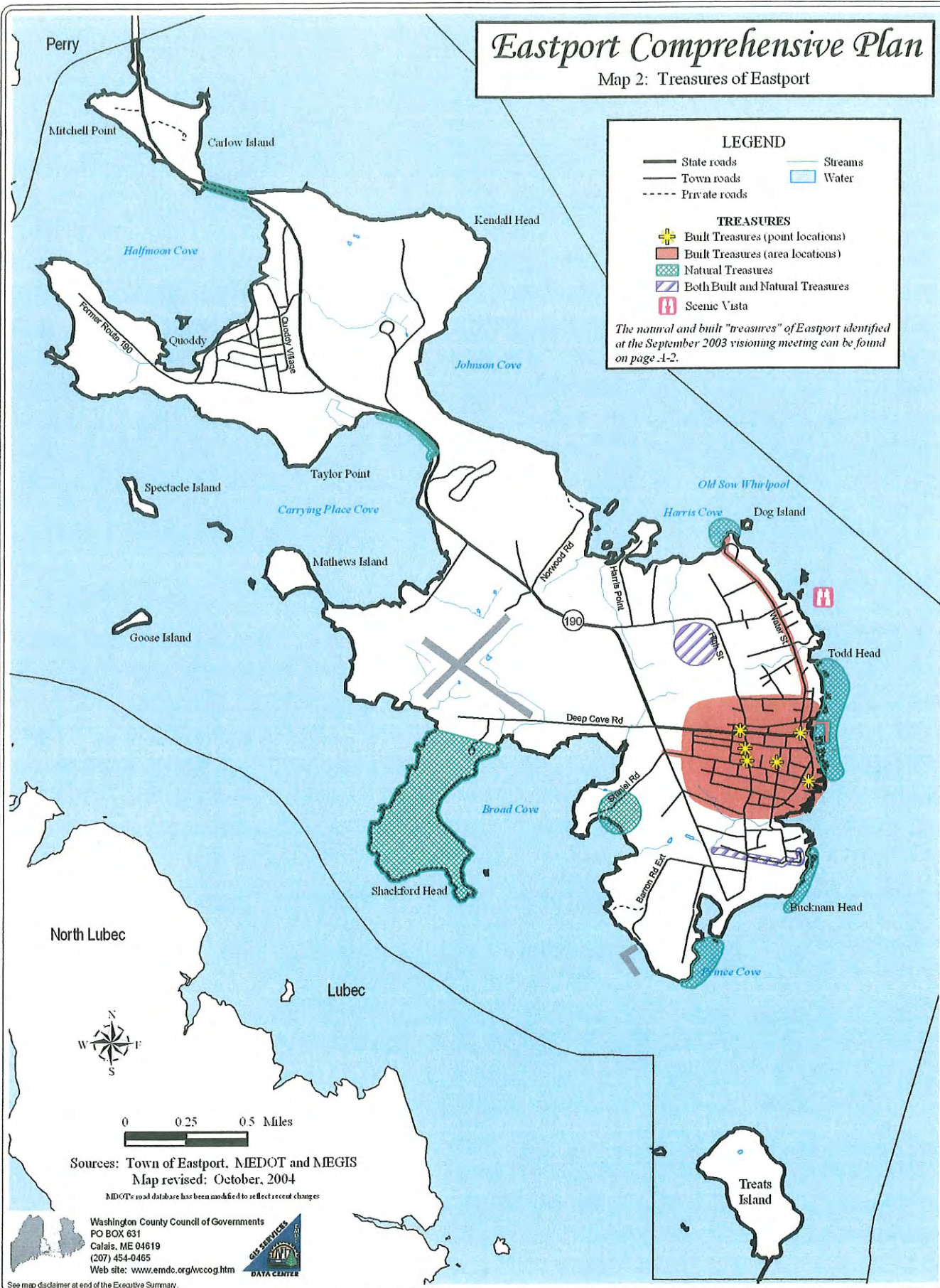
**LEGEND**

- State roads
- Town roads
- - - Private roads
- Streams
- Water

**TREASURES**

- ✦ Built Treasures (point locations)
- Built Treasures (area locations)
- ▨ Natural Treasures
- ▧ Both Built and Natural Treasures
- Ⓜ Scenic Vista

*The natural and built "treasures" of Eastport identified at the September 2003 visioning meeting can be found on page A-2.*



North Lubec

Lubec

Treats Island

Sources: Town of Eastport, MEDOT and MEGIS  
Map revised: October, 2004

MEDOT's road database has been modified to reflect recent changes

Washington County Council of Governments  
PO BOX 631  
Calais, ME 04619  
(207) 454-0465  
Web site: [www.emdo.org/wccog.htm](http://www.emdo.org/wccog.htm)



See map disclaimer at end of the Executive Summary.

## EXECUTIVE SUMMARY:

### 2004 Goals and Policy Statements:

- Notes: 1- Implementation strategies, responsibilities and timeframe are shown in individual chapters.  
2- 1995 Plan action steps are cross-referenced below and also shown in Appendix D.

### History

The history and economy of Eastport is substantially based upon the natural resources that drove the local and regional economy including shipbuilding, port development and the sea. Most of downtown Eastport is on the National Registry of Historic Places. As the record of historic structures reveals Eastport has protected a great abundance of its historic structures, many of which are over a hundred years old. Three fires completely demolished the commercial district of the city, the first and second in 1839 and 1864, the last and worst in 1886. Eastport was rebuilt with masonry the following year and looks very much the same today as it did in 1887. Eastport will continue to protect its remarkable heritage through the protection of historically significant buildings and locations.

**Goal: Eastport will preserve the State's historic and archeological resources for future generations to enjoy and pass on to their children as they have been passed on to the present.**

Note: 1- Appendix C- contains interpretive materials in support of heritage tourism

### Preservation:

- Protect and preserve known archaeological and historic sites.
- Ensure that archeological and historic sites are not unknowingly destroyed.

### Education: (1995 - 31, 42, 43, 44, 45)

- Continue to identify and document Eastport's above ground resources.
- Collect and maintain historic city records.
- Develop and encourage public access to significant historic and shoreline sites within the City.

### Regulation:

- Formulate guidelines or land use controls to protect and preserve historic and archaeological resources if identified.

### Population

The population of Eastport has decreased significantly over the long term, with a higher rate of decline seen in just the past decade. In addition our population is aging. There are fewer school age children and our city has seen a decrease in the average household size. Numbers of retiree and perhaps single parent households are increasing. Limited employment opportunities help explain the decline in the numbers of young families residing in Eastport. A seasonal influx of approximately 200 people increases demands on services and these individuals may account for some of the future increases in year-round population. The city should continue to make available demographic information to residents and should remain mindful of the needs of our changing population.

**Goal: Eastport will use information about its population when making administrative and policy decisions. (1995 - 17)**

Monitor actively, the size, characteristics and distribution of its population.

**Natural Resources**

Eastport currently offers protection to its natural resources with locally adopted shoreland zoning regulations, zoning and subdivision regulations. These ordinances will be updated to be consistent with the minimum requirements of state and federal regulations as is mandated and to ensure that Eastport retains its character as a commercial port and maritime city. Protecting public shore and water access and maintaining a healthy balance between industry and natural beauty is crucial for future economic development. Water quality will be protected and improved through the continued educational, research and regulatory efforts of the city and local resource management agencies. Investments will be made in infrastructure that improves both shellfish harvest opportunities and drinking water quality. Maritime industries, both traditional and new, will be supported through access for the commercial fishing fleet, regulatory districts that support maritime activities and research into ways to diversify aquaculture and other marine trades.

**Goal: Eastport will protect and preserve the natural resources on which its economy and quality of life depend.**

**Water Quality and Resources:**

Protect existing fish and waterfowl/wading bird habitats within the town mapped as Essential or Significant Habitat.

Support and solicit research on impacts of current marine industries on the marine environment. Maintain and improve shellfish management activities.

Educate landowners about saltwater intrusion and water quality issues where they occur.

Protect water quality.

Prevent oil spills; prepare for response if they occur.

Protect drinking water supplies.

**Forest and Street Tree Resources:**

Seek Tree City USA designation for Eastport.

**Sustainable Development: (1995 - 11, 12)**

Develop building sites using the best available information.

Protect and promote traditional maritime uses and activities.

Buffer new development from existing sources of noise and activity associated with maritime commercial activities.

**Education and Traditional Use: (1995 - 26, 28, 44)**

Support marine resources training and research.

Promote harmony and understanding among newcomers and residents over traditional uses of land and water.

Ensure that traditional use of lands and access to water are protected as development pressures increase.

Utilize financial incentive programs.

Manage wildlife-deer herd

**Employment and Economy**

Eastport is a port city whose economy has changed and continues to evolve. From an economy that relied on one industry after another, the city has diversified to capitalize on its abundance of existing natural resources. The port is exceeding all forecasted expectations but aquaculture, once thriving, is faced with significant challenges. It is still a critical part of Eastport's future and is

therefore evolving and diversifying much as the city is doing as a whole. The resiliency and determination of Eastport citizens is very much alive in the volunteerism that drives downtown revitalization efforts as well as participation in all areas of Eastport's civic life. Prospects are also positive for additional light industry and the efforts of city government are paying off.

Eastport is a regional employer but challenges remain to bring employment and sales to levels that will continue to sustain local employment. The policies and strategies in this Comprehensive Plan are diverse and extensive as a result. Primary among them is support for the port and the roads that serve it; support for downtown revitalization efforts through such measures as creation of a Downtown Tax Increment Financing District and coordinated investment in public and private infrastructure; support for the tourism that will bring visitors to the area; and support for the light industrial sector that will provide higher wage jobs to residents and the region.

**Goal: Eastport will strengthen economic development through full employment, a prosperous downtown and regional cooperation.**

**Promotion of Economic Activity:** (1995 - 2, 3, 4, 6)

- Forge working partnerships between volunteers and the City
- Promote expansion and diversification of the economic base of the community.
- Improve and maintain city infrastructure
- Encourage and support local maritime businesses to retain access to the resource and get their products to local and regional markets.
- Support increased tourism as an economic development goal.
- Develop and implement incentives, programs, and methods of supporting private, infrastructure investment.
- Preserve public access to salt water beaches.
- Develop infrastructure in support of heritage tourism
- Create a long-term marketing niche and plan to attract visitors, and investors.

**Sustainable Development:** (1995 - 1, 18, 32)

- Adopt new ordinances or revise existing ordinances as needed in support of revitalization and preservation goals in the existing downtown and, as business needs expand, along feeder streets to the west, Water Street north and south, and Sea Street in its entirety
- Favor the primacy of historic preservation in all revitalization efforts, and recognize preservation as a source not an impediment to recovery.
- Encourage mixed use zoning on feeder streets, on Water Street south and north of the existing downtown, and on Sea Street, as the downtown expands to accommodate business growth.
- Treat scenic views as the common property of Eastport residents and the public at large.

**Regional Development and Coordination:** (1995 - 15, 33)

- Advocate for infrastructure improvements to enhance the economic competitiveness of Eastport and Washington County.
- Participate in regional organizations that provide technical assistance and information about individual business support and regional economic development opportunities.

**Program Awareness:**

- Obtain information on programs that provide support for roads, parks, public transportation or other infrastructure and activities that materially aid the city's economy.
- Assist those who are eligible for assistance and help them to receive it.

**Educated Workforce:** (1995 - 9, 11)

Ensure that the educational opportunities, both academic and vocational, address the needs of Eastport children.  
Encourage and support efforts to provide job training and continuing education.

**Housing**

The State of Maine defines affordable housing as not costing more than 30% of household income. The data reviewed suggest that the cost of housing in Eastport is affordable for most people in the community but that a sizable minority is paying more than they can afford or losing access as prices rise. The majority of people live in owner occupied single-family housing. The existing zoning ordinance does not impose significant costs on the cost of building homes. There is a range of new housing in the town: mobile or manufactured homes are utilized often. The percentage of homes owned by those in the workforce is likely to decline further while the percentage of homes owned by retirees - both those from away and natives - will increase.

**Goal: Eastport will encourage and promote affordable, decent housing opportunities for Eastport residents.**

**Programs and Grants:** (1995 - 5, 14)

Pursue programs and grants that can assist in the provision of affordable housing.

**Codes and Regulation:** (1995 - 19)

Ensure that local codes and ordinances are enforced for the public health, safety and welfare.  
Ensure zoning ordinance will not preclude the development of affordable housing.

**Recreation**

Eastport has many recreational opportunities because of the scenic quality of the city and vastness of the region in which it is located. Residents want the city to encourage expansion of new recreation businesses. Residents rely on public access to use the city's recreational resources and want these resources (moorings, anchorages, trails and water access) to be developed, maintained and expanded. Likewise residents want to use city recreational facilities and sites and expect them to be maintained, improved, and expanded.

**Goal: Eastport will maintain and improve access to recreational opportunities, particularly water access.**

**Facilities and Services:** (1995 - 24, 29)

Treat recreation, as a quality of life provider, and as important as education.  
Improve the provision of recreational opportunities.  
Engage the private sector in the provision of recreational opportunities.

**Public Access and Open Space:** (1995 - 25)

Encourage recreational opportunities and increase public access to surface water.  
Secure public access to the water, including deep water facilities, while maintaining traditional accesses to shell fishing areas.  
Encourage the preservation of open space.

**Transportation**

Transportation linkages in Eastport consist of State Route 190 and the Port of Eastport. Our city is reliant on its road network as the primary means of transportation movement. However, the city looks as much to the water as it does to the land for its livelihood and connectivity to the outside world. Therefore, local roads should provide safe, reliable access to work, school, stores, and residences. But the port at Estes Head and the breakwater downtown must be maintained and supported in their on-going improvements. Looking over the long term, another bridge to the island is envisioned to improve access for safety and diversified economic development.

Overall, Eastport's roadways are in good condition. Given limited funding and the significant expense, the city has done a noteworthy job of maintaining its roads. Since MDOT has jurisdiction over most main roads and both causeways serving Eastport, the city will continue to communicate and cooperate with that department. The city has a paving schedule for roads that are currently unpaved and requires all new roads to be constructed to specific municipal standards.

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

*(1995-3, 4, 20, 36, 46)*

**Management and Maintenance:**

Plan for optimum use, construction, maintenance and repair of roads.

Insure that new development does not negatively impact the capacity or safety of existing roadways.

**Port development:**

Support port development and inter-modal freight transport.

**Trail Development:**

Support pedestrian and bike use and connect with regional trail systems.

**Regional Coordination:**

Cooperate in the development of regional transportation policy.

Support airport development.

**Public Facilities and Services**

Eastport has a rich variety of facilities and services provided by the public and private sectors. This is the heritage of a once much larger city as well as a strong spirit of volunteerism and cooperation among citizens. It is also the result of prudent investments that will continue with the priorities set in this chapter and in the Capital Improvement Plan. Past efforts at regionalizing services, in waste management and water supply, will serve Eastport well as costs drive towns to consider more cooperative ways to provide health care, education and drinking water to their communities.

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

**Local Facilities and Services:** *(1995 - 13, 18, 21, 23, 38)*

Maintain or replace local facilities to address immediate community needs.

Coordinate local facilities maintenance and replacement with Downtown Revitalization efforts.

Develop maintenance plans for existing and future facilities.

Develop plans for new services and facilities.

Appropriate funds yearly to adequately maintain facilities to minimize need for more expensive replacement.

Develop plans for new services and facilities.

**Services and Education:**

Develop, expand and improve services for seniors.

Make local services visible and understood by Eastport citizens.

**Regional Coordination:** (1995 - 8, 15)

Cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.

**Fiscal Capacity** (1995 - 7, 14)

Eastport has managed its finances well over the last five years and the mil rate has remained within a quite consistent range. In addition, the city (including the Harbor Committee) has created and maintained reserve funds, which has permitted implementation of unbudgeted or urgent operating or capitol projects. Consideration will be given to apportioning some of these resources among two new reserve accounts: 1) Operating Reserves 2) Capital Reserves to cover new capital projects as well as maintenance and repairs on community facilities. An oft repeated priority was adoption of a long-term commitment to preserving improvements through sustained, designated funding for maintenance of the downtown public infrastructure.

Through this Comprehensive Plan, the city is revising and updating a Capital Improvement Plan, as shown in Table J4 (Chapter J), to guide the city's capital investments. Needed to support increased tourism are infrastructure improvements to include parking, phones, restrooms, an information center and better signage. These are included in the CIP. Private sector improvements are also needed including more restaurants, overnight accommodations, docking facilities for different types of pleasure craft including cruise ships and some form of public transportation especially during celebrations or special events. The restoration, rehabilitation and maintenance of privately owned, downtown buildings present more difficult issues. As noted elsewhere in the plan, a façade program is being used as an incentive. Additional funding should be sought to expand both participation and grant awards.

**Land Use**

Eastport is experiencing some residential development pressure and working diligently to improve the economic opportunities available to its residents through downtown revitalization efforts, port development, and ensuring that a fair cross section of land uses are allowed in its commercial and industrial districts. Existing residential development pressure is concentrated along the shoreline or in areas that command scenic vistas. This results in increased demand for housing that is affordable in non-shore line land areas, and potential loss of shoreline access and public use. Evidence of renovation/ preservation of historic residences can be observed throughout the city neighborhoods.

Minor changes, and the addition of CFMA zones in areas currently utilized for marine activity, to the future land use districts that were designated in the 1995 Comprehensive Plan are proposed. These changes will protect several resources areas that are unsuitable for development and allow some flexibility to residential, especially affordable residential, and commercial landowners along Route 190. The Comprehensive Plan committee has been guided by the vision expressed by those



attending the public meeting in September 2003 as well as the survey responses from 2002 and 2003 to plan for our future. This plan is intended to protect our city's character and to direct residential, commercial and industrial activities to appropriate areas. It also seeks to ensure that residents can continue to support themselves with a mixture of activities necessitated by seasonal

**Goals: Eastport will preserve the character of the city that is vital to the continued stability of the local economy. Eastport will revitalize its downtown core. Eastport will continue to be a great place to live, work and vacation**

**Ordinances and Regulation:** (1995 - 16, 34)

Prohibit or tightly control incompatible development in or adjacent to critical natural areas.  
Develop necessary land (private and city-owned) use regulations, consistent with the goals and guidelines of this Comprehensive Plan.

**Downtown Revitalization and Economic Development:**

Support downtown revitalization strategies for utilizing vacant downtown buildings.  
Support retail and tourism development in the downtown and inhibit retail and "strip" development along Rt. 190.  
Support efforts to reinstate ferry service to Lubec

**Economic Diversity/Traditional Use:** (1995 - 1, 2, 6)

Consider and incorporate diverse interests to whom marine resources are of critical importance including traditional fishermen, aquaculturalists, shipping interests, recreational boaters, and those who just love the view.  
Support development and expansion of all aspects of aquaculture industry including diversification of species.  
Support transportation enhancements that retain viability of the Port of Eastport  
Retain affordable and adequate housing options for young people just starting families, elderly people, and low income people appropriate for their needs.  
Ensure that shorefront residential development pressures do not overwhelm the limited land area needed for functionally water dependant commercial uses.  
Promote and support traditional maritime activities.  
Attract new commercial and industrial development in appropriate areas.

**Enforcement:**

Enforce ordinances fully and fairly.

**Regional Coordination:** (1995 - 46)

Continue to cooperate and coordinate with neighboring communities on issues and opportunities which cross municipal borders.  
Correct City Boundary on official maps.

**Education about Land Use:**

Educate residents about the requirements of local and state regulations.  
Educate new and prospective residents about traditional land use issues in Eastport.

**City Surveys**

Eastport has canvassed its citizens for their views several times in the last two years. The Common Ground Survey solicited input about downtown revitalization and the Comprehensive Plan survey sought to expand that input to the entire city and all of its economic activity. The results of those surveys are provided in charted format but the reader is directed to Appendix A - Town Survey and Written Comments for a full transcript of the many written comments provided to questions

throughout the survey. In addition Appendix E provides the full transcript of the Community Vision meeting that was held on September 29, 2003 at the Elementary School.

Respondents and participants in these various efforts expressed a great deal of affection for Eastport's historic downtown as well as support for its revitalization. Tourism was a supported activity in 2003 but less enthusiastically supported in 2002. Less support was indicated for road-side businesses on Route 190 though results indicate that severe restrictions on such development will be met with some resistance. This is an area to address with care in the interest of maintaining access to affordable properties while also not starving the downtown area from needed investment. The need to maintain Route 190 as a transportation corridor for the city and the port is very well supported and it may be that access management along Route 190 and incentives in the downtown could strike the balance needed here.

The structure of the questions about where and how to encourage development led to confusing results and there is clearly very little general understanding about Pine Tree Development Zones. Support for heritage based tourism is very high and Appendix C provides information about how these opportunities might be developed and promoted.

In terms of keeping people in Eastport, land assessment, affordable housing and livable wages ranked very high in the minds on respondents. Another bridge to the island was both supported and Chapter H – Transportation recommends that one be pursued. Ferry service to Lubec was particularly important as was a ferry to Grand Manan, although not as enthusiastically.

A variety of public improvements were supported but the written comments spoke most clearly about the water system, downtown rehabilitation (including streetlights, lighting, sidewalks and sidewalk maintenance, public washrooms and facilities in support of the working waterfront), and recreation for residents but for young people in particular. Many think the city should financially support the library as well as work towards a regional high school in the very near future.

**Map Disclaimer:**

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

## **B. HISTORICAL AND ARCHEOLOGICAL RESOURCES**

### **WASHINGTON COUNTY...its past and Eastport's place within it**

#### **Location and Natural Features**

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

Larger than the states of Delaware and Rhode Island combined, Washington County originally included the area of what is now Aroostook County. Washington County lies midway between the equator and the North Pole- the 45<sup>th</sup> parallel is located by a stone marker at the State rest area on Route 1 in Perry.

There are 25 lakes over 1,000 acres in size in Washington County, which, together with its rivers, provide excellent canoeing, fishing, and other recreational opportunities. The vast forests provide limitless hiking, camping and hunting. Washington County has 931 miles of unspoiled Atlantic coastline, and features Old Sow, the western hemisphere's largest tidal whirlpool located off Eastport. Washington County is a major stopover for birds on the Atlantic seaboard for their migrations.

Campobello Island, New Brunswick, located across the bay from Eastport, was the summer home of President Franklin Delano Roosevelt. Campobello has a unique 2600 acrea international park.

FDR once said of Washington County, "There is a charm in that section of the country which cannot be duplicated anywhere else".

#### **Native American Settlement and European Rule**

The Native Americans of the area predate the European settlers by many thousands of years. They are the Passamaquoddy Indians or "The People of the Dawn" with reservations at Pleasant Point in Perry and Indian Township near Princeton.

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 (the French Plymouth Rock) located in Calais, Maine. This was the start of France's North American Empire. It was the site of the first Christmas celebration north of Spanish-held Florida.

Fort O'Brien in Machiasport was constructed in 1775 to protect the town of Machias. The first naval engagement of the Revolutionary War was fought in Machias Bay when the British schooner *Margaretta* was boarded and captured by rebels aboard the schooner *Unity*. This naval battle has been called the Lexington of the sea.

The Post Road, which is now known as Route 1, ran from eastern Maine to St. Mary's, Georgia, and was established by an 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. By 1805 the Post Road was completed between Machias and Eastport and extended to Calais. It is about 45 miles from Eastport to Machias, the county seat.

During the War of 1812 eastern Washington County was disputed territory. Eastport was occupied on July 11, 1814, by the British 102<sup>nd</sup> Regiment of Foot, the former New South Wales Corps. After the town was captured the British immediately started to fortify the town, renaming Fort Sullivan, Fort Sherbrooke. The British held Eastport until June 30, 1818, when it was handed back to the American government. Eastport has the distinction of being the last piece of American territory given back to the U. S. from the War of 1812.

**Early Industry**

The first railroad in Washington County 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. Eastport was connected by rail in 1898. The first load of sardines, in 5 boxcars, was shipped in 1898. Ships, both sail and steam, were 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.

The sea is Eastport's history, its uniqueness, and its future. Some of the flavor of old Eastport is captured in the illustrations from Joyce E. Kinney's comprehensive volume *Vessels of way Down East*:

- Caleb S. Huston's shipyard and marine railway located at Shackford's Cove where over 100 ships were launched.
- The Eastport-built schooner *Irvine*, shown in Messina, Italy in 1871
- The Central Congregational Church, built by Daniel Lowe, a ship's carpenter and architect. Here, ship masters and crews often attended services before sailing, and in memory of those lost at sea.

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 important that they be protected and our numerous but unprotected harbors 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 effects of the war on the ordinary people of 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..."

The first transatlantic telegraph message was received in the United States in Calais on August 17, 1858, when Queen Victoria of England sent a telegraph to President Buchanan of the U.S. The President in return sent the first transatlantic telegraph reply in the U.S. to Her Majesty.

Economically, lumber exports were the major business of the county in the years following the Revolution. Fishing, especially sardine packing, became the major industry by the end of the

nineteenth century, peaking at 18 canneries. The industry declined during the World War II years to 6, and the last cannery closed in 1983. Important sources of income for the county's residents now include: wild blueberries, tipping and wreath making, paper mills in Baileyville, and the newest major industry- aquaculture.

**Major Strengths Today**

Major strengths of Washington County are:

- The people of Washington County
- The deep water Port of Eastport
- University of Maine at Machias and the Unobsky Campus at Calais
- Washington County Community College campuses at Calais and Eastport
- Natural features
- The State Park System at Cobscook Bay, The Bold Coast, Shackford Head, West Quoddy Head, Reversing Falls and Roque Bluffs.
- Moosehorn National Wildlife Refuge
- St. Croix Island Historic Site
- The Passamaquoddy Tribe
- Devil's Head, a 300 acre city park at Calais
- Downeast Heritage Center at Calais
- The feeling of the community
- Location of the Canadian border
- Washington County is seen by people as unspoiled "Maine the way it used to be"

Principal highways are Coastal Route 1, State Route 9, and Interstate 95. Domtar's mill at Baileyville is the source of much of the cargo that moves through the Port of Eastport that 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 Moose Island, surrounded by the sea, has 174 days between frosts; other towns in the coastal division average 132 days.

**EASTPORT HISTORIC HIGHLIGHTS****Settlement and Incorporation**

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<sup>th</sup>, 1798. Captain Hopley Yeaton, who commanded the United States Revenue Cutter stationed here at the time, reportedly gave Eastport its name. Until 1811, the town included what is now Lubec as well as Moose Island and the other smaller islands within the current town boundaries. 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 settler on Moose Island was James Cochrane from the Newcastle area of Maine in 1772. The first merchant to establish himself in town was Mr. Warren from Boston who came prior to 1789.

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 clippers *Grey Feather* and *Crystal Palace* were both built in Eastport as were many other vessels. Caleb Stetson Huston and the workers of his yard 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 the larger 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. Before the War of 1812, Eastport was the busiest shipping port in the United States due mainly to smuggling. This prosperity ended on July 11<sup>th</sup>, 1814 with the arrival of Sir Thomas Hardy (who commanded the *Victory* at Trafalgar after Lord Nelson was wounded) commanding a British force of 12 warships and 1,000 men. He demanded surrender of Fort Sullivan. With only a small number of cannon and 80 men, no defense was attempted. The fort surrendered and the town was occupied. While some of the townspeople 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 1814, with the Treaty of Ghent in which the British conceded that the island belonged to the U.S., but it was not until the June 30<sup>th</sup> 1818 that a formal surrender of the island was made and it was handed back.

#### **Historic Timeline**

**1820:** Maine broke off from Massachusetts and was admitted to the Union. The town contained 120 dwellings, 75 stores, 60 wharves, and three meeting houses.

**1839:** Most of the business district was destroyed by fire, but was soon rebuilt.

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

**1861-1865:** During the Civil War Eastport sent over 400 men to fight for the Union.

**1864:** Second fire destroyed large section of business district.

**1881:** Colby's 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. Customhouse and signal station here (sic.). Inhabitants in 1880, 4006; estates \$888,892. Noted for extensive fisheries, cod, pollock, herring being cured here for markets of the world. There are 19 factories with a capacity of 700,000 cases yearly. About 1200 are employed in these factories".

**1886:** The great and final fire devastated a larger area of Eastport than the previous two fires. Reconstruction took place in 1887.

**1898:** The railroad comes to Eastport; steam ships continue to run to Boston until 1941.

**1930's:** The Great Depression hit Eastport hard. In 1933 the City began using scrip- it's own money - to pay its obligations. In 1937 the city went into bankruptcy and the State ran municipal affairs until 1943 when the city finances were declared sound.

**1935:** Eastport's highest-on-the east-coast tides were the basis for the massive Passamaquoddy tidal power project that was begun under President Roosevelt in 1935. This plan was the vision of Dexter P. Cooper, a noted engineer. A 14 by 15 foot cement model of the project is housed in the Quoddy Maritime Museum on Water Street. The causeway, Route 190, was constructed as part of this project, as was the Quoddy Village complex later (1937-1943) used by the National Youth Administration and by the U.S. Navy Seabees from 1943-1946.

**1942:** The city airport was built.

**1961:** The breakwater/pier was constructed.

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

**1978:** The Marine Trade Center of the Washington County Technical College moved to Eastport. Rail service to the city ended in 1978 but efforts are now underway to reopen the line to connect the port to the rest of the county.

**Late 1970s - early 1980s.** The Eastport Port Authority was created by the Maine legislature 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.

**1992:** The 2,500 foot runway at city airport was lengthened to 4,000 feet.

**1998:** Estes Head marine terminal was constructed.

**2004:** Construction started on new Coast Guard station.

### **PREHISTORIC ARCHEOLOGICAL SITES**

There is one known prehistoric archaeological site located within Eastport, according to the Maine Historic Preservation Commission (MHPC). The site (80.1), known from a 1950's survey, is heavily eroded and has eliminated much of the shoreline from archeological potential. One professional survey was conducted recently on Shackford Head and the results were negative.

There are 18 historic archeological sites located within Eastport, according to the Maine Historic Preservation Commission (MHPC). These are summarized below:

Site Name	Type	Period
Pesiminguady Mission	French Mission	18 <sup>th</sup> c.
Fort Sullivan	American Fort	19 <sup>th</sup> c.
Fort St. Johns	French Fort	17 <sup>th</sup> c.
Mud Battery	American Battery	18 <sup>th</sup> c.
Prince Regent Redoubt	British redoubt	19 <sup>th</sup> c.
<i>Dorothy</i>	American wreck, schooner	20 <sup>th</sup> c.
<i>Henrietta A. Whitney</i>	American wreck, schooner	20 <sup>th</sup> c.
<i>Queen</i>	American wreck, side-wheeler	19 <sup>th</sup> c.
<i>A. P. Parkhurst</i>	American wreck, schooner	20 <sup>th</sup> c.
<i>Mary H. Diebold</i>	American wreck, schooner	20 <sup>th</sup> c.
<i>Alexandria</i>	American wreck, brig	19 <sup>th</sup> c.
<i>Little Inez</i>	American wreck, gas screw	19 <sup>th</sup> 20 <sup>th</sup> c.
Unnamed vessel	Unidentified wreck, unidentified	Unk
<i>U.S.S. Franklin</i>	American wreck, steam screw frigate	19 <sup>th</sup> 20 <sup>th</sup> c.
<i>U.S.S. Minnesota</i>	American wreck, steam screw frigate	19 <sup>th</sup> 20 <sup>th</sup> c.
<i>U.S.S. Richmond</i>	American wreck, steam screw frigate	19 <sup>th</sup> 20 <sup>th</sup> c.
<i>U.S.S. Vermont</i>	American wreck, sail-powered Ship of the Line	19 <sup>th</sup> 20 <sup>th</sup> c.
<i>U.S.S. Wabash</i>	American wreck, steam screw frigate	19 <sup>th</sup> 20 <sup>th</sup> c.

Professional historic archeological work in Eastport has concentrated on Fort Sullivan. MHPC recommends that future field-work could focus on the early non-military Euro-American settlement of Eastport and its 19<sup>th</sup> century boom period of resettlement and history.

## HISTORIC BUILDINGS

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). They record five such listings for the town, which include:

- Fort Sullivan
- Central Congregational Church, Middle Street
- Todd House, 11 Capens Avenue
- Eastport Historic District (see map)
- Boynton Street Historic District (property numbers 22, 32 and 33 on map below)

In addition MHPC reports that the former Boynton High School has been placed on the Register in 2002. An extensive survey of Eastport's remarkable stock of buildings was conducted in 1998. A copy of the survey is at the Maine Historic Preservation Commission.

The official list of properties on the National Historic Register is maintained in the City's current zoning ordinance. There are 35 properties on this list. Another list in the zoning ordinance – the Historic Designated District (HDD) includes the first 22 properties on the National Register list. These two lists are reproduced below along with the HDD map (Figure B-1) reference.



**Section B****Historical and Archaeological Resources**

<b>Structure</b>	<b>Map #</b>	<b>Location</b>
United States Post Office and Customs House Built 1890-91, stone, 2 stories with 3 story tower; Late Italianate	1	1 Washington St.
Jackson Block; Built 1887, wood, 2 stories, Italianate, Henry Black Architect	2	74 Water St.
McMahon Building; 1887, wood, 2 stories, Italianate, Henry Black Architect	3	72 Water St.
Bradish Bakery Building; 1887, wood, 2 stories, Italianate, Henry Black Architect	4	68 Water St.
Knights of Pythias Building; 1928-29, wood, 3 stories, Vernacular	5	6 Boynton St.
E.E. Shead Building; 1887, brick, 2 stories, Italianate, Henry Black Architect	6	58 Water St.
Masonic Block; 1887, brick with stone trim, 2 stories, Italianate, Henry Black Architect	7	36 Water St.
Frontier National Bank; 1882, brick with stone and wood trim, iron cresting Victorian Italianate, Charles Kimball Architect	8	34 Water St.
Peavey Memorial Library; 1883, brick with stone trim, 1 story, Romanesque Revival, Rotch and Tilden Architects	9	24 Water St.
Eastport Savings Bank; 1887, brick with stone trim, 3 stories, Italianate with Pavilion, Henry Black Architect	10	43 Water St.
Hayscale Block; 1887, brick 2 story, with wood trim, Italianate, Henry Black (likely) Architect	11	49 Water St.
Sutherland Building; 1887, wood, 2 story, Vernacular	12	69 Water St.
R. M. Tuttle Building; 1887, wood, 2 story	13	71 Water St.
Corthell and Gardner Building; 1887, brick with wood and iron trim, 3 stories, Italianate, Henry Black Architect	14	75 Water St.
Trefry Block; 1887, brick with wood and iron trim, 2 stories, Italianate	15	103 Water St.
Leavitt Block; 1887, brick with wood and iron trim, 2 stories, Italianate	16	107 Water St.
Grady Building; 1887, wood frame, 3 story, Italianate	17	109 Water St.
Booth Fisheries Office; 1917, wood, 1 story, Vernacular	18	123 Water St.
Fort Sullivan Barracks; 1822, wood, 2 story	19	72 Washington St.
Todd House; 1785, wood, 1 ½ stories, Center Chimney Cape	20	1 Capen Ave.
Fort Sullivan Site; 1814-15 stone powder house	21	5 McKinley St.
Daniel Kilby House; 1820, wood, 2 stories, Federal	22	15 Boynton St.
Whelan Block; 1887 and 1928, wood, 2 stories, Italianate, Henry Black Architect	23	60-64 Water St.
Rumery Brothers Building; 1887, brick with stone and iron trim, 2 stories, Italianate, Henry Black Architect	24	56 Water St.
Bradford Block; 1887, brick with stone trim, Italianate	25	52-54 Water St.
Witherell Block; 1887, brick with stone and iron trim, Italianate	26	48-50 Water St.
A. B. Davis Building; 1887, brick with wood and copper trim, 3 stories, Italianate, Henry Black Architect	27	44 Water St.
Sentinel Block; 1887, brick with ornamental brick, 3 stories, Italianate, Henry Black Architect	28	42 Water St.
Beckett Block; 1887, brick with stone trim, 3 stories, Italianate, Henry Black Architect	29	38 Water St.
E. S. Martin Building; 1887, brick with wood and iron trim, 3 stories, Italianate, Henry Black Architect	30	75 Water St.
Sharland Building; 1887, brick with stone and iron trim, 2 stories, Italianate	31	87 Water St.
Stetson-Starboard House; 1821-1822, wood, 2 story, Federal	32	13 Boynton St.
Weston House; 1810, 2 story, Federal	33	26 Boynton St.
Central Congregational Church; 1829, wood, 2 story, Daniel Low Architect	34	26 Middle St.
Former Boynton Street High School; 1847, wood, 2 story, Italianate, Gridley J. F. Bryant Architect	35	78 High St.

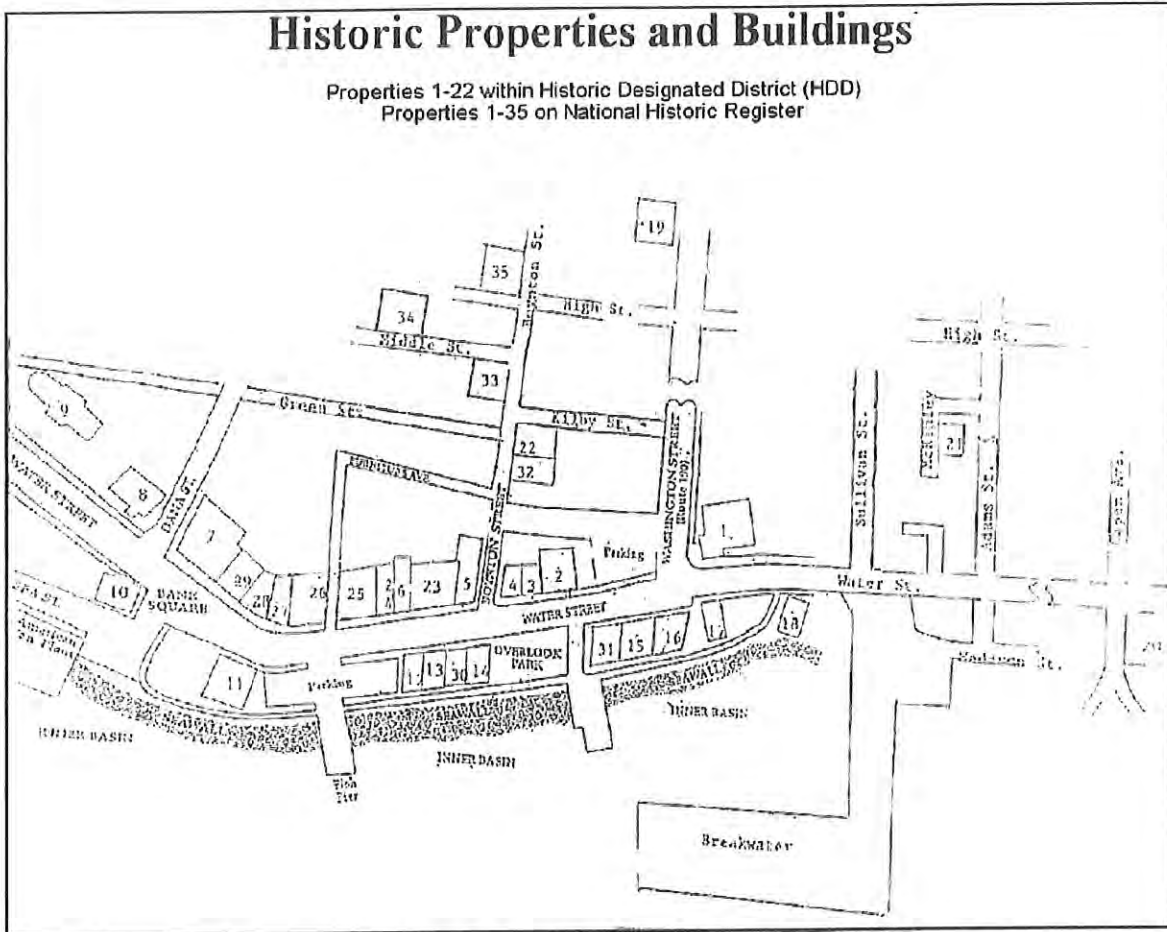


Figure B-1 Historic Properties and Buildings

Additional detailed information on some of the listings is provided below.

#### FORT SULLIVAN - SHERBROOKE

The site of Fort Sullivan, built in 1808, is now occupied by Shead High School. All that remains of the fort itself is the ruin of the powder house. The Barracks Museum on Washington Street was formerly part of the officer's quarters of Fort Sullivan. The building was constructed in 1822 and moved to its present location after the Civil War. It is now headquarters of the Border Historical Society.

#### CENTRAL CONGREGATIONAL CHURCH

This Federal style church, built in 1829, was designed by ship-builder and architect Daniel Lowe of Eastport. The original steeple blew off in 1869. The present one is of slightly different design, and was struck by lightning several times in the 20<sup>th</sup> century.

#### TODD HOUSE

This center chimney cape on Capen Avenue was built in the late 1780's. The inscription on the corner stone tells this and of the local Masonic Lodge that was founded here in 1801. (It's often called the Bucknam House after its second owner). Currently in use as a B&B.

**FRONTIER NATIONAL BANK**

This Italianate structure was built in 1882. It is one of the few original Water Street buildings refurbished following the fire of 1886. Currently leased by the city for the Police Department.

**EASTPORT SAVINGS BANK**

Designed by Henry Black of Eastport, this Italianate building on Water St. was constructed in 1887. Currently occupied by the Tides Institute.

**WESTON HOUSE**

This Federal style home was built in 1810 for Jonathan Delesdernier Weston, the attorney who drew up the papers for the U.S. repossession of Eastport after the British occupancy of 1814-1818. John James Audubon stayed at this house and it is currently in use as a B&B.

**BABB HOUSE**

A Gothic Revival house constructed using granite from Red Beach in 1869 for Drs. Luther M. and Eliza Babb. This house is at the corner of Key and Middle Streets and is now a private residence.

**BOYNTON HIGH SCHOOL**

An Italianate style designed by Gridley J.F. Bryant, a noted Boston architect. Built in 1846, it served as a school until 1917, then was used by the community for a number of years. It is now used as the city municipal building.

**U.S. CUSTOMS HOUSE AND POST OFFICE**

This Italianate style granite block building was constructed in 1890-93, and is still owned by the US Postal Service.

**PEAVEY MEMORIAL LIBRARY**

Frank Peavey donated the money for this building constructed in 1893 and named for his father Albert. This Romanesque Revival structure was designed by Rotch and Tilden of Boston. Restoration and addition of the children's wing occurred in late 1990's.

**SITE OF MOOSE ISLAND MEETING HOUSE**

The Town of Eastport was organized at a meeting on this site (now granite marker) at the corner of Clark and High Street, May 21<sup>st</sup>, 1798. Spectacular views of the bay can be seen from this location.

**THE OLD FRENCH CELLAR**

Kilby's History of Eastport makes reference to "the old French cellar" next to the site of the Moose Island Meeting House. There are references to Eastport having French settlers before the English arrived. In Guy Murchies's book, History of the St. Croix, there is a hand drawn map showing a French settlement at Prince's Cove.

**KILBY HOUSE**

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. At this site a banquet was held on July 1<sup>st</sup>, 1818 by the people of Eastport to honor Brigadier General James Miller, the hero of

Lundy's Lane in the War of 1812. Miller represented the U.S. government during the ceremony of Eastport's return to American control on June 30<sup>th</sup>.

**RAYE'S MUSTARD MILL**

Founded in 1903 by John Wesley Raye, this classic 19<sup>th</sup> century mill, replete with wooden barrels, aging tank and a cooper's shop, remains in operation- virtually unchanged. The mill houses a series of hand-cut granite grindstones, each weighing a ton. The mill is still operated by the Raye family.

**CEMETERIES**

There are many interesting stones in the city's historic Hillside and Bayside Cemeteries, including those of British soldiers who died during the occupation. Of particular interest are the city tombs, a.k.a. the Masonic tombs, cornerstone dated October 4, 1828. This unique structure, the only one of its style in eastern Maine, no doubt would be eligible for placement on the National Register.

An inventory of Eastport's cemeteries and burial sites is shown on **Map 3 – Eastport Public Facilities**.

1. Hillside Cemetery East & West (c. 1 acre)
2. Bayside Cemetery (c. 1 acre)

**PROTECTION MEASURES**

Municipal planning concerning archeological sites should identify and protect significant sites. Resource protection zoning can accomplish this and/or individual landowners of significant properties can be approached to obtain permission for nomination of archeological sites on their property to the National Register of Historic Places. Individuals can also voluntarily donate preservation easements. National Register listing extends protection of Federal legislation against actions by Federal agencies, while the combination of National Register listing and preservation easement with posting against ground disturbance extends the protection of State Antiquities Legislation to archeological sites.

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. According to the Maine Historic Preservation Commission, little professional survey work for historic archeological sites has been conducted in Eastport. No work has been done to determine possible sites of early French settlement of the island. The Maine Historic Preservation Commission can provide technical and financial assistance in designing and conducting surveys.

Eastport has two active historical societies (Border Historical Society, Quoddy Maritime Museum) and a Historic Review Board. Much of the local housing stock and commercial structures in the city predate 1910. 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 date from the boom times of the sardine era. Most of the huge Victorian houses were torn down or drastically modified by the late 1970's.

As listed and mapped above, twenty-nine properties in the downtown commercial district are listed in the National Register of Historic Places, as are eight additional structures or sites throughout the city. Half of these structures or sites have been placed in the local Historic Overlay Zone - the Historical Designated District (HDD). Regulations concerning this zone were revised in 1993. The Zoning Ordinance includes an official list of properties within the HDD as well as an official list of properties on the National Historic Register.

**THREATS TO EXISTING SITES**

**Historic Buildings:** The historic buildings that have been identified above are protected within the provisions of existing zoning ordinance..

**Archaeological Sites:** The locations of the above referenced archaeological sites are adequately protected under the existing Shoreland Zoning and Flood Plain Management Ordinances adopted by the city. Additional survey and field work could be undertaken as recommended by the Maine Historic Preservation Commission, as resources allow.

**Public Survey Input**

The Masonic Tombs, in Hillside Cemetery East, should be preserved and placed on the National Register. Today several layers of bricks have separated from the brickwork and are in danger of falling away from the inner wall.

Respondents showed considerable support for heritage tourism opportunities in the Common Ground Survey (see Chapter L – City Survey Results) including interest in historic site information, more marked historic sites, recreation of early works, and more historic tours.

**GOALS, POLICIES AND IMPLEMENTATION STRATEGIES**

Eastport will increase opportunities for the city to preserve historically significant buildings and sites and to raise the awareness of both residents and visitors of the rich history of Eastport. This will be achieved through the goals, policies and implementation strategies described below.

<b>Goal: Eastport will preserve the State’s historic and archeological resources for future generations to enjoy and pass on to their children as they have been passed on to the present.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Preservation</b>			
Protect and preserve known archaeological and historic sites.	Promote awareness of historic structures and artifacts and encourage participation by property owners in the local Historic Designated District, or by listing their property on the National Register of Historic Places.	Planning Board; Historic Review Board Cemetery Com. (Cemetery only) Property Owners	Immediate
	Work in cooperation with the State of Maine to protect identified historical and	Planning Board; City Council	Immediate

**Section B**

**Historical and Archaeological Resources**

<b>Goal: Eastport will preserve the State's historic and archeological resources for future generations to enjoy and pass on to their children as they have been passed on to the present.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	archaeological resources within Eastport.		
	Encourage municipal participation in the Historic Designated District by placing the municipal property located between lower Washington St. to lower Key St. in the District: Water St., sidewalks, Overlook Park, Fish Pier and parking lot, Seawall Walkway, street lights, and the former Boynton High School. The addition of this city property to the district will encourage other property owners to join and encourage cooperation among local historic preservation groups and organizations.	City Council; Historic Review Board	Immediate
Ensure that archeological and historic sites are not unknowingly destroyed.	Undertake historical archaeological survey work at the former sites of Fort Sullivan and Prince Regent Redoubt.	City Council; Historic Review Board	As funding allows
<b>Education</b>			
Continue to identify and document Eastport's above ground resources. Collect and maintain historic city records.	Store such documentation locally and make available to local citizens and other interested parties.	City Council; Historic Review Board; City Clerk	On-going
Develop and encourage public access to significant historic and shoreline sites within the City.	<p>Encourage:</p> <ul style="list-style-type: none"> <li>• tours to historic sites;</li> <li>• efforts to preserve Eastport's sardine canning history: factory sites, artifacts, and remaining buildings of significance;</li> <li>• preservation and public awareness of the history of Camp Lee-Stephenson (Quoddy Village). Inscribe the historic site marker and move to municipal property;</li> <li>• exploration and preservation of Eastport's cultural history, including broadening knowledge of the role of New York's Grand Central School of Art, which held summer sessions in Eastport for several years.</li> </ul> <p>Preserve and exhibit the works of local artists. Continue the preservation of the former Boynton High School building. Place interpretive signs at local historic and National Register buildings and sites.</p>	City Council; Historic Review Board	As funding allows
<b>Regulation</b>			
Formulate guidelines or land use controls to protect and preserve historic and archaeological resources if identified.	Review the existing Shoreland Zoning and Zoning Ordinance and develop land use controls for protection of archeological and historic sites and structures.	Planning Board; Historic Review Board	Immediate
	Establish a mechanism for review of all construction or other ground disturbing	Planning Board	Short-term (within 2

<b>Goal: Eastport will preserve the State's historic and archeological resources for future generations to enjoy and pass on to their children as they have been passed on to the present.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	activity within prehistoric archeologically sensitive and historic archeologically sensitive areas.		years)
	Require that development plans include a plan showing the preservation of known historic or naturally significant areas.	Planning Board	Immediate

**SUMMARY**

The history and economy of Eastport is substantially based upon the natural resources that drove the local and regional economy including shipbuilding, port development and the sea. Most of downtown Eastport is on the National Registry of Historic Places. As the record of historic structures reveals Eastport has protected a great abundance of its historic structures, many of which are over a hundred years old. Three fires completely demolished the commercial district of the city, the first and second in 1839 and 1864, the last and worst in 1886. Eastport was rebuilt with masonry the following year and looks very much the same today as it did in 1887. Eastport will continue to protect its remarkable heritage through the protection of historically significant buildings and locations.

See Appendix C for interpretive materials in support of heritage, nature and cultural tourism.

# Eastport Comprehensive Plan

Map 3: Eastport Public Facilities

**LEGEND**

State roads	Streams
Town roads	Water
Private roads	

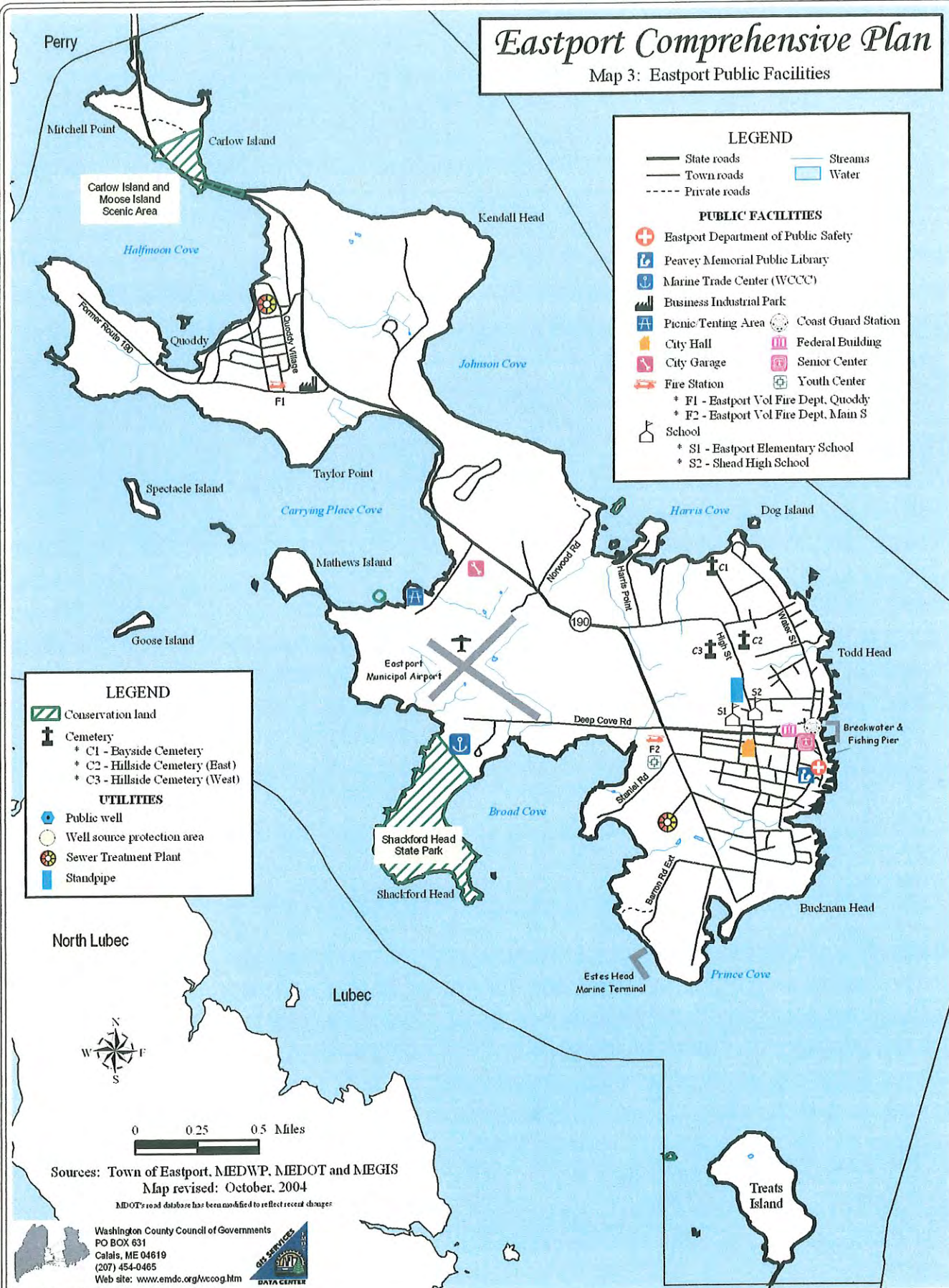
**PUBLIC FACILITIES**

Eastport Department of Public Safety	Coast Guard Station
Peavey Memorial Public Library	Federal Building
Marine Trade Center (WCCC)	Senior Center
Business Industrial Park	Youth Center
Picnic/Tenting Area	City Hall
City Garage	Fire Station
Fire Station	School
School	School

\* F1 - Eastport Vol Fire Dept, Quoddy  
 \* F2 - Eastport Vol Fire Dept, Main S  
 \* S1 - Eastport Elementary School  
 \* S2 - Shead High School

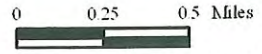
**LEGEND**

Conservation land
Cemetery
* C1 - Bayside Cemetery
* C2 - Hillside Cemetery (East)
* C3 - Hillside Cemetery (West)
<b>UTILITIES</b>
Public well
Well source protection area
Sewer Treatment Plant
Standpipe



North Lubec

Lubec



Sources: Town of Eastport, MEDWP, MEDOT and MEGIS  
 Map revised: October, 2004

MDOT's road database has been modified to reflect recent changes

Washington County Council of Governments  
 PO BOX 631  
 Calais, ME 04819  
 (207) 454-0465  
 Web site: [www.emdo.org/wccog.htm](http://www.emdo.org/wccog.htm)

See map disclaimer at end of the Executive Summary.



## C. POPULATION

An important factor in Eastport's Comprehensive Plan is the city's population and how that population may change in the future. The ultimate goal of a comprehensive plan is to provide for a proper relationship between the city's future population and its environment. Accordingly, most phases of the plan are either dependent upon, or strongly influenced by, the size and composition of the city's future population.

### MIGRATION ANALYSIS

According to Census data Eastport's population declined by 325 persons during the last decade of the millennium. This decrease can be attributed primarily to migration. During the 1990's, Eastport recorded 388 deaths and only 228 births and a net out-migration of 165 people. This decline is shown in the formula below.

1990 Census Population = 1,965  
 Plus the number of births to Eastport residents between 1990 and 2000 (228) = 2,193  
 Minus the number of deaths of Eastport residents between 1990 and 2000 (388) = 1,805  
 Minus out-migration (165) to attain the 2000 Census Population = 1,640

### POPULATION STATISTICS

#### Population and Growth Rates

The following table shows the year-round population and growth rate by decade in Eastport, Washington County and Maine since 1900. The overall trend in since 1900 (population ~5000) is a significant and continuous decline.

Table C-1 Population and Growth Rates

Year	Eastport		Washington County		Maine	
	Number	% Change	Number	% Change	Number	% Change
2000	1640	-16.5%	33,941	-3.87%	1,274,923	3.83%
1990	1965	-0.86%	35,308	0.99%	1,227,928	9.18%
1980	1982	-8.03%	34,963	17.09%	1,124,660	13.37%
1970	2,155	-7.6%	29,859	-9.27%	992,048	2.35%
1960	2,332	-25.3%	32,908	-6.48%	969,265	6.07%
1950	3,123	-6.7%	35,187	-6.83%	913,774	7.85%
1940	3,346	-3.5%	37,767	-0.16%	847,226	6.25%
1930	3,466	-22.9%	37,826	-9.31%	797,423	3.83%
1920	4,494	-9.4%	41,709	-2.79%	768,014	3.45%
1910	4,961	-0.1%	42,905	-5.14%	742,371	6.90%
1900	~5,000	-	45,232	-	694,466	-

Source: U.S. Census Bureau

Population in the service centers of Eastport and Calais in eastern Washington County steadily declined since 1990 and at a greater rate than in the county as a whole. Neighboring Lubec saw a similar loss in numbers while Perry and Robbinston remained stable or increased marginally.

Table C-2 Population of Eastport and Neighboring Communities

		1990	2000
Calais	number	3963	3447
	GPY 90-00	-	-1.30%
	% growth	-	-13.02%
Eastport	number	1965	1640
	GPY 90-00	-	-1.65%
	% growth	-	-16.54
Lubec	number	1853	1652
	GPY 90-00	-	-1.08%
	% growth	-	-10.85%
Perry	number	758	847
	GPY 90-00	-	1.17%
	% growth		11.74%
Robbinston	number	495	525
	GPY 90-00	-	0.34%
	% growth	-	0.61%
Washington County	number	35,308	33,941
	GPY 90-00	-	-0.39%
	% growth	-	-3.87 %
State	number	1,227,928	1,274,923
	% growth	-	3.83 %

Source: 1990 Census, 2000 Census

### Population Forecasts

As the table and chart below depict, the State Planning Office predicts that the population of Eastport will continue the decline that occurred in the 1990's to 1532 individuals by 2005, to 1493 in 2010 and then to increase modestly to 1,508 individuals by 2015.

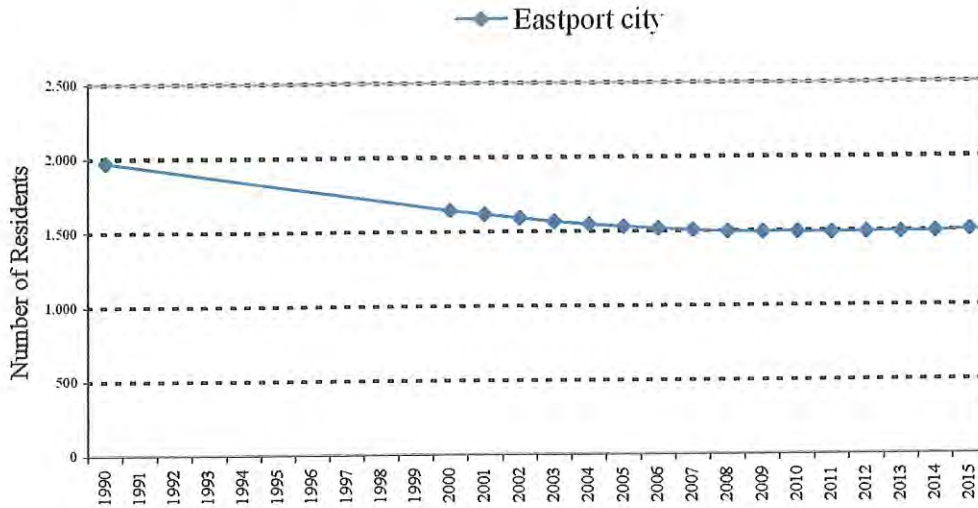
Table C-3 Population Projections

Year	Eastport		Washington County		Maine	
	Number	% Change	Number	% Change	Number	% Change
2015	1,508	1.00%	33,111	2.47%	1,300,000	-2.26%
2010	1,493	-2.55%	32,312	0.30%	1,330,117	-2.98%
2005	1,532	-6.59%	32,217	-5.09%	1,371,022	7.7%
2000	1,640		33,941	-3.87%	1,274,923	3.83%

Source: State Planning Office

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

Estimated 1990 to 2000 Population Trend  
& Projected 2000 to 2015 Population Trend



Source: Maine State Planning Office analysis of 1990-2000 US Census Data

The city’s population has contracted modestly in the past 50 years. The following analysis compares the analysis above provided by SPO with both a rate of growth calculation and linear regression analysis. The analyses that best reflect the SPO projection are those that base their estimates on the last 30 to 50 years of Eastport’s population decline. During the 1990s, a decline of -1.65 percent per year occurred. If that trend continued, Eastport would decrease to 1233 persons in 2015 (or 1153, using linear regression). If, however, a somewhat less precipitous annual rate of growth is observed (-0.80 to - 0.95 percent per year) as occurred over the longer term from 1970 to 2000 or from 1950 to 2000 then the population of the city would decline to a number (1406-1467 individuals) nearer to the SPO projection (1508). Changes in economic activity and land use, including new year-round residential development, will determine actual population growth over the next ten years. A slight to modest population increase is most likely to occur over the next ten-year period. An analysis of recent building permit activity is provided in the chapter on housing.

Table C-4 Linear Regression and Growth per Year Population Predictions

Timeframe on which prediction is based	Average Growth Per Year (Non-Compounded)	Eastport Population Predictions for the year 2015	
		Using Average Growth Per Year (NC)	Using Simple Linear Regression
1950-2000	-0.95%	1406	1206
1970-2000	-0.80%	1467	1444
1990-2000	-1.65%	1233	1153

### Seasonal Population

There are no state or federal statistics on seasonal population for Eastport. As a scenic, coastal community, seasonal development has a significant impact on our community. Based on a total of 75 seasonal housing units reported in the 2000 Census, and estimating average household size for non-residents at 2.7 approximately 200 additional persons may stay in Eastport seasonally. Visitors staying in short term rental accommodations associated with summer festivals also increase demands on local services; these issues are examined in the chapter on Economics and Employment. Given recent declines in the resident population, due to reduced employment opportunities and rising property values, it is anticipated that seasonal people who choose to stay year round will account for much of the future increases in population. More information on household composition and on the housing stock is presented in the housing section of this plan.

### Age Distribution

The following 2000 statistics compare population by age groups for the City of Eastport, the county and the state.

Table C-5 Population by Age Groups

Age Group	Eastport		Washington		Maine	
	Numb	Percent	Numb	Percent	Number	Percent
Under 5 years	84	5.1	1727	5.1	70726	5.5
5 to 9 years	81	4.9	2176	6.4	83022	6.5
10 to 14 years	92	5.6	2363	7.0	92252	7.2
15 to 19 years	94	5.7	2403	7.1	89485	7.0
20 to 24 years	85	5.2	1813	5.3	69656	5.5
25 to 34 years	145	8.8	3812	11.2	157617	12.4
35 to 44 years	240	14.6	5114	15.1	212980	16.7
45 to 54 years	275	16.8	5048	14.9	192596	15.1
55 to 59 years	97	5.9	1960	5.8	68490	5.4
60 to 64 years	95	5.8	1669	4.9	54697	4.3
65 to 74 years	182	11.1	3085	9.1	96196	7.5
75 to 84 years	122	7.4	2065	6.1	63890	5.0
85 years and over	48	2.9	706	2.1	23316	1.8
Median age (years)	45	NA	40.5	NA	38.6	NA

Source: 2000 Census

Eastport has a lower percentage of young residents and a higher percentage of older residents than does Washington County or the state. In fact, our median age is 6.4 years higher than the state median age.

The median age of Eastport's population increased 5.4 years (13.64%) between 1990 and 2000. Direct comparison of the 1990 and 2000 figures may contain a small margin of error. In the table below, the discrepancies occur in the following categories: 5 to 17 years versus 5 to 19 years and 18 to 64 years versus 20 to 64 years.

Table C-6 Eastport Population by Age Year Comparisons

Age Group	1990	Age Group	2000
Under 5 years old	122	Under 5 years old	84
5-17 years old	343	5-19 years old	267
18-64 years old	1,089	20-64 years old	937
65 and above	411	65 and above	352
Median Age	39.6	Median Age	45

Source: 1990 Census, 2000 Census

The older segments of the city's population (number of residents aged 65 or above) have remained constant at about 21% between 1990 and 2000. During the same time, a decline of about 1.5% occurred in the number of school-aged residents of 5-17/19 years old.

Table C-7 Eastport Population by Gender

Year	Female	%	Male	%	Total
2000	864	52.7	776	47.3	1640
1990	1,035	53	930	47	1965

Source: 1990 Census, 2000 Census

The distribution of females and males has remained about constant.

Outpacing the trends of neighboring communities, the county and the state, the average household size in Eastport went down about 13%, indicating the presence of more households with fewer or no children. Given the increase in median age, it is likely that many of these households are 'empty nests' in which the children have grown up and moved out of Eastport or households in which childless singles or couples moved into Eastport.

Table C-8 Household Size

Average Household Size and Growth Rate: 1990-2000			
		1990	2000
Calais	Household Size	2.44	2.24
	GPY 90-00	-	-0.82%
	% growth	-	-8.20%
<b>Eastport</b>	<b>Household Size</b>	<b>2.42</b>	<b>2.14</b>
	<b>GPY 90-00</b>	-	<b>-1.16%</b>
	<b>% growth</b>	-	<b>-11.57%</b>
Lubec	Household Size	2.29	2.14
	GPY 90-00		-0.66%
	% growth		-6.55%
Perry	Household Size	2.78	2.54
	GPY 90-00	-	-0.86%
	% growth	-	-8.63%

Average Household Size and Growth Rate: 1990-2000			
		1990	2000
Robbinston	Household Size	2.55	2.61
	GPY 90-00	-	0.24%
	% growth	-	2.35%
Washington County	Household Size	2.55	2.34
	GPY 90-00	-	-0.82%
	% growth	-	-8.2%
State	Household Size	2.56	2.39
	% growth	-	-6.6%

Source: 1990 Census, 2000 Census

As with the total population figures the smaller neighboring communities of Perry and Robbinston saw increases in the number of households while the larger centers of Eastport, Calais and Lubec declined. The large percentage increase in Perry appears more dramatic than its true effect when you consider that small absolute numbers are reflected in high percentage increases when the original population is relatively small.

Table C-9 Number of Households

		1990	2000
Calais	Number	1,536	1,486
	GPY 90-00	-	-0.33%
	% growth	-	-3.26%
Eastport	Number	797	750
	GPY 90-00	-	-0.59%
	% growth	-	-5.9%
Lubec	Number	788	755
	GPY 90-00	-	-0.42%
	% growth	-	-4.19%
Perry	Number	273	331
	GPY 90-00	-	2.12%
	% growth	-	21.25%
Robbinston	Number	194	201
	GPY 90-00	-	0.36%
	% growth	-	3.61%
Washington County	Number	13418	14118
	GPY 90-00	-	0.52%
	% growth	-	5.22%
State	Number	465312	518200
	% growth	-	11.37%

Source: 1990 Census, 2000 Census

Reflecting the overall loss in population of 325 persons, the number of households in Eastport declined also by 6%. Household size has decreased as empty nesters and retirees occupy more of the city's housing stock. Contrary to what occurred in Eastport, Washington County saw an increase in the number of households despite a decline in population of 3.8 percent, which indicates the presence of more single person, single parent, and retiree households countywide.

Table C-10 Education

School Enrollment (aged 3 and up)	1990	1990 % Pop	2000	2000 % Pop
<b>Eastport</b>	439	22%	285	17%
Washington County	8682	24.6%	8,044	23.7%
State	304,868	24.8%	321,041	25.2%

Source: 1990 Census, 2000 Census

In 2000, the city had a lower percentage of school enrollment than did the county and state. School enrollment has declined in the city and county, but has increased statewide.

Table C-11 Public School Enrollment of Eastport Residents

School Year	Elementary	Secondary	Total
October, 2002	155	61	216
October, 2001	179	64	243
October, 2000	171	65	236
October, 1999	184	63	247
October, 1998	180	88	268

Source: School Union 104

The city's public school enrollment has declined significantly in the last five years at the primary and secondary levels. While this decline is likely to stabilize, the loss of young families means that an upsurge in public school enrollment is unlikely in the near term. There are no state statistics predicting future enrollment figures for the city. While some pupils are home-schooled in Eastport, this accounts for only a minor part of the substantial decrease in enrollment.

Table C-12 2001-02 Approved Home Instruction Pupils

CITY	KIND.	GR 1-8	GR 9-12	OTHER	TOTAL
Eastport	-	4	-	-	4

Source: Maine DOE

Table C-13 Trend in Home-Schooling

Trend (# of Pupils)	1997-98	1998-99	1999-00	2000-01	2001-02
Eastport	6	3	0	0	4

Source: Maine DOE

Table C-14 Educational Attainment 2000

	Calais	Eastport	Lubec	Perry	Robbinston	Washington Co. 2000	State 2000
	Percent	Percent	Percent	Percent	Percent	Percent	Percent
High School Graduate or higher	84.6	<b>78</b>	74.2	81.2	78.1	79.9	85.4
Bachelor's degree or higher	11.5	<b>18.5</b>	13.2	14.7	16.1	14.7	22.9

Note: Percent calculated from persons aged 25 and over.

Source: 2000 Census

The city's levels of education in the Bachelor's degree of higher level or attainment are higher than the surrounding communities and lie between the county and state averages. However the High School Graduate of higher level or attainment is comparable to nearby communities and lower than both the County and the State. This is in part explained by the higher median age of the city's population.

### GOALS, POLICIES AND IMPLEMENTATION

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

<b>Goal: Eastport will use complete and current information about its population when making administrative and policy decisions for the city.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
Eastport will actively monitor the size, characteristics and distribution of its population.	The city will gather all available population estimates, census data and other information concerning the number and characteristics of the city's population.	City Manager; School Board	Immediate
	The city will maintain population information in appropriate files that are available in the city hall for use by the city Officers and by residents.	City Manager	Immediate
	The city will update the population information files every five years.	City Manager	Long-term
	The city will seek assistance in the collection and maintenance of this data from the Washington County Council of Governments, the designated census information center for Washington County.	City Manager	On-going



**SUMMARY**

The population of Eastport has decreased significantly over the long term, with a higher rate of decline seen in just the past decade. In addition our population is aging. There are fewer school age children and our city has seen a decrease in the average household size. Numbers of retiree and perhaps single parent households are increasing. Limited employment opportunities help explain the decline in the numbers of young families residing in Eastport. A seasonal influx of approximately 200 people increases demands on services and these individuals may account for some of the future increases in year-round population. The city should continue to make available demographic information to residents and should remain mindful of the needs of our changing population.

## D. NATURAL RESOURCES

As a cluster of marine islands, Eastport is defined by scenic water views. Some of her natural treasures include vistas of the Canadian islands, ocean passages, little inlets and coves, and the reaches of deep water located close to shore. As a city that was once far more intensively developed than today, Eastporters often define her natural and built treasures as one and the same. Indeed a community visioning session combined the natural and constructed value of the Hillside Cemetery, the breakwater and fishing pier, the seawall in downtown and the trail that follows the abandoned rail bed through neighborhoods.

The coastline of Moose Island and in particular the outer islands themselves support coastal and wading waterfowl, several productive fisheries and bald eagles. These resources contribute to the city's attractiveness as a place to work, live and visit.

Less positive are the uncompromising soils on the island and the lack of sufficient freshwater to support the population. Water is provided from neighboring water sources in Perry and, where connection to the central sewage treatment facility is not available, development density is limited.

### LOCATION AND TOPOGRAPHY

The City of Eastport is a cluster of islands located in the easternmost part of Washington County, Maine. There are two large islands, Moose and Carlow Islands, and several other smaller islands as described in Table 1. The highest point in Eastport, Redoubt Hill, is slightly over 200 feet in elevation. The city is situated approximately 30 miles southeast of Calais and is bordered on the north by the Pleasant Point Reservation of the Passamaquoddy nation, and on the west by Cobscook Bay and the islands and peninsula of Lubec. To the east are the Canadian islands of Campobello and Deer Island.

The tidal movement and the topography of the Bay of Fundy creates large fluctuations in water level and create conditions for a deep water port. The waters are cold and produce a cool humid oceanic climate. The land area of Eastport is approximately 3.66 square miles (2342.4 acres). For general contour elevations see Map 4: Topography, Steep Slopes and Flood Zones at the end of this section.

**Table D-1 ISLANDS WITHIN THE CITY OF EASTPORT**

Name	Acreage	Ownership (Public/Private)	Number of owners	Notes
Moose Island	2300	Private/ public	Multiple	
Carlow Island	69.4	Private/ public-state	2	State 4.4.acres
Burial Island	0.2	Public (municipal)	1	
Dog Island	0.5	Public (US Gov't Dept of Transportation)	1	
Dyer Island	0.5	Private	1	
Goose Island	2	Public (State of Maine)	1	

Name	Acreage	Ownership (Public/Private)	Number of owners	Notes
Half-Moon Island	0.75	Private	1	
Matthews Island	14	Private	1	
Monument Island	0.5	Private	1	
Spectacle Island	4	Private	1	
Treat Island	72	Private	2	Western half (36 acres) enrolled in Farm and Open Space Program

## GEOLOGY

The geology of Eastport 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 soil types in a ten-acre parcel of land. Much of the island is composed of Colbath gravelly and very rocky loams, both 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. A generalized soils map is provided on Map 5 from STATSGO soil data (the only digital data source in Washington County) describing the entire island as composed of Lyman-Lamoine-Scantic complex. More detailed information on soils is provided below and available on maps at the City Managers office.

## LAND SUITABILITY FOR DEVELOPMENT

### Soils

“Soil survey” is a general term for systematic examination of soils in the field and laboratory. It involves describing, classifying, and mapping soil 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) located in Machias has analyzed the characteristics, behavior, distinctive properties and appropriate uses of each different soil type. This data can be found on soils maps of each community in Washington County.

Very few areas of Eastport or indeed of Maine in general, have large tracts of land that are ideal for residential development. The Natural Resources Conservation Service of the USDA has produced a handbook of Soil Survey Data for Growth Management in Washington County. This publication is available at the Eastport City office along with the soils maps prepared by SCS at a scale of 1 inch = 2000 feet. It includes many tables that interpret the suitability of different soils for agricultural production, woodland productivity, erodability and low density development.

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

**Table D-2 SOIL SUITABILITY FOR DEVELOPMENT**

Map Unit	Soil Name	Septics	Dwellings	Roads	Development
27A	Kinsman loamy sand	Very Low	Medium	Medium	Very Low
29T	Gouldsboro Silt Loam	Very Low	Very Low	Very Low	Very Low
29X	Udorthents – urban complex				
39 R E	Abram-Rock- Outcrop-Ricker Complex, 15-80%, very stony	Very Low	Very Low	Very Low	Very Low
216-B	Adams Loamy Sand, 3-8%	Low	Very High	High	Medium
223-B	Sheepscot Fine Sandy Loam, 0-8%	Very Low	High	High	Medium
230C-D	Buxton Silt Loam, 8-15%	Medium	Medium	Medium	Medium
233A	Scantic Silt Loam	Very low	Very low	Very low	Very low
235B	Lamoine Silt Loam, 0-6%	Very low	Medium	Medium	Low
236A	Lamoine-Scantic Complex, 0-5%	Very low	Medium	Medium	Low
262B	Tunbridge-Lyman Complex, 3-8%	Medium	High	High	High
262C	Tunbridge-Lyman Complex, 8-15%	Medium	Medium	Medium	Medium
263C	Tunbridge-Lyman-Abram Complex, 3-15%, very stony	Medium	Medium	Medium	Medium
263E	Abram-Lyman Complex, 15-45%, very stony	Very Low	Very Low	Very Low	Very Low
272B	Dixfield-Colonel 3-8%	High	High	High	High
280-B	Masardis Fine Sandy Loam, 3-8%	Low	Very High	Very High	Medium
280-C	Masardis Fine Sandy Loam 8-15%	Very Low	High	High	Medium
330B	Lamoine-Tunbridge-Scantic Complex, 0-8%, very stony	Very low	Medium	Medium	Low
363C	Lyman-Tunbridge-Abram Complex, 3-15%, very stony	Low	Low	Medium	Low
363E	Lyman-Tunbridge- Abram Complex, 15-60%, very stony	Very Low	Very Low	Low	Very Low
364B	Naskeag-Tunbridge-Lyman Complex, 0-8%, very stony	Very Low	Medium	Medium	Low

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

These maps and data sheets are useful to the city to predict the sequence of development; develop future land use plans and update zoning; indicate areas where streets or sewers may be prohibitively costly; and identify where environmentally sensitive land should be

protected. Individuals can learn problems or development costs associated with a piece of land and the advantage of one piece of land over another prior to purchase. The information will help answer whether the site can support a septic system, if the basement will always be wet, if there is a high potential for erosion, and the bearing capacity of the soil.

Soil survey maps do not eliminate the need for on-site sampling, testing, and the 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 precede development decisions.

### **Highly Erodible Soils**

The removal of surface vegetation from large areas of land can cause erosion, which is a major contributor of pollution to surface waters. Highly erodible soils have a potential to erode faster than normal. Soil composition affects its susceptibility to erosion but the combined effects of slope length and steepness are the greatest contributing factors when identifying highly erodible soils.

Most development and intensive land use can and should take place on areas with slopes of less than 15 percent (representing an average drop of 15 feet or less in 100 feet horizontal distance). On slopes greater than 15 percent, the costs of roads, foundations and septic, sewer and other utility systems rise rapidly. Map 4: Topography, Steep Slopes and Flood Zones identifies the location of steep slopes in Eastport.

### **FARM AND FOREST LAND**

In the early 1900's market farms located "out-island" (that part of Eastport 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 nearly 40 years. Local zoning (rural residential) of these parcels allows such uses to resume.

Many of the soils on the island are not conducive to agriculture. 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 are 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 is rated 6B by the Maine Forest Service. This zone supports culture of apples, raspberries, blackberries, and blueberries. These crops thrive in the relatively acidic soil (pH of 5.0 – 5.5). However, the shallow acidic soils limits agriculture. Eastport is also home to a small red ant, unofficially thought to be a European Fire Ant, which has a stinging bite, a voracious appetite and is difficult to control.

Forestry is not currently practiced on a regular basis in the city. According to the Maine Forest Service the last timber harvest, in 1996, was a selection harvest on 58 acres. When the island was first settled, extensive stands of beech, maple, and birch were found. These native stands were rapidly depleted and have in fact been cut three or four times over. Today no substantial growth of hardwood exists on the island. Five parcels of property containing 174 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 a scrub growth of alder, choke cherry, and wild plum.

Commercial forestry is impractical for Eastport, because of the relatively small land area (3.7 square miles). Most tracts of land are too small for wood harvesting machinery and available wood has little economic value. The lack of extensive hardwood stands minimizes the potential for marketing as firewood.

An inventory of street and shade trees has not been prepared but would be helpful as part of efforts to revitalize downtown and augment recent investments in interpretive signs, welcome areas and street improvements.

## **WATER RESOURCES**

The water resources of Eastport are vital to the community for shipping, commercial fishing, recreational fishing, aquaculture, sight-seeing, and various water-based recreation. 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 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 Eastport's water resources. A more detailed examination of marine waters and marine resources is considered in the following section.

### **Watersheds**

A watershed is the land area in which runoff from precipitation drains into a body of water. As a collection of islands, Eastport is its own self-contained watershed. There are no named rivers or streams in Eastport nor are there any lakes or great ponds. Several small un-named 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 areas east and west of the airport.

### **Shorelands and Floodplains**

Shorelands are environmentally important areas because of their relationship to water quality, their value as wildlife habitat and travel, and their function as floodplains. Development and the removal of vegetation in shoreland areas can increase runoff and sedimentation leading to an increase in the amount of nutrients and other pollutants that reach surface water. This can lead to algal blooms and closure of shellfishing areas. Steep slopes with highly erodible soils

are particularly susceptible to erosion. The Shoreland Zoning Ordinance, with revisions adopted by Eastport in 2001, is designed to provide protection to shorelands.

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

The 100-year floodplains within Eastport have been identified by the Federal Emergency Management Agency (FEMA) for administration of the Federal Flood Insurance Program. A 100-year flood is a flood that has 1 chance in 100 of being equaled or exceeded in any 1-year period. Local flood plain areas fall into two major categories: areas prone to flooding and velocity zones or areas susceptible to damage from wind-driven water during coastal storms. Except for Halfmoon Cove the entire perimeter of Eastport is surrounded by a velocity zone. One hundred year floodplains are associated with Prince Cove, the eastern bay of Broad Cove, Carrying Place Cove and Halfmoon Cove. See Map 4: Topography, Steep Slopes and Flood Zones. Eastport adopted a Floodplain Management Ordinance in August of 2000 that includes construction standards to minimize flood damage within the 100-year floodplain.

### **Wetlands**

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

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

The MDEP has identified wetlands located within Eastport, as illustrated on Map 6: Water Resources and Public Access. These wetlands were identified by aerial photo interpretation and confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The MDEP has jurisdiction over freshwater wetlands and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act. Finally, the Mandatory Shoreland Zoning Law provides protection to mapped non-forested wetlands.

The island contains several significant coastal wetland areas. Toll Bridge Road (Former Route 190) passes through Steele's Marsh, the most notable. Steele's 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 vegetation around the edges of Carrying Place, Johnson, Half Moon, and Harris Coves.

The majority of freshwater wetlands which occur on the island are Class 3 alder swamps, and minor streams regulated by the National Resource Protection Act (NRPA), many of which are spring fed, and serve as storm water storage, recharge areas and drainage systems.

### Groundwater - Sand and Gravel Aquifers

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

The Maine Geological Survey has identified no sand and gravel aquifers within Eastport. The vast majority of Eastport's water comes from the Passamaquoddy Water District whose source protection area is below Boyden Lake in the neighboring municipality of Perry. There are nevertheless some public wells in Eastport; see Map 6: Water Resources and Public Access for location of several Public Water Supply Sources in Eastport as follows:

Table D-3 PUBLIC WATER SUPPLIES

Water System Name	Public Water Supply Type <sup>1</sup>	Source Name	Source Type	Location
MARINE TRADES CENTER <sup>2</sup>	Non-Transient	DR WELL 350' (RED)	Groundwater	EASTPORT
MARINE TRADES CENTER <sup>2</sup>	Non-Transient	DR WELL 350' (BLUE)	Groundwater	EASTPORT

<sup>1</sup> The Maine Rules Relating to Drinking Water (Chapter 231) define a "public water system" as any publicly or privately owned system of pipes or other constructed conveyances, structures and facilities through which water is obtained for or sold, furnished or distributed to the public for human consumption, if such a system has at least 15 service connections, regularly serves an average of at least 25 individuals daily at least 60 days out of the year or bottles water for sale.

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

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

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

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

<sup>2</sup> It should be noted that both wells at Marine Trade Center are abandoned and contaminated.



Water System Name	Public Water Supply Type <sup>1</sup>	Source Name	Source Type	Location
SEAVIEW CAMPGROUND	Transient	DR WELL - 200' - (WELL#1)	Groundwater	EASTPORT
HARRIS PT.SHORE MOTEL & COTTAGES	Transient	DR WELL	Groundwater	EASTPORT
SEAVIEW CAMPGROUND	Transient	DR. WELL 300' (WELL #2)	Groundwater	EASTPORT
MSU 104 SHEAD HIGH SCHOOL	Non-Transient	DRILLED WELL 540	Groundwater	EASTPORT
PASSAMAQUODDY WATER DISTRICT	Community	BOYDEN LAKE STREAM-IMPOUNDMENT	Surface water	PERRY

Source: Maine Department of Human Services, Bureau of Health, Division of Health Engineering, Drinking Water Program; Jan 3/03

Map 6 can be used to identify surface sites that are unfavorable for storage or disposal of wastes or toxic hazardous materials. It is important to protect groundwater from pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Most aquifer and surface water contamination comes from non-point sources including faulty septic systems, road salt leaching into the ground, leaking above ground or underground storage tanks, auto salvage yards, and landfills.

Over 100 residences are supplied by wells. Most of the wells were drilled within the past 13 years with an average depth between three and four hundred feet. The only known saltwater intrusion has been at Harris Point.

The quality of municipal water delivered within the City is plagued by aging (over 100 years old) piping within the center of the City. The Passamaquoddy Water District (PWD) is preparing a Comprehensive Plan concurrently with the current update to the city's Comprehensive Plan Update. Both groups met in October 2003 to gain an understanding of each others process and goals. Responses to the public survey indicated strong agreement over the need to seek funds for new pipes and/or to find a new water supply. Whether finding a new supply will solve the quality issues remains to be determined as the PWD goes through its planning efforts.

## MARINE WATERS AND RESOURCES

The city contains expanses of tidal waters ranging from deep water passageways to secluded coves. 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 enjoy the view, underwater photographers, and divers. Potential for conflict among the various interests may be avoided with reasonable controls planned out in advance. Responses the September 2003 public survey indicated very strong support for efforts to resolve conflicts among diverse water users.

Map 9, Marine Resources, depicts the location of Molluscan shellfish habitat, areas closed to shellfish harvest in 2003, commercially harvested marine worm habitat, aquaculture lease locations, anadromous and catadromous fish locations and historic locations of herring weirs. These habitats and other fisheries of commercial significance are described below.

### **Marine Water Quality**

The Maine Department of Environmental Protection classifies surface waters according to their desired use and water quality necessary to support that use. The majority of the tidal waters in the city are classified Class B Saltwater (SB). Quality in these waters should be suitable for recreation in or on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation, and as the habitat for fish and other estuarine and marine life. Discharges of pollutants to Class SB waters are regulated by state DEP wastewater permitting process.

Some of the tidal waters in Eastport are classified as Class C Saltwater (SC). They include those tidal waters lying southerly of latitude 44°-54'-50" N., easterly of longitude 67°-02'-00" W. and northerly of latitude 44°-53'-15" N. Quality of SC waters should be suitable for recreation in and on the water, fishing, aquaculture, propagation and restricted harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation and navigation and as a habitat for fish and other estuarine and marine life. Discharges to Class SC waters may cause some changes to estuarine and marine life provided that the receiving waters are of sufficient quality to support all species of fish indigenous to the receiving waters and maintain the structure and function of the resident biological community.

The marine water quality surrounding Eastport is affected by land uses in the city and the surrounding towns of Lubec and Pleasant Point, and the Canadian Islands of Campobello and Deer. Threats to water quality come from point (pollution is discharged directly from a specific site such as a municipal sewage treatment plant) and non-point discharges.

Eastport has one point source discharge – the sewage treatment plant. Non-point source pollution poses the greatest threat to water quality in Maine communities and Eastport is no exception. The most significant contributing source comes from erosion and sedimentation as well as excessive run-off of nutrients. Additional contributing factors include animal wastes, fertilizers, sand and salt storage, waste lagoons, faulty septic systems, roadside erosion, leaking underground storage tanks, and hazardous substances.

### **Shellfish Management**

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. The City Council adopted in 1995 a Clam Management Ordinance containing provisions for commercial and recreational licensing. A Marine Resources Committee, working with the Department of Marine Resources and the Cobscook Bay Resource Center, strives to improve the flats. A more complete description of their efforts is provided at the end of this chapter under natural resource protection.

The extent of shellfish closure areas is depicted on Map 9 – Marine Resources. The closure areas are defined by generalized lines that extend beyond the area where non-point and point sources affect water quality. Scallop draggers and aquaculture lease areas operate within these generalized areas. Thus the thick orange line, which defines the lower limit of tidal mud flats, is the effective limit of closure areas.

The Annual Shellfish Management Review for 2002, provided by the Department of Marine Resources concludes that enforcement of the town shellfish management ordinance is satisfactory though enforcement could be improved by better equipment. Current management activities include predator deterrent through fencing, netting, trapping, etc. and establishment of conservation areas for rotation of harvesting activities.

### Commercial Fishing

As the Table D-4 describes, commercial fishing in Eastport is of less significance to the local economy than in many Washington County communities.

**Table D-4 FISHING PRESENCE IN WASHINGTON COUNTY**

Community	State License	Clam License	Total Per town	Clam Data Source
Winter Harbor	55	0	55	CEI Report
Gouldsboro	133	17	150	Town manager
Steuben	138	21	159	Town office
Milbridge	144	70	214	Town manager
Harrington	109	57	166	Jim Layton
Addison	151	40	191	CEI Report
Jonesport	191	73	264	CEI Report
Beals	191	12	203	From town clerk
Jonesboro	79	44	123	From annual report
Roque Bluffs	41	58	99	From annual report/town clerk
Machias	88	0	88	No flats
East Machias	50	27	77	Town office
Machiasport	150	79	229	CEI Report
Cutler	87	43	130	Town office
Whiting	16	6	22	Town clerk
Trescott Twp.	7	n/a	7	State issues
Edmunds Twp.	8	n/a	8	State issues
Lubec	209	59	268	Town office
<b>Eastport</b>	<b>43</b>	<b>4</b>	<b>47</b>	<b>CEI Report</b>
Pembroke	58	35	93	Harbor master
Perry	39	22	61	Town clerk
Robbinston	8	0	8	Flats are closed
Calais	12	0	12	No requests
<b>Totals</b>	<b>2007</b>	<b>667</b>		

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

However, data from the Department of Marine Resources, shown in Table D-5 indicates that the number of residents holding marine resource licenses (dealers and harvesters) has remained stable for the past five years and the count of lobster traps fished by residents has increased substantially since 1998.

**Table D-5 MARINE LICENSE HOLDERS IN EASTPORT 1998 – 2002**

Year	1998	1999	2000	2001	2002
Residents Holding Marine Resource Licenses - Dealers	8	9	10	9	7
Residents Holding Marine Resource Licenses - Harvesters	68	57	56	65	70
Lobster Traps Fished by Residents – Total Trap Tags	1480	2870	2185	2755	2885

In addition, the diversity of target species (See Table D-6) indicates that year round income comes from a variety of sources for individual harvesters and the industry as a whole. Thus commercial fishing remains an important source of seasonal income to residents.

**Table D-6 FISHING LICENSES IN EASTPORT BY HARVEST SPECIES 1998-2002**

Year	1998	1999	2000	2001	2002
Licenses Held By:					
Commercial Fishing, Single Operator	16	10	12	34	42
Commercial Fishing, With Crew	12	12	8	2	6
Commercial Shellfish	12	12	12	12	12
Elver-1 Fyke Net	2	2	0	0	0
Lobster/Crab Class I	14	10	10	8	8
Lobster/Crab Class II	10	10	10	8	8
Lobster/Crab Class III	0	0	0	4	4
Lobster/Crab Non-Commercial	0	0	2	4	8
Lobster/Crab Over Age 70	2	2	2	2	0
Lobster/Crab Student	2	2	0	4	2
Pass Comm Shellfish	0	0	0	0	2
Retail Seafood	10	12	14	12	10
Scallop-Diver	2	2	2	0	2
Scallop-Dragger	24	24	24	26	18
Scallop, Non-Commercial	6	2	4	2	4
Sea Urchin-Dragger	24	22	20	20	18
Sea Urchin/Scallop Tender	2	4	2	4	6
Seaweed	4	0	4	0	0
Seaweed, Supplemental	4	0	0	0	0
Wholesale Seafood, No Lobsters	4	4	4	4	2
Wholesale Seafood, With Lobsters	2	2	2	2	2

Source, Maine Department of Marine Resources, 2003

## Aquaculture

There are fourteen aquaculture lease sites in Eastport as depicted on Map 9 – Marine Resources. Most surround the city, three are located at the southern end of Treats Island and others are in Cobscook Bay. All are finfish operations. As noted in the chapter on Employment and Economics the aquaculture industry grew significantly in the 1990s but has been devastated by the occurrence of Infectious Salmon Anemia (ISA) within the pens. Responses to the public survey in 2003 indicate that there is still very strong support in

Eastport to develop and diversify aquaculture and that it is very important to work to resolve conflicts among diverse resource uses. The Comprehensive Plan Committee therefore chose to depict the location of existing aquaculture lease locations so that current and prospective property owners will know the location of existing or future aquaculture facilities.

### Access to the Marine Resource

According to a recent study by the Sunrise County Economic Council, the City of Eastport has more than 27.94 miles of coastline and is home to 47 commercial fishermen – see Table D-7. Access to the waterfront in Eastport is provided at 13 commercial or private waterfront facilities, two of which are dedicated to commercial fishing use. These public access points are depicted on Map 6 – Water Resources and Public Access. Thirty-six percent of the current access is provided through privately-owned piers and wharfs.

**Table D-7 CITY OF EASTPORT BOAT ACCESS & WATERFRONT FACILITIES DATA**

	Eastport
Miles of Coastline	27.94
Total Commercial resource harvesters	47
Fisheries impacted by loss of access	Groundfish, lobster, sea urchin, clam, scallops, worms, mussels, seaweed, boat yards, bait dealers, fuel and ice, other fisheries
<b>Boat Access:</b>	
Total current boat access (moorings+berthing+slips+tie ups) commercial & recreational	77
Percent of total current boat access used by commercial fishermen	91%
<b>Facilities:</b>	
Number of commercial private & public waterfront facilities in 2002	13
Number of commercial private & public waterfront facilities <u>dedicated</u> to commercial fishing	2
The percent of commercial fishing access that is achieved through private residence (pier/wharfs) that are owned or leased by fishermen.	36%
Number of "Other" access points (beaches, land, property crossing) not actual facilities.	1
The percent Population Change 1990-2000	-16.5%
The percent Change in Housing 1990-2000	1%
Annual taxes per acre in 2001	\$785.08
Land valuation per acre in 2001	\$5,065.22
<b>Waterfront Issues:</b>	
Commercial Fishing access is a problem	No
Current threats to commercial fishing access	A decline in commercial fishing Deterioration of infrastructure Increased competition from tourism/recreational use
The town/city is planning to address commercial fishing access	Yes
The top 3 useful tools to address commercial fishing access were:	Planning assistance Workshop on waterfront access tools Deded access
Commercial Fishing Access Vulnerability Rating	6 (see text below)

Source - *Paths and Piers: A Study of Commercial Fishing Access in Downeast Maine Coastal Communities; January 2003, Sunrise County Economic Council for the State Planning Office and the Maine Coastal Program*

The commercial fishing access vulnerability rating in the Paths and Piers study sought to evaluate the vulnerability of losing commercial fishing access within a community. Ratings were derived from a matrix that analyzed the following factors:

- Whether commercial fishing access is a community priority
- Whether or not a community has strong ordinances
- Whether or not a community has a dedicated fishing pier
- Development pressures
- Number of harvesters

Vulnerability ratings ranged from a low of 1 and a high of 7 with communities falling in the 1-3 category having the least vulnerability to a loss of commercial fishing access, those in the 4-5 category having a moderate vulnerability and those in the 5-7 range having the greatest vulnerability to loss of commercial fishing access. Eastport, with a rating of 6 is thus highly vulnerable to loss of access without taking measure to correct specific access problems. The analysis in Table D-7 indicates that the city could improve commercial fishing access by improving infrastructure, dedicating a greater percentage of existing facilities to commercial users, sponsoring a workshop on access tools and obtaining additional deeded access.

Responses to the public survey in September of 2003 indicated very strong support for the city to obtain more public shore access, reserve moorings for residents and, to a lesser degree but still in support, to purchase more municipal anchorages.

## **CRITICAL NATURAL RESOURCES**

### **Maine Natural Areas Program**

The Natural Areas Program is administered by the State Department of Conservation whose job it is to document Rare and Unique Botanical Features. These include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. There are no such rarities in Eastport.

### **Wildlife Habitats**

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

The richest wildlife diversity in Eastport is avian. Bald eagles (*Haliaeetus leucocephalus*) are common and nest on Matthews Island and Treats Island. See Map 8 - Critical Resources. The areas on and around Spectacle and Goose Islands are important habitat areas for eider and black ducks. Due to the small area, and degree of development of Moose Island itself, no significant habitat areas for land animals other than deer exist on the island. A deer herd has

established itself on the island. Because car/deer accidents have been increasing, and because estimates of the deer population indicate explosion in the future size of the herd, it must be closely monitored, and steps must be taken, to balance the enjoyment and wonder of seeing them with the safety of motorists and continuing health of the herd.

**Essential Wildlife Habitats** - Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened Species in Maine and which may require special management considerations". According to MDIFW, Eastport has four sites of essential wildlife habitat that support bald eagles including nesting territory that is occupied by eagles during at least one of the three most recent years and intact for two consecutive years. See Map 8 – Critical Resources.

**Significant Wildlife Habitat** - Significant Wildlife Habitat, as defined by Maine’s Natural Resources Protection Act (NRPA), is intended to prevent further degradation of certain natural resources of state significance. NRPA-defined Significant Wildlife Habitats in Eastport are illustrated on Map 8 - Critical Resources and includes shorebird habitat, tidal waterfowl/wading bird habitat, and seabird nesting habitat.

**STATE PARKS AND PUBLIC RESERVED LANDS**

In Eastport there are a total of 162.4 acres owned for public purposes. Of these, 106.4 are state owned, made up mostly of Shackford Head State Park, and the Boat School boat ramp. Together these areas comprise the Carlow and Moose Island Scenic Area and are depicted on Map 3 – Eastport Public Facilities. Additional public accesses, picnic areas and cemeteries are also noted on Map 3.

**NATURAL RESOURCE PROTECTION**

There are a variety of laws and legal incentives that protect the natural resources in Eastport. There are also local and regional groups who protect these resources through scientific data gathering and education. Those of greatest significance are summarized below.

**Pertinent Federal and State Laws** – The federal and state laws that protect the natural resources of Eastport include:

- Maine Natural Resources Protection Act (NRPA) – regulates activities in, on, over or adjacent to natural resources such as lakes, wetlands, streams, rivers, fragile mountain areas, and sand dune systems. Standards focus on the possible impacts to the resources and to existing uses.
- Maine Storm Water Management – regulates activities creating impervious or disturbed areas (of size and location) because of their potential impacts to water quality. In effect, this law extends storm water standards to smaller-than Site Law –

sized projects. It requires quantity standards for storm water to be met in some areas, and both quantity and quality standards to be met in others.

- Maine Site Location of Development Law – regulates developments that may have a substantial impact on the environment (i.e., large subdivisions and/or structures, 20 acre plus developments, and metallic mineral mining operations. Standards address a range of environmental impacts.
- Maine Minimum Lot Size Law – regulates subsurface waste disposal through requirements for minimum lot size and minimum frontage on a water body. The minimum lot size requirement for a single-family residence is 20,000 square feet; the shoreland frontage requirement is 100 feet. The requirements for multi-family and other uses are based on the amount of sewage generated.

**Pertinent Local Laws** - At the local level, Eastport has adopted minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act. Surface waters in Eastport are also protected through the Plumbing Code and the local Subdivision Ordinance. Eastport has a Floodplain Management Ordinance to protect the marine waterfront by restricting building to reduce flood damage and other problems. Eastport last revised its shoreland zoning ordinance on January, 2001- and its zoning ordinance on September, 2002.

**Pertinent Tax Incentive Programs** - A variety of programs provide financial incentives for landowners to keep land undeveloped and managed for long term productivity. They include the following:

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

Currently Eastport has no acreage in farmland. To be eligible for the farmland program parcels must be at least five contiguous acres, utilized for the production of farming, agriculture or horticulture activities and show gross earnings from agricultural production of at least \$2,000 (which may include the value of commodities produced for consumption by the farm household) during one of the last two years, or three of the last five years.

The Open Space portion of this program has no minimum lot size requirements and the tract must be preserved or restricted in use to provide a public benefit by conserving scenic resources, enhancing public recreation opportunities, promoting game management or preserving wildlife habitat.

In 2004, Eastport had 36 acres enrolled in this program.

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

According to municipal records for fiscal year 2004, Eastport had 10 parcels totaling 174 acres in tree growth tax status.



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

**Local and Regional Conservation and Protection Efforts – the QUODDY SPILL PREVENTION GROUP (QSPG)** was organized in 1991 to reduce the impact on the environment in the event of an oil spill. Many Eastporters are active in the group, which received a major grant from the State for equipment purchase and volunteer training.

An oil spill in waters off Eastport would have a major impact upon the aquaculture industry, clamming, and the environment in general. 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 citizens and businesses in the United States and Canada. The group emphasizes that preventing spills is far more effective than cleaning up after them.

Among specific concerns of the group are:

- To raise public awareness 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 assert that concern about spills is 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 exercises staged by the U.S. and Canadian Coast Guards to test the joint Canadian-American Spill Contingency Plan. Both the U.S. and Canadian Coast Guard continue to work closely with the group.

**The Cobscook Bay Resource Center (CBRC)** was created in 1998 as an expansion of the Clam Restoration Project and the Sustainable Cobscook Project. Funded by the Maine Community Foundation and the Ford Foundation the goal of the project was to help local people plan their own futures to enjoy greater economic growth and stability while protecting and sustaining the area's natural resources. The Clam Restoration Project contributed to the opening of over 2,000 acres of flats previously closed due to fecal coliform pollution by identifying and helping residents upgrade faulty septic systems.

The mission of the CBRC is to encourage and strengthen community-based approaches to resource management and sustainable economic development in the Cobscook Bay Region, the Bay of Fundy, and the Gulf of Maine. The center performs local ecosystem monitoring working with the Department of Marine Resources, including phytoplankton and fecal coliform levels. Using the Cobscook Geographic Information System (GIS) the center is able to distribute data pertaining to the Bay and surrounding communities. The center also conducts shoreline surveys to determine sources of pollution and works with property owners to find funds to replace failed septic systems.

The CBRC is active in providing information to the community, including a resource atlas, resource library, webpage (<http://www.cobscook.org>), and publications on local marine resource issues. They also provide technical assistance to various organizations, support marine resource education in local schools, and participate in community-based research.

## GOALS, POLICIES AND IMPLEMENTATION

In order to protect and preserve the natural resources within the city of Eastport, the city will continue to update local land use regulations to maintain consistency with the minimum State of Maine requirements. The City has adopted shoreland zoning regulations which protect the marine surface waters, wetlands and aquifers within the borders of Eastport. The city has developed the following policies and implementation strategies to further protect and preserve the natural resources:

<b>Goal: Eastport will protect and preserve the natural resources on which its economy and quality of life depend.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Water Quality and Water Resources</b>			
Protect existing fish and waterfowl/wading bird habitats within the town mapped as Essential Habitat or Significant Habitat.	Review protection provisions in the Zoning Ordinance to ensure early consultation with a Maine Department of Inland Fisheries and Wildlife Biologist when development is proposed in or near the site of Essential or Significant Habitats.	Planning Board	Short-term (within 2 years)
Protect water quality.	Update Shoreland Zoning Regulations when necessary to maintain compliance with minimum State and Federal regulations and reflect the local needs of the community	Planning Board; City Council	On-going
	Control non-point source pollution to surface waters through a review and revision of sedimentation and erosion control language included in the zoning and subdivision ordinances.	Planning Board	Short-term (within 2 years)
	Promote the use of Best Management Practices for Stormwater Management and for Erosion and Sedimentation Control through education of the Planning Board, Code Enforcement Officer and city road crews.	Plng Board; City Council; CEO; Highway Dept.	Short-term (within 2 years)
Support and solicit research on impacts of current marine industries on the marine environment	Research to include, but not limited to: <ul style="list-style-type: none"> <li>• Overboard aquaculture discharge;</li> <li>• Overboard discharge from foreign vessels;</li> <li>• Destructive scallop/urchin harvesting;</li> <li>• Destructive harvesting of marine plants.</li> </ul>	City Council; Cobscook Bay Resource Center	Short-term (within 2 years)
Maintain and improve shellfish management activities.	<ul style="list-style-type: none"> <li>• Maintain adequate number of flats for softshell clam harvest.</li> <li>• Identify source of nutrient loading to reduce algae buildup on clam flats.</li> <li>• Reduce fertilizer/nutrient runoff from the land into productive shellfish areas</li> <li>• Reduce sewage presence in shellfish areas</li> </ul>	City Council; Cobscook Bay Resource Center	On-going

<b>Goal: Eastport will protect and preserve the natural resources on which its economy and quality of life depend.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	<ul style="list-style-type: none"> <li>Continue to identify and replace failed septic systems to maintain productive clam flats.</li> </ul>		
	Continue to provide technical assistance to local Marine Resources Committee.	Cobscook Bay Resource Center	On-going
Prevent oil spills; prepare for response if they occur	Support the QSPG's efforts to create (or cause to be created) a plan of prevention and response to protect the natural and economic coastal resources of the region from any incident of spill	City Council; Quoddy Spill Prevention Group	On-going
	Support efforts to improve 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".	City Council; Quoddy Spill Prevention Group	On-going
Protect drinking water supplies.	Support efforts to replace piping and/or find new water supply to improve water quality within Eastport.	City Council; Passamaquoddy Water District	On-going
	Coordinate city planning efforts with Comprehensive Planning process of the Passamaquoddy Water District	City Council; Passamaquoddy Water District	On-going
	Make application to the Small Community Grant Program to upgrade any additional failing septic systems.	City Council	On-going
Educate landowners about saltwater intrusion and water quality issues where they occur.	Include information about water conservation practices and proper storage of contaminants in educational materials at City Hall.	City Council or designated committee	Short-term (within 2 years)
<b>Forest and Street Tree Resources</b>			
Seek Tree City USA designation for Eastport.	Obtain a Project Canopy presentation from the Maine Forest Service; obtain resources to conduct a street tree inventory and develop recommendations for additional trees and maintenance of existing canopy.	City Council	Short-term (within 2 years)
<b>Sustainable Development</b>			
Development will be sited using the best available information.	Landowners seeking building permit applications will be referred the soils maps and their associated interpretations of development suitability (maps will be kept on file in the city office).	Planning Board	Immediate
	Lot sizes outside of sewer areas will be increased if soil potential ratings and site-specific soils analysis necessitate a larger area to accommodate development siting.	Planning Board	Immediate
Traditional maritime uses and activities will be protected and promoted.	Review Shoreland Zoning Ordinance to ensure affirmative support for marine and commercial marine related activities.	Planning Board	Immediate

<b>Goal: Eastport will protect and preserve the natural resources on which its economy and quality of life depend.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	Review the Shoreland Zoning Ordinance to ensure that water dependent uses and access are not restricted by residential development and that permitted uses, including fishing and marine related services, marinas, boat storage facilities, yacht clubs, shellfish sales, boat charters, excursions, piers, docks, wharves, and restaurants are not losing ground to residential development.	Planning Board	Immediate
Buffer new development from existing sources of noise and activity associated with maritime commercial activities.	Review Zoning Ordinances to include provisions requiring new development to buffer itself from existing maritime commercial activities through location decisions, retention of natural vegetation, planting and creative landscape or building design.	City Council P Planning Brd. Harbor Com. Port Auth.	Immediate
	Ensure that significant expansion of existing facilities will be required to buffer existing neighborhoods from the expansion of their activities.	Planning Board	Immediate (within two years)
<b>Education and Traditional Use</b>			
Support marine resources training and research.	Encourage the expansion of the Marine Trades Center's role in State aquaculture training and research.	City Council; Marine Trades Center WCCC Harbor Com.	Short Term
	CBRC to work with local high schools to develop/integrate marine resources curriculum and continue to support community research.	Shead High School; Cobscook Bay Resource Center	On-going
	Encourage research into the potential of tidal energy generation as new environment-friendly techniques are developed.	Marine Trades School WCCC	Long term
Promote harmony and understanding among newcomers and existing residents over traditional uses of land and water.	Develop educational materials describing traditional uses and practices including issues such as shore access, working waterfront, aquaculture and commercial fishing, and community institutions.	City Council Harbor Com. Port Auth. Chamber of C.	Immediate (within two years)
	Distribute these materials at town offices, schools and local businesses including real estate firms.	City Council or their designee	Immediate (within two years)
Ensure that traditional use of lands and access to water are protected as development pressures increase.	Publish public access inventory on Map 3 - Eastport Public Facilities; research title to historical public accesses; seek resources to maintain existing access points and develop facilities to improve them.	City Council Planning Brd.	Immediate (within two years)
	Retain working waterfront as recreational pressures increase; develop facilities that serve both user groups; consider some separation of uses to ensure overall compatibility	City Council Planning Brd.	Immediate (within two years)
	Identify areas in need of additional access and seek resources to purchase them for commercial fishing in particular.	City Council Planning Brd.	Immediate (within two years)

<b>Goal: Eastport will protect and preserve the natural resources on which its economy and quality of life depend.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	Protect public access to the shore at Customs Street, Clark Street, Sea Street and Bayside Cemetery Road.	City Council Planning Brd.	On-going
	Ensure there is adequate municipal mooring and anchoring areas and preserve areas best suited for moorings.	City Council Harbor Com.	Immediate (within two years)
	Develop an arbitration/mediation procedure for conflict resolution among residents and users of the resources on Eastport	City Council Planning Brd.	Immediate (within two years)
	Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private land owners to secure these accesses will include: <ul style="list-style-type: none"> <li>• Acknowledgement/celebration of landowners who continue the centuries old practice of allowing public use of their lands;</li> <li>• Informal agreements allowing public use of lands;</li> <li>• More formal agreements allowing public use of lands until and unless problems arise from disrespectful use of private land (eg. Leaving gates open, littering, vandalism);</li> <li>• Providing property tax incentives to property owners who grant written, revocable rights of access across their property;</li> <li>• Purchasing rights of first refusal for access points or property of critical importance to the fishery;</li> <li>• Purchasing permanent easements or fee title to access points or property of critical importance to the fishery.</li> </ul>	City Council; Planning Brd. Harbor Com.	Immediate (within 2 years)
Utilize financial incentive programs	Encourage landowners to participate in farm, open space and tree growth programs.	City Council CEO Plng. Board	On-going
Wildlife Management: Deer herd	Maintain balance between the pleasure of wildlife observation, herd health and motorist safety.	City Council Police Dept. State DIFG	Immediate

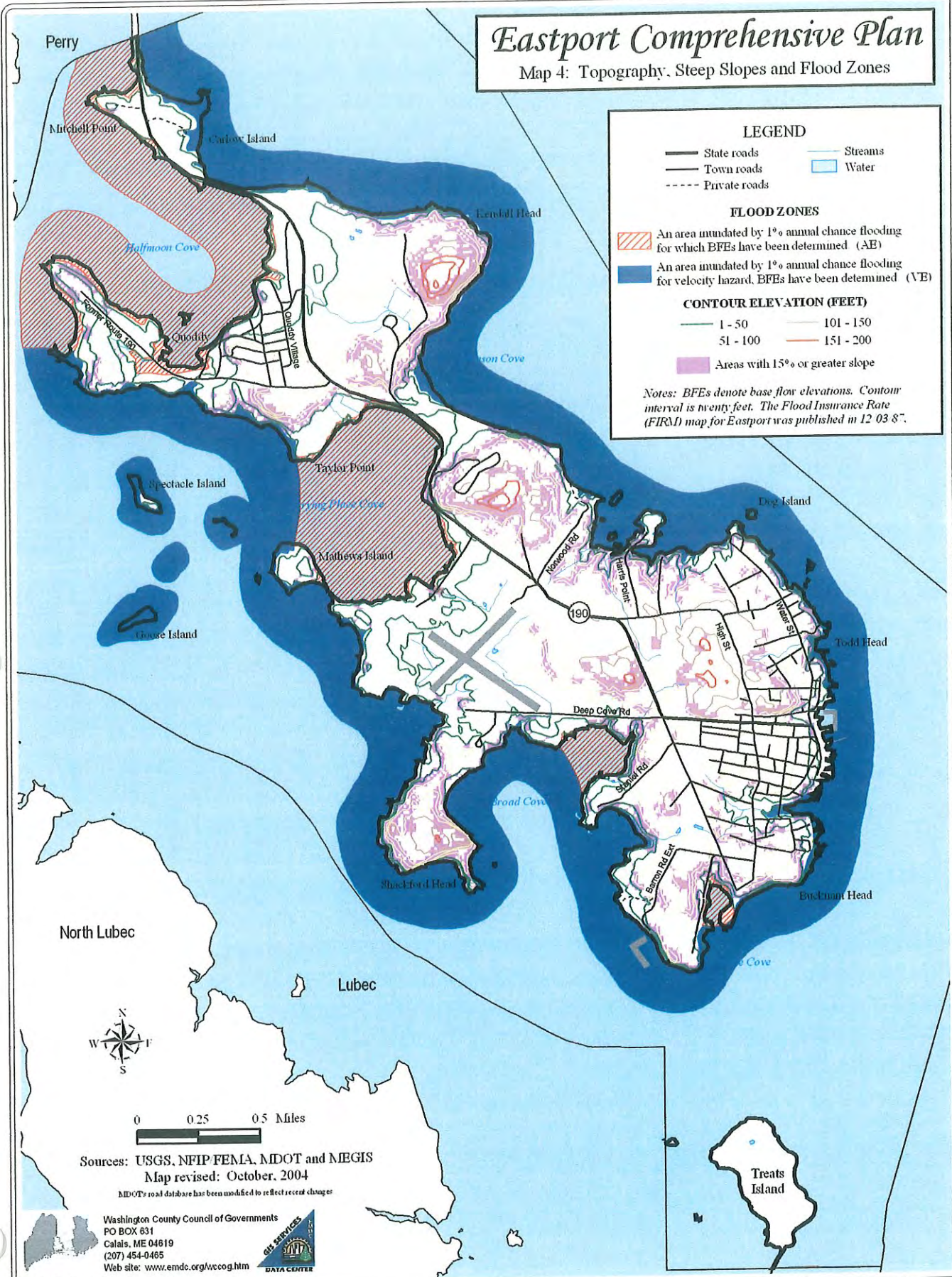
## SUMMARY

Eastport currently offers protection to its natural resources with locally adopted shoreland zoning regulations, zoning and subdivision regulations. These ordinances will be updated to be consistent with the requirements of state and federal regulations and to ensure that Eastport retains its character as a commercial port and maritime city. Protecting public shore and water access and maintaining a healthy balance between industry and natural beauty is

crucial for future economic development. Water quality will be protected and improved through the continued educational, research and regulatory efforts of the city and local resource management agencies. Investments will be made in infrastructure that improves both shellfish harvest opportunities and drinking water quality. Maritime industries, both traditional and new, will be supported through access for the commercial fishing fleet, regulatory districts that support maritime activities and research into ways to diversify aquaculture and other marine trades.

# Eastport Comprehensive Plan

Map 4: Topography, Steep Slopes and Flood Zones



**LEGEND**

- State roads
- Town roads
- - - Private roads
- Streams
- Water

**FLOOD ZONES**

- An area inundated by 1% annual chance flooding for which BFEs have been determined (AB)
- An area inundated by 1% annual chance flooding for velocity hazard, BFEs have been determined (VE)

**CONTOUR ELEVATION (FEET)**

- 1 - 50
- 51 - 100
- 101 - 150
- 151 - 200

Areas with 15% or greater slope

*Notes: BFEs denote base flow elevations. Contour interval is twenty feet. The Flood Insurance Rate (FIRM) map for Eastport was published in 12/03/87.*

North Lubec

Lubec



0 0.25 0.5 Miles

Sources: USGS, NFIP, FEMA, MDOT and MEGIS  
Map revised: October, 2004

MDOT's road database has been modified to reflect recent changes

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Catais, ME 04819  
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See map disclaimer at end of the Executive Summary.

# Eastport Comprehensive Plan

Map 5: STATSGO Soils

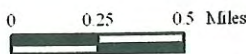
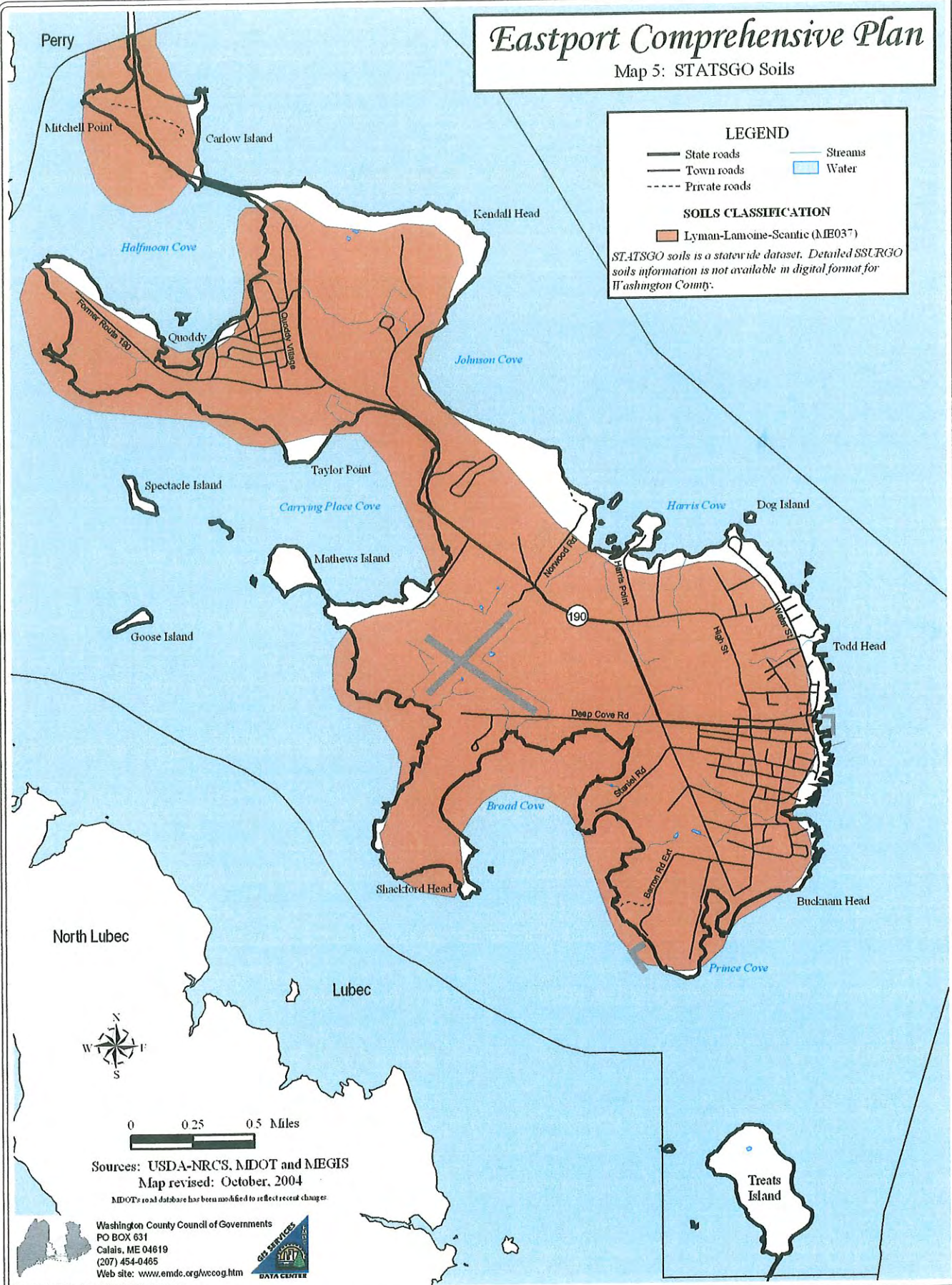
## LEGEND

- State roads
- Town roads
- Private roads
- Streams
- Water

## SOILS CLASSIFICATION

- Lyman-Lamoine-Scantic (ME037)

STATSGO soils is a statewide dataset. Detailed SSURGO soils information is not available in digital format for Washington County.



Sources: USDA-NRCS, MDOT and MEGIS  
 Map revised: October, 2004  
 MDOT's road database has been modified to reflect recent changes.

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# Eastport Comprehensive Plan

## Map 6: Water Resources and Public Access

**LEGEND**

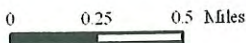
- State roads
- Town roads
- - - Private roads
- Public well
- Well source protection area
- Streams
- Water

**NATIONAL WETLAND INVENTORY**

- Estuarine
- Palustrine

*Subdivision cul-de-sac on Kendall Head is near wetlands; National Wetlands Inventory GIS coverage is inaccurate.*

- PUBLIC ACCESS SITES**
- 1 Breakwater to end of Seawall walk
  - 2 Head of Shackfords Cove at Middle St
  - 3 Foot of Customs St.
  - 4 Estes Head adjacent to terminal
  - 6 Beside Deep Cove Rd. to state property at Shackford Head
  - 6 Shackford Head (state)
  - 7 Adjacent to picnic/tenting area
  - 8 SR 190 at turn-off (west-side)
  - 9 End of Old Toll Bridge Rd
  - 10 Beside Snyder and Perkins St (Quoddy Village)
  - 11 Carlow Island Causeway (SR 190 - overlaps construction land)
  - 12 End Cemetery Rd
  - 13 End Clark St
  - 14 Seaplane Ramp (state)
  - 15 West side Treats Island (open space program)

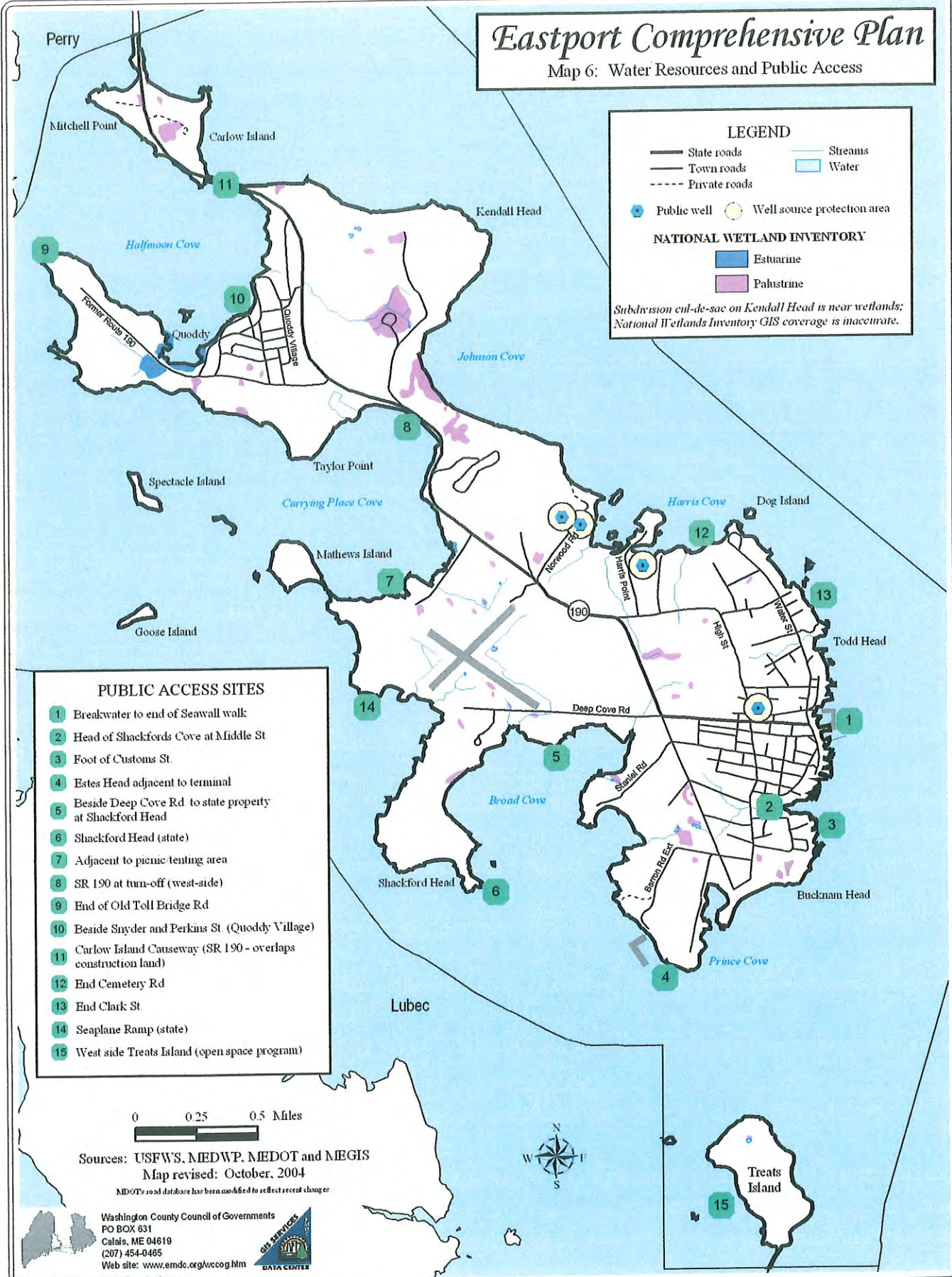


Sources: USFWS, MEDWP, MEDOT and MEGIS  
 Map revised: October, 2004

MEDOT's road database has been modified to reflect recent changes

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See map disclaimer at end of the Executive Summary.



# Eastport Comprehensive Plan

## Map 7: Land Cover

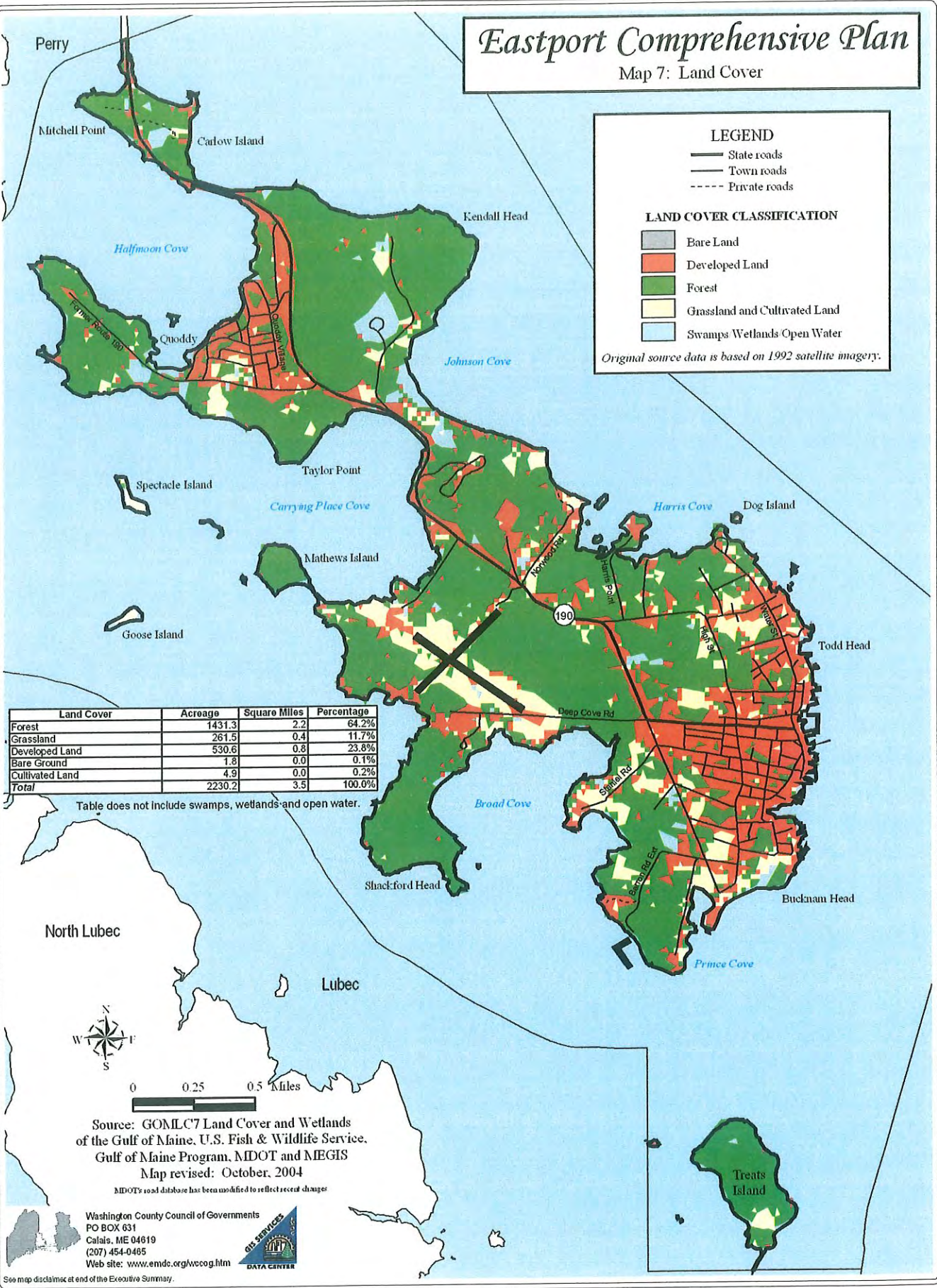
### LEGEND

- State roads
- Town roads
- - - Private roads

### LAND COVER CLASSIFICATION

- Bare Land
- Developed Land
- Forest
- Grassland and Cultivated Land
- Swamps Wetlands Open Water

Original source data is based on 1992 satellite imagery.



Land Cover	Acreage	Square Miles	Percentage
Forest	1431.3	2.2	64.2%
Grassland	261.5	0.4	11.7%
Developed Land	530.6	0.8	23.8%
Bare Ground	1.8	0.0	0.1%
Cultivated Land	4.9	0.0	0.2%
<b>Total</b>	<b>2230.2</b>	<b>3.5</b>	<b>100.0%</b>

Table does not include swamps, wetlands and open water.



0 0.25 0.5 Miles

Source: GOMLC7 Land Cover and Wetlands of the Gulf of Maine, U.S. Fish & Wildlife Service. Gulf of Maine Program, M.DOT and MEGIS  
 Map revised: October, 2004  
 M.DOT's road database has been modified to reflect recent changes

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# Eastport Comprehensive Plan

Map 8: Critical Resources

## LEGEND

- State roads
- Town roads
- - - Private roads
- Streams
- Water

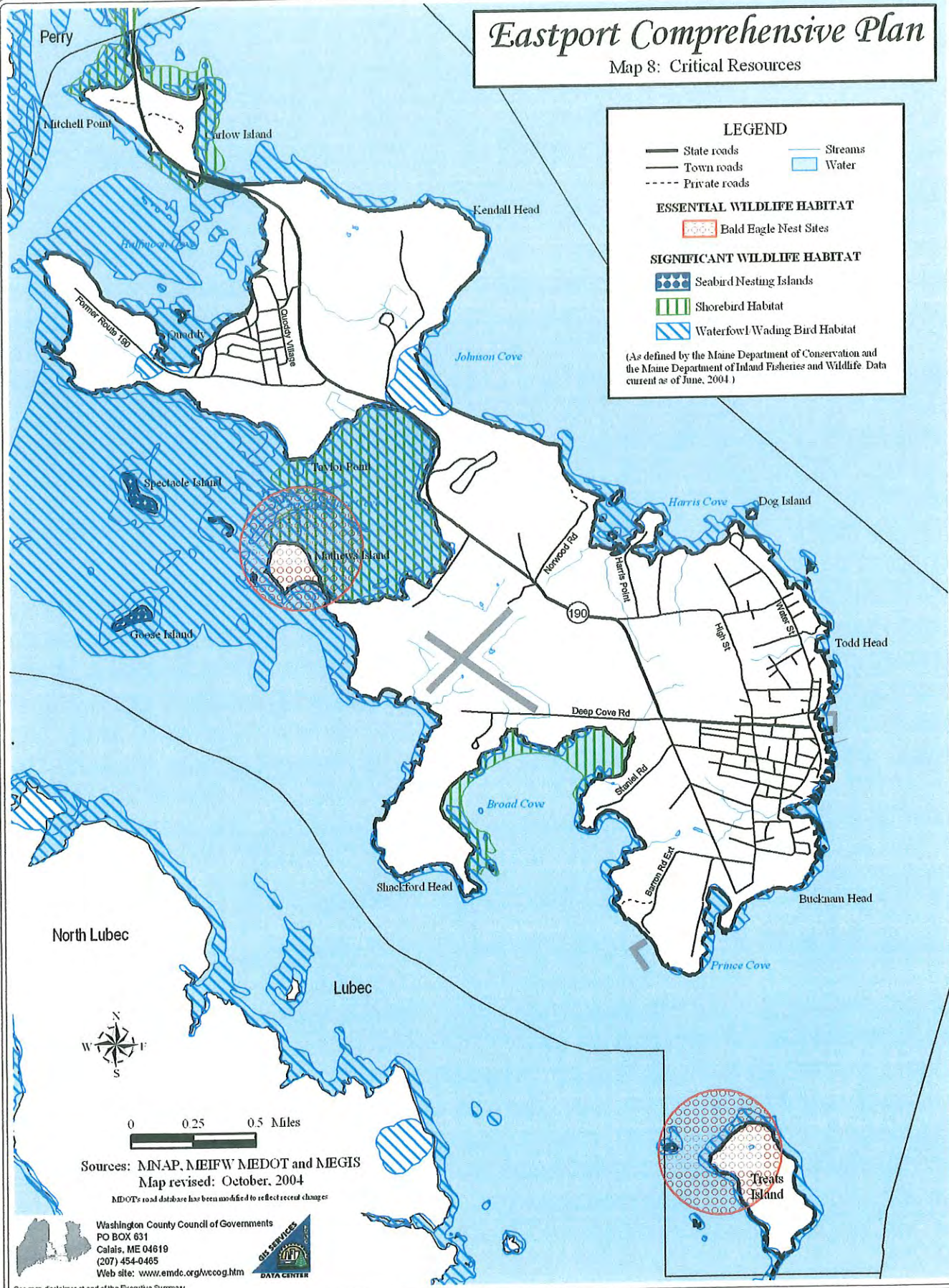
### ESSENTIAL WILDLIFE HABITAT

- Bald Eagle Nest Sites

### SIGNIFICANT WILDLIFE HABITAT

- Seabird Nesting Islands
- Shorebird Habitat
- Waterfowl/Wading Bird Habitat

(As defined by the Maine Department of Conservation and the Maine Department of Inland Fisheries and Wildlife. Data current as of June, 2004.)



Sources: MNAP, MEIFW, MEDOT and MEGIS  
 Map revised: October, 2004  
 MDOT's road database has been modified to reflect recent changes

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See map disclaimer at end of the Executive Summary.

# Eastport Comprehensive Plan

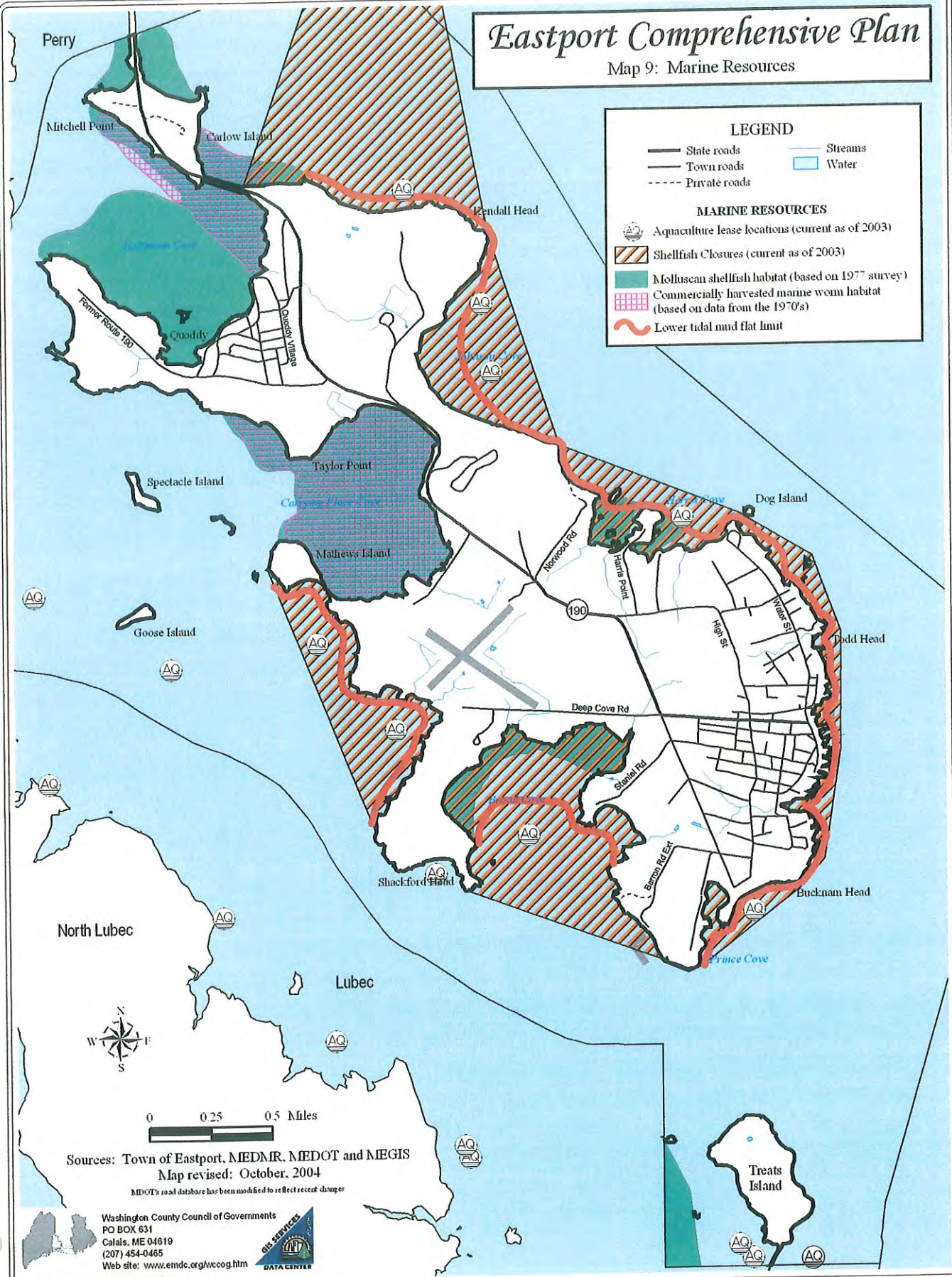
## Map 9: Marine Resources

**LEGEND**

- State roads
- Town roads
- Private roads
- Streams
- Water

**MARINE RESOURCES**

- Aquaculture lease locations (current as of 2003)
- Shellfish Closures (current as of 2003)
- Molluscan shellfish habitat (based on 1977 survey)
- Commercially harvested marine worm habitat (based on data from the 1970's)
- Lower tidal mud flat limit



Sources: Town of Eastport, MEDMR, MEDOT and MEGIS  
 Map revised: October, 2004

MDOT's road database has been modified to reflect recent changes

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See map disclaimer at end of the Executive Summary.

## E. EMPLOYMENT AND ECONOMY

Eastport has seen many economic activities come and go. In the 1800's its active port exceeded Boston and was second only to New York City in the volume of international commerce, exporting cod, pollock and herring to the tune of 700,000 cases per year from factories that employed over 1200 people. The significance of the deep water port continues into the 21<sup>st</sup> century even though the city has lost two thirds of its population since the early 1900's. Throughout the 20<sup>th</sup> century Eastport has experienced high and low economic times based on the rise and fall of one industry at a time. In 1995 the City identified a 3-pronged economic development strategy driven by the three solid natural based resources: deep water port for shipping; cold high-volume tidal water for aquaculture; and a scenic gem to attract visitors. Another sector, small to light industry, was identified as adding diversity to the economic base.

### EASTPORT BUSINESS AND EMPLOYMENT TODAY

During the late 1990s the city adopted a diversified economic policy to reduce impacts from the declining fortunes in one industry. To reduce volatility the focus is on developing natural resource based industries, specifically those with added value. Diversity is sought by development of the **aquaculture, shipping, and tourism** industries as the main drivers of the economy. Closely tied to this strategy is a concentrated effort to **revitalize Eastport's historic downtown**. Light industry and retail trade also contribute to a stable and balanced economy.

In addition to these base factors, a new economy is developing around retirees and individuals who work remotely using the Internet. These individuals are not entirely dependent on local economic conditions for their income. However, their location decisions are based on quality of life factors like affordable real estate, low crime and clean natural surroundings, all of which are qualities in which Eastport possesses a competitive advantage.

The basic economic goals of the City are full employment and a prosperous downtown.

#### Employers

Eastport is an employment center for eastern Washington County (see Table E-1 below).

**Table E1 - PERSONS LIVING OUTSIDE EASTPORT AND WORKING IN THE CITY**

Community	# - 1990	# - 2000
Perry	99	96
Pembroke	47	59
Robbinston	16	22
Dennysville	36	42
Calais	18	56
Meddybemps	5	3
Unorganized Territories	15	28
Elsewhere	72	110
<b>Total</b>	<b>308</b>	<b>416</b>

Source: US Census

The largest local employer is Heritage Salmon with the potential of employing 150 employees. As Table E-2 below indicates only 70 are currently employed as a result of ISA (infectious salmon anemia) occurrences in Cobscook Bay. In addition the aquaculture industry employs approximately 100 people in smaller operations. The Port operation, including Federal Marine Terminals, the Longshoremen, and truckers provides high-quality part-time work for up to 85 people. There are numerous other smaller employers in the City representing a diverse cross section of entrepreneurs and established businesses.

**Table E2 - LOCAL EMPLOYERS – CITY OF EASTPORT**

Employer	Industry	# of Full Time Employees
Eastport Port Authority, Federal Marine Terminals, Northeastern Longshoreman's Association	Marine Port	85
City of Eastport	Municipal / School Department	84
Creative Apparel	Clothing Manufacture	77
Heritage Salmon	Aquaculture	70
USCG Search & Rescue	National Security	24
Tex Shield	Clothing Manufacture	20
Eastport Nursing Home	Skilled Nursing Facility	20
Eastport Healthcare, Inc	Medical Facility	20
Marine Technology Center	Jr College & Technical Institute	13
International Aqua Foods	Sea Farming	12
R&M IGA Foodliner	Grocery Store	10
Eastport Chowder House	Restaurant (seasonal)	10
Eastport Rte 1 Irving	Gas Station / Grocery Store	10
Bangor Savings Bank	Bank / Savings Institution	7
First National Bank	Bank / Trusts	7
Engelhard Corp	Inorganic Pigments	6
Sunrise Opportunities	Residential Care Facility	6
La Sardina Loca	Restaurant	6
Clark Plumbing & Heating	Plumbing, Heating, & A/C	5
US Post Office	US Postal Services	5
Lewis Flower & Gift	Florists / Restaurant	4
Murphy's Electric	Electrical Work	4
Quoddy Tides	Newspaper / Publishing	4
Gulf of Maine, Inc	Animal Aquaculture	4
Dead River Co	Petroleum / Petroleum Products	4
Baycity Mobil	Gas Station / Auto Repair	4
Moose Island Marine	Boat Dealer / Supplies	4
S L Wadsworth & Son	Hardware Store	4
J W Raye & Co	Mustard / Gift Shop / Restaurant	4
WaCo Diner	Restaurant	4
Frank's Pizzeria & Deli	Restaurant	4
Happy Crab	Restaurant/ Sports Bar	4
Havey & Wilson Drugs	Drug Store / Proprietary	3
Cobscook Bay Boatworks	Boat Building & Repair	3
Lobster Pound	Fresh Seafood	3
Seaview Campgrounds	Lodging / Camping	3
Harris Point Shore Cabins	Lodging	3
Motel East	Lodging	3
Spinnaker Realty	Real Estate Agents	3

Employer	Industry	# of Full Time Employees
US Treasury Department	Customs	3
A B Ramsdell	Petroleum / Gasoline Service	2
Cummings Gulf	Auto Repair	2
Presidential Realty	Real Estate Agents	2
Milliken House B&B	Lodging	2
Weston House B&B	Lodging	2
Todd House	Lodging	2
Cobscook Bay Resource Ctr	Marine Resource Management	2
John P Foster	Legal Services	2
Harborside Clipper	Beauty Shop	2
Flagg Funeral Home	Funeral Services	2
Kilby House	Lodging	1
Wood, Wind and Wheel	Wood products	1
Time and Tide	Gift Shop	1
The Blueberry Whale Co.	Children's Gift Shop	1
Leister Gallery	Art Gallery (seasonal)	1
Salem Gallery	Art Gallery (seasonal)	1
Weber Framing	Framing Shop	1
Earth Forms	Pottery Gallery	1
CPL Kennels	Animal Specialty Services	1
Crow Tracks	Wood Carvings	1
David H Frank, Inc	Accounting / Auditing / Bookkeeping	1
Dog Island Pottery	Pottery Products	1
Eastport Guitar Studio	Musical Instrument Store	1
ECR Refrigeration	Refrigeration Equip & Supplies	1
Ellen Angel/Fountain Books	Architectural Services/Soda Fountain	1
Peavey Memorial Library	Library	1
Quoddy Air	Equip. Rental & Leasing	1
Roger's Plumbing & Heating	Plumbing, Heating, & A/C	1
Shady Pines Motel & Cabins	Lodging	1
Shear Creations	Beauty Shop	1
Waterview Terrace	Housing	1
Other owner-operated businesses	Home based	10+ est.

Source: Maine Career Center, 2003; Comprehensive Plan Update Committee

### Aquaculture

The aquaculture industry has quickly grown to become the second largest market value seafood industry in Maine. Eastport is the center of the salmon aquaculture industry. Fifteen of the 44 finfish aquaculture leases in Maine are in Eastport according to the "Aquaculture Lease Inventory" published by the Department of Marine Resources (DMR). An additional 13 sites are located in other Cobscook Bay communities (Lubec, Perry, and Pembroke). Twelve are in other Washington County towns. Only five are in the entire rest of the State. The Eastport lease sites account for 39% (288.63 acres) of the total finfish 744.59 acres leased by the State. The Eastport sites listed by DMR are shown on Map 9 - Marine Resources.

The lease situation is not static. There were no sites in Eastport leased for purposes other than finfish, not all of the sites listed are active, and additional sites are approved over time.

According to Department of Marine Resources (DMR) record the finfish aquaculture harvest in 1988 was 1,000,000 pounds. By 2000 it had grown to 36,290,154 pounds: 36,049,476 of salmon and 240,678 of trout. However, in 2001, the United States Department of Agriculture (USDA) ordered the destruction of all farmed salmon in Cobscook Bay due to an outbreak of Infectious Salmon Anemia (ISA). The action cut the state's production of finfish by half. Although several of the pens were re-stocked in 2002 at lower densities, another incidence of ISA was found in Cobscook Bay in 2003. Over 300 processing jobs have been lost due to the outbreak and the city has lost about 5% of its valuation. Expectations for the industry are still high and the future of Eastport's working class is hinged to its success.

The future of finfish aquaculture in the region is dependent on finding more effective means of treating and preventing disease, developing more sites to support adequate production at the new lower stocking levels, and finding new ways to add value. Perhaps the most crucial need is to diversify the finfish aquaculture industry into species other than salmon to allow rotation and to capture higher priced markets. There is only one salmon/ finfish processing plant on the island. Respondents to the Comprehensive Plan survey in both 1995 and 2003 indicated very strong support for development and diversification of aquaculture as well as continued work to resolve conflicts between diverse water uses. See Chapter L – City Survey Results, section B – 1995 Policies Today.

### **Shipping**

A project designated as first priority and critically needed in the 1995 Comprehensive Plan was a modern new pier and related facilities at Estes Head. That priority became a reality when the Eastport Port Authority took over the newly completed Estes Head Cargo Port in 1998. The present port system, part of the State of Maine 3-port strategy was designed in the late 70's with an expectation of imports/exports to be in the 60,000 ton range. In the 90's the port averaged about 140,000 tons which increased to 280,000 tons in 2002 and 325,000 tons in 2003. Expectations for further growth in the port are compromised by lack of rail, which may be offset by the turnaround time for cargo ships in the harbor.

The Estes Head facility has a 634 foot fixed pier with an outside draft of 64 feet at mean low water (MLW) capable of berthing a vessel up to 900 feet in length. The inside berth accommodates a vessel up to 400 feet in length with a draft of 46 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.

Stevedoring services are provided by Federal Marine Terminals (FMT). FMT maintains a fleet of about 20 forklifts with 8,000 to 20,000 pound capacity and automated lifting gear. The Northeastern Longshoreman's Association, NELA Local No. 1, works with Federal Marine Terminals to achieve productivity on such products as wood pulp, which exceeds 800 tons per gang hour on multi-lift vessels. Local trucking companies provide 24-hour transportation.

Shipping activities are confined primarily to exports of Maine and New Brunswick forest products including wood pulp primarily destined for European and far eastern ports. According to the Eastport Port Authority the tonnage of material exported from the port has increased



substantially in the past 3 years from 150,000 tons to 313,000 tons and a further increase of 40,000 tons is anticipated.

**Light Industry and Services Sector**

The creation of the Eastport Economic and Community Development program, following the closing of Guilford brought three new companies to the mill. The city purchased the mill building to be an incubator for light industry in 1998. Over the past five years, and with solid expectations of another five years, the facility has become the place of employment for over 100 people working in the field of manufacturing of chemical warfare suits and materials for the armed forces as well as the public safety market. The 72,000 square foot facility is presently the home for Tex-Shield and Creative Apparel.

In addition to the mill complex, the Gates facility owned by the Passamaquoddy Tribal Government is another light industry based facility. Following the closure of Gates the City lost \$3.3M in evaluation as well as an equal percentage for both the sewer department and the Passamaquoddy Water District. It is hoped the city and tribal government will have the facility fully utilized again within the next two years. Both parcels of land are within the new "Pine Tree Zone" structure created by the State for taxation purposes.

The city also has purchased the former A&P building as the second phase of its economic development strategy. Negotiations are ongoing with a small call center company and it is with great hope that the city could see as many as 50 to 75 new jobs created in 2004.

Moose Island Marine replaced MacNaughton Associates as owner operator of the boatyard located near the Tech College and manages the travel lift at the Marine Trades Center, a real asset for the area.

Associated with this sector, respondents to the Comprehensive Plan survey saw port development as very important. They were almost as supportive of working with other regional and state partners to obtain better access to Route 9 and restoring rail service to Ayers Junction and establishing marshalling and warehousing services. See Chapter L – City Survey Results, section A – Business, Development and Transportation.

**Retail Trade**

The most significant failure Eastport has faced in its attempts to create a vibrant healthy community is the retail trade sector. This conclusion is borne out by the 11.8% decline in total taxable sales in Eastport since 1990 while the county realized an overall increase of 18% (see Table E-13 below).

The largest retail operation in Eastport is the IGA supermarket, followed by Raye's Mustard Mill, Wadsworth's and Havey & Wilson Drug. Most retail businesses have traditionally been year-round operations. With a few exceptions, only seasonal restaurants and craft shops have replaced them.

In the downtown area, businesses continue to blossom, some stay open and others soon close. In recent years the downtown has lost a liquor store, (now located within the IGA), a drug store (now located on outer Washington Street), the A&P food store, Newberry's and other smaller shops. Historically there was an insurance agency, a bookstore, beauty shop, Bangor-Hydro, Pine Tree Cablevision, clothing store, jewelry store, etc in this area.

Since 2001, downtown revitalization has become an increasing priority for local residents and the city of Eastport, with special emphasis placed on how the historic downtown could attract people, both visitors and residents, and contribute to generating jobs and investment.

The downtown buildings were constructed when Eastport's economy was booming and pedestrian traffic was a way of life. Then, local people were dependent on the downtown retail stores and Eastport also served as a regional shopping hub. Today, the local economy places Eastport among the poorest cities in the United States; the local population has declined from a high of 5,000 in 1900 to 1,640 in 2000; and people living here and in adjacent communities drive to Calais or Bangor to satisfy most if not all their shopping needs – and, significantly, their desire for shopping as a social experience.

Policies and implementation measures to revitalize the downtown area, including developing visitor, local and investor markets are discussed in the Economic Development section below.

### **Regional Economy**

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

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

Economic sectors in the Machias-Eastport LMA that saw the largest growth in employment from 1998-2000 were Depository Institutions (banks), Health Services and Wholesale Trade and Non-Durable Goods. Of the three, only Health Services saw employment growth of greater than 10% and moderate wages (between \$371-\$491/week). Depository Institutions saw moderate growth (5-10%) in employment and supported moderate wages (between \$371-\$491/week) but

Wholesale Trade, Non-Durable Goods had moderate growth in employment (5-10%) but low wages (<\$378/week). While Special Trade Contractors experienced only stable or declining growth in employment, they do earn a moderate wage (between \$371-\$491/week). All other significant industry sectors in the Machias-Eastport LMA (Automotive Dealers and Service Stations, Eating and Drinking Places, Educational Services, Food and Kindred Products, Food Stores, Social Services) show stable or declining growth in employment and low wages (<\$378/week).

Some Eastport residents commute to jobs located in surrounding communities. With a mean travel time to work of 12.9 minutes Eastport residents are not traveling as far as the Washington County average (19.2 minutes; see Table E-3) nor have their commuting times increased much in the past decade (mean commuting time to work in 1990 was 11.8 minutes).

According to the Census, Eastport's workforce commutes primarily by private vehicle (62.6%). The second largest segment (18.9%) commutes by carpools, higher than the average for the county (12.1%). The third largest segment walks to work or works at home.

**Table E-3 COMMUTING TO WORK: 2000**

COMMUTING TO WORK: 2000	Eastport		Washington County	
	Number	Percent	Number	Percent
<b>Workers 16 years and over</b>	682	100.0	<b>13,743</b>	<b>100.0</b>
Drove alone	427	62.6	10,444	76.0
In carpools	129	18.9	1,657	12.1
Using public transportation	7	1.0	64	0.5
Using other means	14	2.0	162	1.2
Walked	66	9.7	722	5.3
Worked at home	39	5.7	694	5.0
Mean Travel time to work (minutes)	12.9	--	19.2	--

Source: US Census

**Table E4 - PERSONS LIVING IN EASTPORT AND WORKING ELSEWHERE**

Community	# - 1990	# - 2000
Perry	31	35
Calais	34	47
Machias	11	15
Baileyville	20	11
Elsewhere in County	27	44
Outside County	3	11
<b>Total</b>	<b>129</b>	<b>163</b>

Source: US Census

Some of the major Washington County regional employers are shown in Table E-5.

Table E5 – REGIONAL EMPLOYERS

Business	Industry	Location	Approx. # or range of Employees
Domtar (formerly Georgia Pacific)	Paper Mill	Baileyville	565
Atlantic Rehab and Nursing Cent	General Medical	Calais	75
Calais Regional Hospital	General Medical and Surgical Hospital	Calais	203
Calais School Dept.	Public School	Calais	136
Thomas Di Cenzo, Inc.	General Contractors	Calais	100-249
Eastern Maine Electric Co-op	Electric Services	Calais	100-249
Wal-Mart	Dept. Store	Calais	181
Shop 'N Save	Grocery Store	Calais	100-249
School Union 104	Public Schools	Eastport	129
SAD 19	Public Schools	Lubec	55
SAD 77	Public Schools	East Machias	100
Regional Medical Center at Lubec	General Medical	Lubec	140
Ocean View Nursing Home	Skilled Nursing Care	Lubec	56
Washington Academy	Private School	East Machias	48
Cherryfield Foods, Inc	Agriculture, Food Processing	Cherryfield	154
Worcester Wreath	Crafts	Harrington	136
Down East Community Hospital	General Medical and Surgical Hospital	Machias	249
School Union 102 Machias.	Public Schools	Machias	137
Maine Wild Blueberry Co	Food Processing	Machias	100-249
Marshall's Health Care Facility	Skilled Nursing Care	Machias	113
Shop 'N Save	Grocery Store	Machias	100-249
University of Maine at Machias	University	Machias	163
Atlantic Salmon of Maine	Aquaculture, Food Processing	Machiasport	100-249

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

## LABOR FORCE AND EMPLOYMENT STATISTICS

The labor force is defined as all persons who are either employed or are receiving unemployment compensation. Table E-6 shows the distribution of persons aged 16 and above who are in or out of the workforce for Eastport and Washington County. The distribution of the labor force in Eastport is similar to the County as a whole except that 8.6 percent of the City's residents were unemployed, while countywide almost 5% were unemployed. The Census figure for the City, however, is considered by many residents to underestimate the unemployment rate.

Underestimated rates can in part be explained by the greater reliance on seasonal, agricultural, marine, and craft based work in rural areas. The seasonal nature of such work is less likely to be reported in census data. In fact, a significant informal economy exists, especially in natural resource based jobs, in which residents supplement reported incomes with seasonal wages.

Table E6 - LABOR FORCE STATUS: 2000

Labor Force Status: 2000 Subject	Eastport		Washington County	
	Number	Percent	Number	Percent
Persons 16 years and over	1,367	100.0	27,214	100.0

Labor Force Status: 2000 Subject	Eastport		Washington County	
	Number	Percent	Number	Percent
In labor force	775	56.7	15,500	57.0
Civilian labor force	769	56.3	15,354	56.4
Employed	651	47.6	14,042	51.6
Unemployed	118	8.6	1,312	4.8
Armed Forces	6	0.4	146	0.5
Not in labor force	592	43.3	11,714	43.0

Source: US Census

The employed population for Eastport and Washington County is described in Table E-7 by industry. The top three sectors of employment for Eastport are 'Education, health and social services'; 'Manufacturing' and; and 'Retail trade'. The next two most important sectors comprising roughly equal parts of the employment picture include 'Agriculture, forestry, and fisheries, mining' and 'Public Administration'. Washington County as a whole is supported by the same top two sectors in order of economic importance: 'Education, health and social services', 'Manufacturing'. Retail trade holds a slightly higher share of the employment picture in Eastport than in Washington County where 'Agriculture, forestry, and fisheries, mining' ranks third in its contribution to economic activity.

Table E7 - EMPLOYMENT CHARACTERISTICS: 2000

Employment Characteristics: 2000 INDUSTRY	Eastport		Washington County	
	Number	Percent	Number	Percent
<b>Employed persons 16 years and over</b>	<b>651</b>	<b>100.0</b>	<b>14,042</b>	<b>100.0</b>
Agriculture, forestry, and fisheries, mining	64	9.8	1,531	10.9
Construction	21	3.2	944	6.7
Manufacturing	109	16.7	1,968	14.0
Wholesale trade	10	1.5	384	2.7
Retail trade	67	10.3	1,521	10.8
Transportation, warehousing, utilities info	29	4.5	581	4.1
Information	18	2.8	146	1.0
Finance, insurance, and real estate	20	3.1	433	3.1
Professional, scientific, management, administrative, and waste management services	21	3.2	438	3.1
Education, health and social services	197	30.3	3,694	26.3
Arts, entertainment, recreation, accommodation and food services	23	3.5	779	5.5
Other services (except public administration)	20	3.1	642	4.6
Public administration	52	8.0	981	7.0
<b>CLASS OF WORKER</b>				
Private wage and salary workers	419	64.4	9,225	65.7
Government workers	167	25.7	2,882	20.5
Self-employed workers	65	10.0	1,886	13.4
Unpaid family workers	0	0	49	0.3

Source: US Census

The lack of public transportation in rural areas inhibits employment for many residents living on the margin. Residents of service centers like Eastport can more readily walk or carpool to work. However, without a car, some residents are not able to get to work, and when unemployed or underemployed in a minimum wage job, some cannot maintain a vehicle particularly for severe winter conditions.

Another regional labor force issue for business expansion in Washington County is relatively widespread substance abuse. Even if individuals affected by it overcome difficult personal situations and are motivated to work they often cannot pass drug screening tests to get employment and/or they lack the support network necessary to stay sober and employed. These are regional labor force issues that will require leadership and cooperation among many partners to address.

## INCOME

Eastport's median household income increased considerably (35.9%) since 1990 but is still less than the median income for both the County and the State. Median household income projections, provided by Claritas are for more modest increases over the next few years. See Tables below.

**Table E8 - MEDIAN HOUSEHOLD INCOME**

	U.S. Census		Claritas Forecast	
	1989	1999	2001 Est.	2006 Projection
Eastport	\$17,282	\$23,488	\$25,151	\$25,912
Washington County	\$19,967	\$25,869	\$26,008	\$27,868
Maine	\$27,896	\$37,240	\$37,592	\$40,994

Source: U.S. Census, Claritas

**Table E9 - MEDIAN HOUSEHOLD INCOME CHANGE**

	1989-1999
Eastport	35.9%
Washington County	29.6%
Maine	33.5%

Source: U.S. Census

While the median household income in Eastport is less than Washington County as a whole, the per capita income is slightly higher, another indication of the decrease in household size over the past decade.

Table E10 - INCOME IN 1999: 2000 CENSUS

	Eastport		Washington County	
	Number	Percent	Number	Percent
<b>Households</b>	<b>754</b>	<b>100.0</b>	<b>14,119</b>	<b>100.0</b>
Less than \$10,000	129	17.1	2,515	17.8
\$10,000 to \$14,999	95	12.6	1,745	12.4
\$15,000 to \$24,999	179	23.7	2,579	18.3
\$25,000 to \$34,999	92	12.2	2,156	15.3
\$35,000 to \$49,999	129	17.1	1,833	13.0
\$50,000 to \$74,999	89	11.8	668	4.7
\$75,000 to \$99,999	23	3.1	318	2.3
\$100,000 to \$149,999	16	2.1	74	0.5
\$150,000 or more	2	0.3	120	0.8
Median household income (dollars)	23,488	-	25,869	-
Per capita income (dollars)	14,864	-	14,119	-

Source: U.S. Census

Sources of income for residents of Eastport and Washington County in 1999 are derived primarily from wage and salaried positions. Wage and salary income includes wages, salary, commissions, tips, piece-rate payments and cash bonuses earned before tax deductions were made. Wage and salary employment is a broad measure of economic well-being but does not indicate whether the jobs are of good quality. In the 2000 Census only 0.3% of Eastport's residents report self-employment income from farming, well below the county average. A higher percentage of residents in Eastport collect social security income (almost 42%) than do residents of the county (34.0%), reflecting the large retiree population in Eastport. Over 5% of Eastport residents received public assistance, somewhat less than the county average. Public assistance income includes payments made by Federal or State welfare agencies to low-income persons who are 65 years or older, blind, or disabled; receive aid to families with dependent children; or general assistance.

Table E11 - INCOME TYPE IN 1999

Income Type in 1999 (Households often have more than one source of income, as seen here)	Eastport		Washington County	
	Number	Percent	Number	Percent
<b>Households</b>	<b>754</b>	<b>100.0</b>	<b>14,119</b>	<b>100</b>
With wage and salary income	521	69.1	10,162	72.0
With Social Security Income	312	41.4	4,795	34.0
With Supplemental Security income	67	8.9	949	6.7
With public assistance income	41	5.4	910	6.4
With retirement income	155	20.6	2,382	16.9

Source: U.S. Census

In 2000, the average poverty threshold for a family of four persons was \$17,050 in the contiguous 48 states (U.S. DHHS). Over 11 percent of Eastport families were listed as having incomes below the poverty level, which included 50 families. This is lower than for the entire county but close to 31% of these families have children under 5 years of age.

Table E12 - POVERTY STATUS IN 1999

Poverty Status in 1999 Below poverty level	Eastport		Washington County	
	Number	Percent	Number	Percent
<b>Individuals</b>	<b>279</b>	<b>17.2</b>	<b>6,272</b>	<b>19.0</b>
Persons 18 years and over	190	14.5	4,524	17.8
Persons 65 years and over	41	12.3	1,076	19.2
<b>Families</b>	<b>50</b>	<b>11.2</b>	<b>1,319</b>	<b>14.2</b>
With related children under 18 years	41	23.0	861	20.3
With related children under 5 years	17	30.9	312	23.5

Source: U.S. Census

## SALES

Taxable sales are one of the few available indicators of the actual size, growth, and character of an economic region. Table E-13 presents information on taxable sales of consumer goods by sector in Washington County and the total amount of taxable sales for Eastport. The Maine Revenue Services does not provide information on taxable sales disaggregated by retail sector at the municipal level for Eastport because of the city's small size. All figures are in real dollars, not adjusted for inflation, and represent only taxable sales.

Eastport had a decrease in total taxable sales (-11.9%) for the period of 1997 to 2002 while the county saw an increase of more than 18%. Consumer sales constituted 92 percent of total taxable sales for Eastport in 2000, the same proportion as occurred at the county level.

Table E13 - TAXABLE SALES (in thousands of dollars)

Selected Retail Sectors	Washington County			Eastport		
	Annual Total Sales 1997	Annual Total Sales 2002	1997-2002 % Chg	Annual Total Sales 1997	Annual Total Sales 2002	1997-2001 % Chg
Business Operating	11402.6	13034.7	33.4%	NA	NA	--
Building Supplies	21905.9	23544.8	18.6%	NA	NA	--
Food Store	32566.6	29833.2	0.1%	NA	NA	--
General Merchandise	35580.7	50200.5	49.7%	NA	NA	--
Other Retail	9351.9	9552.9	13.5%	NA	NA	--
Auto Transportation	29910.3	27284.1	3.6%	NA	NA	--
Restaurant/Lodging	23299.4	25338.6	16%	NA	NA	--
Total Consumer Sales	152733.2	165722.4	18.2%	4,922.60	4269.9	-13.3%
Total Taxable Sales	164017.4	178788.8	19.3%	5,274.20	4648.3	-11.9%

Source: Maine Revenue Service



Below are the definitions of each retail sector:

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

**GOALS, POLICIES AND IMPLEMENTATION**

Eastport's goals for economic development are very straightforward – full employment and a prosperous downtown. The economic sectors that will help Eastport reach those goals are port development, aquaculture and value added natural resource based industry, light industry, and tourism, tied closely to concentrated downtown revitalization efforts.

This section provides the policies and implementation measures that Eastport will follow toward those goals. It reproduces the downtown revitalization efforts of numerous city and civic groups over the past three years and formally adopts their policy recommendations into the Comprehensive Plan. The status of action steps of the 1995 Comprehensive Plan are also reviewed for completion and whether they remain priorities for the city.

**ECONOMIC DEVELOPMENT/REGIONAL COOPERATION**

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

### Economic Strengths and Liabilities

To a large extent, Eastport shares Washington County's strengths and liabilities. The following updates the same table in the 1995 Comprehensive Plan. While many have not changed since it was written those noted in italic print show greater asset value or indications of positive change:

- | <b>Assets/Opportunities</b>  | <b>Liabilities/Barriers</b>  |
|--|--|
| <ul style="list-style-type: none"> <li>• Aquaculture</li> <li>• Value added fisheries year round employment</li> <li>• ECF (Elemental Chlorine Free) pulp for European and Japanese Markets</li> <li>• Educational facilities – WCCC &amp; UMM</li> <li>• <i>Deep water port, Estes Head cargo facilities</i></li> <li>• <i>Tourism potential including cruise ships</i></li> <li>• Underutilized and <i>improved</i> airport</li> <li>• Coastline, location (Canada, Europe)</li> <li>• Work ethic, quality of life, culture, way of life</li> <li>• Recreational potential</li> <li>• Passamaquoddy resources</li> <li>• U.S. carrier for pulp out of Eastport</li> <li>• <i>Low interest loans</i> to support restoration from First National Bank of Bar Harbor and Bangor Savings Bank.</li> <li>• <i>Region is a designated HUB zone</i> with high unemployment and low income per capita yielding preference for business location decisions through federal contract preferences and private banking preferences (via Community Reinvestment Act)</li> <li>• High percentage of low to moderate income also yields preferences for federal grants (e.g. CDBG)</li> <li>• Health and <i>Dialysis Centers</i></li> </ul> | <ul style="list-style-type: none"> <li>• Sparse population- declining and aging</li> <li>• <i>Lack of business financing</i></li> <li>• <i>Lack of industrial buildings</i></li> <li>• State distribution of educational funding</li> <li>• Lack of full-time, year round employment</li> <li>• Tradition of seasonal employment/welfare, aspirations</li> <li>• Seasonal employment reduces year-round workforce</li> <li>• <i>Lack of broadband communication service</i> Services</li> <li>• Lack of railroad</li> <li>• Trucking distances</li> <li>• Lack of ferry system</li> <li>• Remote location, transportation distance</li> <li>• <i>Quality of roads, sidewalks</i></li> <li>• <i>Lack of marine research and development</i></li> <li>• Electric, telephone, oil, gas costs</li> <li>• Lack of value-added products</li> <li>• <i>Limited local graduate degree programs</i></li> <li>• <i>Tourists not welcome everywhere</i></li> <li>• Canadian subsidies, currency exchange</li> <li>• <i>Attention applied to downtown</i></li> <li>• <i>Positioning city for economic development</i></li> <li>• High tax, water/ sewer costs</li> </ul> |

### DOWNTOWN REVITALIZATION

In the past two years downtown revitalization has become an increasing priority for the City of Eastport. Eastport has had varying levels of success in attracting and retaining small and medium scale manufacturing, much of this located on the outskirts of town. Within the past five years Eastport has completed construction of the Estes Head shipping terminal and continues work on developing the necessary storage facilities. In order to diversify and "round out" the economic development efforts, special emphasis is being placed on how the historic downtown could play a role in generating jobs, attracting investment, and attracting people, both visitors and residents.

While the list of liabilities above remain as persistent impediments, several things have changed since the 1995 Comprehensive Plan that provide significant opportunities for Eastport and its historic downtown. These include:

**Eastport for Pride** – In April of 2001, Eastport for Pride (EFP) was registered as a non-profit corporation by the State of Maine, for the purpose of restoring and revitalizing Eastport’s historic downtown commercial district. The mission of EFP is to protect historic resources downtown, eliminate blighted conditions, recruit downtown businesses, support downtown business development, and expand employment and entrepreneurial activities. Eastport for Pride’s mission is supported entirely by volunteers who represent a cross-section of the community.

**Groups Working Toward Downtown Revitalization In Eastport**

- Border Historical Society
- Eastport for Pride
- Chamber of Commerce
- City of Eastport
- Downtown Merchants
- EMDC
- Local Citizens
- Maine Downtown Center
- Maine Community Foundation
- Peavey Memorial Library
- Quoddy Maritime Museum
- Quoddy Tides Newspaper
- Tides Institute

**Main Street Maine** - In August 2002, Eastport was selected as a Main Street Maine City by the Maine Downtown Center (MDC), based on an application from Eastport for Pride. Main Street Maine communities are selected by the Maine Downtown Center through a statewide competitive process during which they are judged on five separate criteria: local funding commitment; breadth of support; a vision and work plan for downtown revitalization; existing capacity; and the likelihood of demonstrable change. The Maine Downtown Center selects towns and cities that are able to demonstrate capability for success.

The Main Street Maine program is designed to support local initiative and self-help. Selected communities enter into a three-year partnership with the Maine Downtown Center, whereby the communities agree to hire a downtown manager and establish a non-profit organization focused on downtown revitalization – all paid for locally by businesses, individuals, and municipal government. They also agree to use the Main Street Approach, which relies heavily on local volunteer efforts, and network with other Maine communities involved with downtown revitalization.

**Downtown Revitalization Action Plan** - The purpose of this study, published in January 2003, was to identify obstacles and opportunities for the revitalization of Eastport’s downtown and recommend a clear action plan to address the findings. It was funded through a Community Development Block Grant (CDBG), The Maine Community Foundation, and the City of Eastport.

Past studies of the downtown area commissioned by the city focused primarily on the waterfront (*1978 Waterfront Master Plan* and *1991 Comprehensive Harbor and Waterfront MasterPlan*). While the 2002 downtown plan also recommends continuing infrastructure maintenance and improvements to the waterfront, its primary focus is identifying the steps necessary to make the downtown economically viable. Much of Eastport’s identity and history is wrapped into the downtown commercial district, and it is vitally important to combine preservation activities with economic development there. Without downtown economic development, Eastport’s historic infrastructure will undoubtedly remain at risk, and citywide recovery will be all the more difficult if not impossible.

All of downtown Eastport is on the National Registry of Historic Places. The economic death spiral of the last hundred years brought devastating neglect and decay, but also left the remaining 29 historic structures untouched by false facades and other modern “improvements” so notable in

other traditional commercial districts. As other cities are stripping away the false promises of modernization, Eastport still must guard against abandoning preservation in the search for economic recovery. The historic integrity of downtown Eastport is an economic resource that cannot be replaced once lost. All revitalization efforts must favor the primacy of historic preservation – and recognize it as a source not an impediment to recovery.

**Community Development Block Grant for Downtown Revitalization** – Granted in February 2003, \$400,000.00 will fund a series of downtown public improvement projects. Some of the possible improvements are: reconstructed sidewalk system, a combination of brick and concrete, ADA compliant; new period lighting consonant with the historic character of the downtown streetscape; construction of new civic space, with a fountain, immediately north of Bank Square; rehabilitation and aesthetic improvements to Overlook Park; and street furnishings, landscaping and plantings. Additionally, municipal match monies will support a façade improvement program, based on matching grants, and First National Bank of Bar Harbor and Bangor Savings Bank has agreed to provide low-interest loans to support restoration work.

**Downtown Director Hired** – Starting in August, 2003, Eastport for Pride has hired a part-time Downtown Director to implement the Main Street Maine approach to downtown revitalization. A \$50k CDBG Community Enterprise grant was received in February 2004 to convert position to fulltime.

#### **Tourism and Visitor Survey Input**

Tourism has always played a role in the economy of Eastport and is expected to play a much larger role in the future. Heritage/Historical, Nature and Cultural based tourism is growing in popularity and Eastport has all of the ingredients for success in this market including an intact historic waterfront downtown, exceptional scenic beauty and developing infrastructure.

There are a growing number of opportunities to encourage tourism in Eastport and Washington County. The Maine Tourism Office and the Downeast Heritage Center in Calais, as well as organizations on the Canadian side of the border can be tapped to develop a regional tourism market with Eastport as an attractive stop for tour buses, cruise ships and visitors traveling by car. A variety of grants from private, state and federal sources could also support this effort.

Restaurant and lodging sales in Eastport are strong, but data collected by the Eastern Maine Development Corporation suggests more potential. What is not clear from the data is whether the market exists for year-round or merely seasonal operations. A detailed analysis of Eastport's restaurant and lodging sector is an important next step to assess the strength of this market given existing visitor numbers. Consistent recording of the bed and breakfast establishments by EFP indicates approximately 40 rooms in the downtown—and a considerable occupancy rate in the June-October period. Some local residents, likewise, expressed interest in greater variety of eating establishments in downtown.

EFP conducted a visitor's survey during the summer and fall of 2002. Fifteen boxes were placed in lodging, gift, and eating establishments along with a very short questionnaire. Three hundred-forty responses were recorded. Although not completed in a scientific manner, survey responses are worth noting. Family, friends, and past experiences in Eastport were the leading reasons why

visitors came to (or learned about) Eastport. Most visitors were attracted to Eastport's natural surroundings.

Of the 340 responses, 121 were day-trippers. As expected, most day-trippers visited the area "attractions" while on vacation. The economic key here is to get visitors to stay overnight or, better yet, a few days. For that reason, the day-tripper's responses to "what would you do to improve our city" are worth reviewing.

Most day-trippers were complimentary about their visits to Eastport, and 54 (of 121) suggested "keeping it as it is." The responses for "improvements" varied widely, but two generalities are notable: 1) more shopping opportunities (hours, selection, variety); and 2) physical improvements downtown (design, appearance, simple amenities).

These same areas for improvement were common to all respondents, including overnight and extended stay travelers. One difference between day-trippers, expressed by other respondents, was in the desire for "more business, more year-round restaurants, and more novelty or specialty food operations," which supports addressing the local market in combination with the visitor market.

Infrastructure improvements needed to support increased tourism include parking, phones, restrooms, an information center and better signage. Private sector improvements are also needed including more restaurants, overnight accommodations, docking facilities for different types of pleasure craft including cruise ships and some form of public transportation especially during celebrations or special events.

See Chapter L – City Survey Results, Sections A - Business, Development and Transportation and C – Facilities and Services.

### **Local Markets and Public Input**

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 resident customers.

However, surveys conducted in the summer of 1994 and in the fall of 2002, revealed that Eastporters would like to see Water Street buildings and stores used to their full potential – and, in the latter survey, a revival of downtown Eastport as the center of social and cultural activity as well. In all likelihood, neither can be accomplished by depending solely on local shoppers to sustain downtown businesses, but whatever is encouraged to attract visitors to Eastport should also be considered in light of serving the local market. In the 2002 survey, residents expressed a desire for the convenience of purchasing "everyday items" locally, along with a desire for social opportunities downtown. See New Stores, Shops and Services in Chapter L – City Survey Results, Section A – Business, Development and Transportation.

Whether residents will actually shop locally for commonplace merchandise remains to be seen. What is known is that traditional downtowns cannot compete with major retailers item for item.

Where downtowns have successfully revitalized, stores have capitalized on convenience, quality and “boutique” merchandise not offered by big box or chain retailers.

Even though a visitor market may make-or-break some establishments, providing year-round services to the local market can help sustain businesses. Indeed, new developments should reflect the desires and wishes of the community along with serving as “attractions” for tourists. In fact, the Common Ground Survey reflected stronger support for businesses that served the year round market than for those that were only tourism related. See General Visions – Community Composition in Chapter L – City Survey Results, Section A – Business, Development and Transportation.

Although the local community alone cannot foster long-term economic restructuring of the downtown, census data does suggest some important characteristics for existing or new merchants to consider. Eastport currently is a relatively older low-income community with a high percentage of female-headed families. Simultaneously, census figures also suggest that Eastport is attractive to new residents. Although the total numbers of residents has decreased, Eastport attracts as many or more new residents than the comparable communities (Bethel, Castine, Greenville, Lubec, Southwest Harbor, Stonington and Washington County).

It is not clear from the census why Eastport appears to be attracting residents “from away.” However, Eastport may be seen as a secluded place from which to “telecommute” or conduct business that might be located anywhere (e-business). Travel time to work supports this claim. As documented in the chapter on Transportation the mean travel time to work for Eastport residents is 12.9 minutes compared to 19.2 in Washington County.

Determining more precisely what kinds of goods and services might be sustained by older residents, female-headed households and newcomers could provide meaningful insights into creating a downtown mix suitable to both visitor and local markets.

Older people and single-headed households, despite limited incomes, often seek timesaving goods and services, as recently established by the addition and success of relatively expensive “ready to eat” deli products at the local IGA.

In other cities, traditional downtowns have relied on “high end” goods for sustainable economic restructuring. In this regard, average income levels in Eastport may not tell the whole story. Determining levels of disposable income for the influx of new residents could provide valuable insights for establishing price points for local market capacity.

What does not work is “encouraging Eastport people to shop Eastport,” as recommended by the 1979 Master Plan, and repeated in the 1995 Comprehensive Plan. Over the intervening years, local consumers have proved they will not “shop Eastport” out of a sense of civic duty. The local IGA is successful because it provides desired merchandise and implements inventory changes in response to changing desires. Downtown businesses must adopt a similar strategy of determining what’s needed, what’s desired – in other words, what will sell – and entice local consumers to “shop Eastport” on that basis.

**Property (Investor) Market**

As noted above, census figures suggest a new “wave” of residents “from away” in Eastport. As difficult as this may be for a community to accept, this kind of influx often brings new life into a community. New residents represent new investment in the community – and a new market to consider for downtown Eastport, both for goods and services, and as potential investors who may take a stake in downtown property (the property or investor market).

The historic and architectural value and significance of downtown buildings cannot be overstated. After a flurry of investments in the 1980s and early 1990s, the downtown “boom” did not materialize, and the present vacancy rate for both street-level commercial space and upper story residential units is close to 50 percent. Although the 1995 Comprehensive Plan noted “many commercial and public (downtown) buildings of historical and architectural value that are still generally in good condition,” subsequent neglect left most in advanced states of deterioration.

However, during the summer and fall of 2003, many building owners began extensive rehabilitation and restoration projects. With encouragement or incentives, others may follow their lead. In this regard, some of the owners may find access to capital difficult, while others may simply not have the capital and represent high risk to banks or investors.

A long-term marketing niche and plan should be created, not only to attract visitors, but also investors. Investors will be attracted if they perceive a long-term commitment to attract visitors. Investors will also need other incentives to consider Eastport, among those improvements to and maintenance of the built environment, both public and private. In both the Comprehensive Plan and the Common Ground surveys respondents were strongly in favor of improvements that would be attractive to visitors and residents alike including sidewalks, street lights, expanded marina with marine services, cruise ship and facilities, among other items. See Chapter L – City Survey Results, Section C – Facilities and Services.

Projects to address both physical deterioration (public and private) and sources for capital are underway. A façade improvement program, based on matching grants, is in-process. The First National Bank of Bar Harbor and the Bangor Savings Bank have agreed to provide low-interest loans to support this restoration work. A Community Block Development Grant was awarded in February 2003, to provide new sidewalks, historically consistent period lighting and a new public space. Water main replacement and road resurfacing are planned to precede and follow the CDBG improvements.

These projects must be viewed as foundational, as a positive start, with additional revitalization, restoration and preservation programs continuously identified, funded and implemented to attract long-term, sustainable investment in Eastport’s historic downtown.

**Image and Marketing**

In Eastport, many shop owners rely on the visitor market. Some landowners also have emphasized the need to attract visitors to downtown. So, the question remains, what can be done to attract more visitors, and, to attract investors in the downtown?

Eastport requires a “new” image to distinguish it from other coastal communities – and to provide a distinctive, valid and appealing identity upon which to base long-term, comprehensive marketing aimed at both the visitor and investor markets.

We recommend that a long-term marketing strategy be undertaken to carve out an image for Eastport.

Downtown Revitalization Action Plan

The image must be well thought out, with input from a variety of property owners, lessees, and residents throughout the city, and responsive to existing and potential downtown merchant, visitor and investor issues.

A common “silver bullet” to attract visitors is to develop a “destination.” Certainly, Eastport would benefit from the establishment of a tourist destination in the area. However, destination developments often require long-term commitment to an idea and outside investments. As a starting point, Eastport has much potential for offering a unique experience to visitors, based on its historic and scenic attractions, its cultural life (most particularly, the visual arts), the serenity of its remote location, and its genuine small-town character and charm.

The theme may require additional investments to fully implement, but the theme itself can help guide those investments. Market theme planning, utilizing community inputs was started in September 2003 by a marketing and advertising agency. Funds were provided through a USDA grant written by the Maine Downtown Center. This planning represents the beginning of a more extensive planning effort, with a minimum estimated cost of \$20,000, including refinement of preliminary theme work. Funds to pay for such an activity are difficult to find. However, relatively small investments by a large number of firms may raise a significant amount of funds.

Long-term marketing should be coordinated with the State, which may provide sources for matching funds, and particularly with regional-tourism marketing efforts. Downeast and Acadia Regional Tourism (DART) is eligible for state-tourism marketing funds and might be approached to help cost-share the theme research and marketing.

Without an expanded visitor market, little can be done to revive downtown Eastport. Therefore, marketing costs must be construed as fundamental to revitalization – and as investment in the future.

**INFRASTRUCTURE**

The downtown infrastructure, public and private, requires massive restoration and rehabilitation – but, long term, the key is sustained maintenance. As noted earlier, a series of downtown public improvement projects is scheduled for 2004-2005. These and prior projects (such as, the Sea Wall and Sea Walk) indicate that funding for construction can be easier to come by than money for maintenance. However, construction funding is ultimately wasted unless followed with certainty by routine, sustained maintenance.

A long-term commitment must be made to preserving improvements through sustained, designated funding for maintenance of the downtown infrastructure. Once the above projects are completed, and a maintenance program established, other public projects need to be identified



and funded, based on their contribution to downtown revitalization, historic preservation and benefits to the community as a whole. Some additional projects are suggested in the Downtown Revitalization Action Plan, while others were identified more recently. For instance, the lack of reliable telecommunications infrastructure in Eastport and in Washington County is a deterrent to business location and an oft commented source of annoyance by residents and visitors. The city has applied for CDBG planning funds in cooperation effort with Washington County Council of Governments (WCCOG) to identify needed improvements in telecommunications infrastructure.

The restoration, rehabilitation and maintenance of privately owned, downtown buildings present more difficult issues. As noted above, a façade program is being used as an incentive. Additional funding should be sought to expand both participation and grant awards.

Other incentives, programs, and methods of supporting private, infrastructure investment must be identified and implemented, among those establishing a TIF district in the downtown (discussed below). Long term, improvements to and maintenance of private buildings depend on creating an environment favorable to investment – and, in that regard, on attracting visible investors to lead the way.

Other city-wide infrastructure needs (eg. water system) are discussed in the Public Facilities and Capital Improvement Plan.

#### **TAX INCENTIVES**

TIF (tax increment financing) allows a municipality to return a portion of any new property investments to the owner over a pre-determined period (up to 30 years). Leveraged along with a downtown façade program and a long-term marketing strategy, a TIF may encourage new investors to the downtown and infrastructure investments by current building owners.

A TIF district should be created in the downtown. Using proceeds from the downtown façade program discussed above, a TIF district would allow those investments to be “sheltered,” allow for an incentive to be returned to the investor, and create revenue to support other revitalization activities.

The TIF might work like this. A property owner chooses to make improvements to his/her building façade and, because the façade program provides match funding up to \$5,000 for exterior work, might include additional interior investments. Consider that a property owner is making \$10,000 property improvement. Within pre-defined rules of the TIF district, a portion of the additional tax generated by those investments are returned to the owner. The TIF rules may stipulate that the owner is to get 75 percent of the tax returned for five years, 50 percent for the next five, and 20 percent for the last five—a total of a 50 percent tax rebate for investing in the downtown.

Under TIF, the remaining additional tax revenues generated can be directed for use in the downtown marketing and development programs. As an additional benefit to the City, the additional valuation generated by the property investment is not considered by the State when calculating the County tax, general revenue sharing, or school aid formula for the life of the TIF – providing a tax shelter for the City.

TIF is complex, but a valuable and flexible tool to encourage local development, and assistance in developing a TIF district is available from EMDC and the Maine Department of Economic and Community Development.

In addition to tax incentives that encourage development in the downtown core, the city could implement impact fees to discourage retail development from locating outside of downtown, particularly along Route 190.

### **COMMUNITY INVOLVEMENT AND PARTNERING**

The 1995 Comprehensive Plan described the 1979 Waterfront Master Plan, and noted that the “City embarked upon a major re-development program obtaining State and Federal financial assistance to help it accomplish most of the plan’s recommendations (for downtown). The results were at first very encouraging, but they later turned disappointing. There are more vacancies now than ever.”

The 1995 Comprehensive Plan also repeated the observation made in the 1979 Master Plan regarding a “general lack of commitment of both downtown merchant and city officials to significant investments of private or public funds” for downtown revitalization.

The absence of commitment to downtown, of community involvement, so plaintively noted in 1995, has since been corrected. In April of 2001, Eastport for Pride was registered as a non-profit corporation by the State of Maine, for the purpose of restoring and revitalizing Eastport’s historic downtown commercial district, and to establish and administer the Main Street Program locally.

While much has been accomplished by forging a working partnership between volunteers and the City, much remains. A long history of neglect by the City, combined with a sense of futility on the part of businesses, cannot be corrected instantly. Downtown preservation and revitalization must be among the first priorities for the City, as opposed to the step-child of economic development as it has been treated for far too long; and businesses must embark on a sustained program of cooperation and coordination of effort, including hours of operation, improved customer service, sharing of information, ongoing collective activity, and mutual support.

Successful revitalization also depends on establishing and maintaining a network of partnerships at the local level and beyond, with the City nurturing and encouraging such partnerships and input from civic groups.

One institutional model, used in the city of Lewiston, is to create committees of public and private individuals to focus on particular areas of revitalization including:

**Transportation and parking** - examines strengths and deficiencies of all transportation modes and facilities, including automobiles, trucks and service vehicles, buses, bicycles, etc.

**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 needs are now being met.

**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.

**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).

**Other** - perhaps including historic, housing, open space, public relations.

The committees within Eastport for Pride (Economic Restructuring, Organization, Design, and Promotions) are comparable to these and could be tapped and expanded to follow the successful approaches used in Lewiston. The Common Ground Survey provides some input on this issue. See Traffic Control in Chapter L – City Survey Results, Section A – Business Development and Transportation.

#### ACHIEVEMENTS AND NEEDS SINCE 1995 COMPREHENSIVE PLAN

Out of 47 different action steps identified in the 1995 Comprehensive Plan, 10 directly influence *downtown development*. The Table summarizing this analysis is provided in Appendix D. Since 1995 a greater emphasis has been placed on developing the downtown. There is a clearer understanding that much of the future economic activity in Eastport as a whole is likely to take place in, or be directly related to, the economic and cultural activity of Eastport's downtown. Indeed, in their analysis of the policies affecting the downtown the Comprehensive Plan Update Committee concluded that only two were not implemented. All others are partially or wholly implemented and with on-going priorities.

All of the action steps identified in 1995 as critical (planning or implementation should begin now) remain critical. Likewise all important (action can wait one or two years) action steps continue to be rated as important. Two others, the waterfront walkway and the walking tours, had been identified as longer range (can be deferred) actions but are now rated as critical. The inventory and policy response column indicates new information that has guided the inventory and analysis of the 2004 Comprehensive Plan Update and new policy that is reflected in the table of policies and implementation measures at the end of this chapter.

The Comprehensive Plan Update committee did a similar analysis of the other 37 Action Steps in the 1995 Comprehensive Plan. Not surprisingly an additional 27 out of the remaining 37 of the 1995 Action Steps were directly or indirectly related to *economic development*. Thus 37/46 action steps in the 1995 Comprehensive Plan had economic development as their primary intent.

As with downtown development, a second table in Appendix D indicates if the action steps for economic development were implemented, whether they are of the same priority as in 1995, and remain policy choices in 2004.

In summary, all action steps rated as critical priority in 1995 remain critical and policies in the table below continue to reflect this. But four action steps also rose in priority. Efforts to guide growth and to refine city ordinances are now rated as critical rather than the lower priority of important. This reflects the need to facilitate downtown revitalization, to revise the zoning ordinance to ensure that it is enforceable given the 2003 deadline in the Planning and Land Use Regulation Act (M.R.S.A 30-A § 4314. 3) and to adopt the revisions that have already been drafted by the Planning Board and Code Enforcement Officer. Policy and implementation measures to achieve this are included under the sustainable development section of the table of policy and implementation measures below.

Two other action steps – highway to the new port and the rail yard in Ayers Junction – have moved from longer range to critical reflecting the need to provide infrastructure that increases the viability of the new Estes Head Port facilities. Several of the charts summarizing the survey results in Chapter L support the continuing priorities of 1995 as well as new ones identified by the Comprehensive Plan Update committee in their review of the 1995 plan.

#### SUMMARY OF POLICIES AND IMPLEMENTATION MEASURES

<b>Goal: Eastport will have full employment and a prosperous downtown.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsible Part(ies)</b>	<b>Timeframe</b>
<b>Promotion of Economic Activity</b>			
Forge working partnerships between volunteers and the City	Establish, nurture and maintain a network of partnerships at the local level and beyond, seeking input and cooperation.	City Council City Manager Eastport for Pride Chamber of Com. Civic Orgs.	
	Businesses embark on a sustained program of cooperation and coordination of effort, including hours of operation, improved customer service, sharing of information, ongoing collective activity, and mutual support	Same as above	
	Support Downtown Director		
Encourage and support local maritime businesses to retain access to the resource and get their products to local and regional markets.	Support efforts to inventory and retain access to the water for water-dependant uses	City Council	Immediate
	Promote both existing and potential aquaculture (meaning throughout: salt-water fin and shell fish)		
Promote expansion and diversification of the economic base of the community.	Support local business organizations to provide assistance to businesses within the community; promote use of community web site, community business bulletin board, local business directory	City Manager Eastport for Pride Chamber of Com.	On-going
	Provide information on sources of business assistance at the City Office, to	City Manager Eastport for Pride	On-going

<b>Goal: Eastport will have full employment and a prosperous downtown.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsible Part(ies)</b>	<b>Timeframe</b>
	include materials available through the Department of Tourism, Community and Economic Development, the Eastern Maine Development Corporation, the Sunrise County Economic Council, etc.	Chamber of Com.	
	Develop an Eastport Community Profile for marketing and promotion tool; include local businesses, describe the economic base, local regulations; post to web site	City Manager Eastport for Pride Chamber of Com.	On-going
Support increased tourism as an economic development goal.	Improve public infrastructure: parking, phones, restrooms, an information center and better signage, and some form of public transportation especially during celebrations or special events.	City Manager Eastport for Pride Chamber of Com. Harbor Com.	On-going
	Private sector improvements are also needed including more restaurants, overnight accommodations, docking facilities for different types of pleasure craft including cruise ships	City Manager Eastport for Pride Chamber of Com. Harbor Com.	On-going
	Analyze Eastport's restaurant and lodging sector to assess the strength of the year-round vs. seasonal market for expansion given existing visitor numbers	City Manager Eastport for Pride Chamber of Com. Harbor Com.	On-going
Improve and maintain city infrastructure	Support downtown public improvement projects scheduled for 2004-2005, funded by CDBG, Water District and City	City Manager Eastport for Pride CDAC	Immediate
	Budget and plan for maintenance of public facilities	City Manager Eastport for Pride Chamber of Com.	Immediate
	Consider contracting for downtown maintenance of rehabilitated or newly constructed public projects, including landscaping and plantings.	City Manager Eastport for Pride Chamber of Com. CDAC	Immediate
Develop and implement incentives, programs, and methods of supporting private, infrastructure investment.	Create a TIF district in the downtown. Combine with proceeds from the downtown façade program to shelter investments; return incentive to the investor, and create revenue to support other revitalization activities.	City Manager Eastport for Pride Chamber of Com. Harbor Com.	On-going
Develop infrastructure in support of heritage tourism	Place interpretive signs to explain significant historical events (see Appendix C for detailed recommendations)	City Council Shead Art and Industrial Arts students Historical Orgs. Civic groups	On-going
	Work with state and regional organizations on signage improvements to entice to Eastport from Route 1 and Route 9. See detailed recommendations in Appendix C	Same as above	On-going
	Continue to encourage walking tours of historical sites using self-directed,	Same as above	On-going

<b>Goal: Eastport will have full employment and a prosperous downtown.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsible Part(ies)</b>	<b>Timeframe</b>
	volunteer or paid guides aided by the Walking Tour Guide.		
Preserve public access to salt water beaches.	Encourage beautification of the Seawall Walk to attract visitors to downtown and the waterfront.	City Council Planning Board Harbor Com. Port Auth.	On-going
	Retain city-owned properties that provide shore access	Same as above	On-going
Create a long-term marketing niche and plan, not only to attract visitors, but also investors.	Obtain a marketing plan by a marketing or advertising agency, at a minimum estimated cost of \$20,000, including refinement of preliminary theme work.	City Council Chamber of Com. Eastport for Pride	Immediate
	Support incentives to develop improvements to and maintenance of the built environment, both public and private.	City Council Chamber of Com. Eastport for Pride	Immediate
	Coordinate long-term marketing with the State, which may provide sources for matching funds, and particularly with regional-tourism marketing efforts (Downeast and Acadia Regional Tourism (DART) for cost-share of state-tourism marketing funds).	City Council Chamber of Com. Eastport for Pride	Immediate
<b>Sustainable Development</b>			
Adopt new ordinances or revise existing ordinances as needed in support of revitalization and preservation goals in the existing downtown and, as business needs expand, along feeder streets to the west, Water Street north and south, and Sea Street in its entirety	Encourage mixed uses of traditional waterfront, visitor, and housing downtown.	City Council Planning Board Historic Review Board Eastport for Pride	On-going and Immediate
	Support ordinance restrictions prohibiting residential use of 1 <sup>st</sup> floor street level space as dwelling units in the downtown <sup>1</sup> commercial area to preserve the character of the downtown.	City Council Planning Board Zoning Board Historic Rev. Brd. Eastport for Pride	On-going and Immediate
	Encourage use 2 <sup>nd</sup> floor and rear grade level space, i.e. opening onto the Sea Walk, for dwelling or commercial purposes within the downtown.	Same as above	Same as above
Ensure all revitalization efforts will favor the primacy of historic preservation – and recognize it as a source not an impediment to recovery	Ensure, in the Historic District, design ordinances maintain the original, architectural integrity of historic buildings, limit new construction to existing vacant land, and preserve the historic sense of place by requiring the consistent and complementary design of new construction	Same as above	Same as above
As the downtown expands to accommodate business growth, mixed use should be encouraged	Design and use in any new construction, renovation, or expansion shall be complementary and consistent with the	Same as above	Same as above

<b>Goal: Eastport will have full employment and a prosperous downtown.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsible Part(ies)</b>	<b>Timeframe</b>
on feeder streets, on Water Street south and north of the existing downtown, and on Sea Street.	historic character of the downtown and city as a whole.		
	Assure in no instance, shall the use of downtown space, or space emanating from the existing downtown, include uses that would impinge upon or inhibit the common uses of a traditional downtown, including but not limited to creating noxious odors, noises or activities on an on-going basis or as a regular though sporadic part of operations.	Same as above	Same as above
	Support façade improvement program. Seek additional funding to expand both participation and grant awards.	Same as above	Same as above
Treat scenic views as the common property of Eastport residents and the public at large.	Research ordinances that would prohibit construction or reconstruction that would obscure, obstruct or unduly command scenic views	Planning Board Zoning Board	On-going and Intermediate
	Develop home occupation performance standards to ensure compatibility with residential neighborhoods and adjacent properties.	Planning Board Zoning Board	Short-term (within 2 years)
	Allow day care facilities throughout the city to assist in the creation of affordable childcare.	Planning Board Zoning Board	Short-term (within 2 years)
	Retain/ensure views of water across open land from public rights of way (see also Natural Resources policies)	Planning Board Zoning Board	Short-term (within 2 years)
<b>Regional Development and Coordination</b>			
Participate in regional organizations that provide technical assistance and information about individual business support and regional economic development opportunities.	Sustain membership and participation with the Sunrise County Economic Development Council, St. Croix Economic Alliance, and the Washington County Council of Governments.	City Council directly, or through appointment of others	Immediate
	Act constructively in regional discussions on labor force issues (low wages, substance abuse problems, seasonal fluctuations) in Washington County.	Same as above	Same as above
Advocate for infrastructure improvements to enhance the economic competitiveness of Eastport and Washington County.	Work with towns and regional groups in the area to obtain better access to Route 9 and the Interstate system.	City Council or agent	Ongoing
	Advocate for improvements to State highways, airports, seaports and telecommunication facilities to enhance the regional economy.	City Council or agent	Ongoing
	Work with Passamaquoddy Water District and towns within Boyden Lake watershed to secure protection of water		

<b>Goal: Eastport will have full employment and a prosperous downtown.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsible Part(ies)</b>	<b>Timeframe</b>
	supply; Develop contingency plans for water quality and supply risks		
<b>Program Awareness</b>			
Obtain information on programs that provide support for roads, parks, public transportation or other infrastructure and activities that materially aid the city's economy.	Obtain aid, as needed, from higher levels of government, County, State and Federal, including such things as Community Development Block Grants and others identified in the Capital Improvement Plan.	City Council	Immediate and on-going
	Present city expenditures required to participate in development programs at a public hearing.	Same as above	Same as above
	Work with Economic Development groups to expand high speed internet access within Eastport.	City Council	Short Term (with next 2 years)
Assist those who are eligible for assistance and help them to receive it.	Provide at City offices current information about sources of public assistance, unemployment assistance, job training, and aid to the elderly and/or handicapped.	City Manager Civic Organizations	Immediate
<b>Educated Workforce</b>			
Ensure that the educational opportunities, both academic and vocational, address the needs of Eastport children.	Convene meetings with School Board and local/regional businesses to identify work force needs and educational foundation to support them.	School Board, City Council	Long-term
Encourage and support efforts to provide job training and continuing education.	Maintain working waterfront, support curriculum development and education on marine resources	School Board, City Council	Long-term

1- Downtown defined as Water St. from Key to Sullivan Streets

**SUMMARY**

Eastport is a port city whose economy has changed and continues to evolve. From an economy that relied on one industry after another, the city has diversified to capitalize on its abundance of existing natural resources. The port is exceeding all forecasted expectations but aquaculture, once thriving, is faced with significant challenges. It is still a critical part of Eastport's future and is therefore evolving and diversifying much as the city is doing as a whole. The resiliency and determination of Eastport citizens is very much alive in the volunteerism that drives downtown revitalization efforts as well as participation in all areas of Eastport's civic life. Prospects are also positive for additional light industry and the efforts of city government are paying off.

Eastport is a regional employer but challenges remain to bring employment and sales to levels that will continue to sustain local employment. The policies and strategies in this Comprehensive Plan are diverse and extensive as a result. Primary among them is support for the port and the roads that serve it; support for diverse aquaculture, support for downtown revitalizations efforts through such measures as creation of a Downtown Tax Increment Financing District and



coordinated investment in public and private infrastructure; support for the tourism that will bring visitors to the area; and support for the light industrial sector that will provide higher wage jobs to residents and the region.

## F. HOUSING

Eastport is a city with a mixture of housing plus water dependent and commercial activities and other structures. Housing represents the major investment of most individuals. Housing, and especially its affordability, is very important to the well being of residents. The goal of this section is to document housing conditions and encourage affordable, decent housing opportunities for all Eastport residents.

### HOUSING UNITS

#### Number of Units

In 2000, Eastport had a total of 1,061 housing units. During the 1990s, the town recorded a 1.4 percent increase in its housing stock, compared to almost 15 percent for the county and 11 percent for the state. Except for Perry, surrounding towns grew at rates higher than Eastport but less than the county and state. The high percentage increase in Perry should recognize the relatively small absolute increase due to its smaller comparative population and the influence of one or two large subdivisions since 1990. As noted in the Population Section, in the 1990s Eastport experienced an 11.6 percent decline in average household size to 2.14 persons per household. Eastport's population decreased 16.5% to 1640 persons between 1990 and 2000 and the ratio between total housing units and population went from 0.532 to 0.647 reflecting this decrease in household size.

**Table F-1 TOTAL NUMBER OF HOUSING UNITS**

	1990	2000	% Change
Calais	1,773	1,921	8.35%
<b>Eastport</b>	<b>1,046</b>	<b>1,061</b>	<b>1.43%</b>
Lubec	1,022	1,072	4.89%
Robbinston	309	329	6.47%
Perry	421	529	25.65%
Washington County	19,124	21,919	14.6%
Maine	587,045	651,901	11.1%

Source: U.S. Census

Eastport's population is forecast to decline further by 2010 and then to increase modestly to around 1,500 individuals by 2015. Building permit data indicate a significant amount of new construction and an extremely high level of renovation for additions, decks, sheds and so on.

**Table F-2 RESIDENTIAL BUILDING PERMITS – CONSTRUCTION TYPE**

	Seasonal	Year-Round	Wood sheds/ decks/ garages/ additions
1997	0	1	31
1998	0	2	35
1999	1	2	24
2000	0	3	33
2001	0	0	25
Total	1	8	148

Source: Eastport building permits

Anecdotal data since 2001 indicates an acceleration in new housing with 67 building permits issued in 2003. In addition, considerable home improvements have occurred since the 1995 plan.

Over 80 percent of Eastport's housing stock was built before 1970, which is much higher than county and state figures. A much smaller proportion of the town's housing stock was built in the 1980s and 1990s, than in the county and state. Maine's housing stock reflects the State's history and climate. Nationwide, Maine ranks first in the proportion (29%) of the housing stock that was built prior to 1940. Almost 33 percent of Washington County's stock dates prior to 1940, compared to almost 66 percent, or 704 units, for Eastport (see Table F-3). Many of these units are in substandard condition and in need of repair. Housing sales are currently strong to new residents and non-residents who use the properties for summer recreation. They are classified as seasonal residences but most are capable of year-round occupancy. Investment from newcomers and residents in renovations is improving the habitability and value of many older structures.

**Table F-3 YEAR STRUCTURE BUILT**

	Eastport		Washington County		Maine
	Num.	%	Num.	%	%
1990 to March 2000	76	7.1	3,145	14.4	14.6
1980 to 1989	70	6.6	3,203	14.6	16.0
1970 to 1979	68	6.4	4,038	18.4	15.9
1940 to 1969	143	13.5	4,359	19.9	24.4
1939 or earlier	704	66.4	7,174	32.7	29.1
Total housing stock	1,061	100.0	21,919	100.0	100.0

Source: U.S. Census

It is important for Eastport's residents to be aware of existing rehabilitation funds and for renters to be aware of their rights to demand a certain level of maintenance by their landlords.

A gradual increase in the number of housing units is anticipated over the next ten years. Of course, changes in land use and the economy will determine the actual growth.

### Structure Type and Characteristics

The distribution of housing types is an important indicator of affordability, density, and the character of the community. Housing units in structures are presented in Table F-4. In 2000, one-

unit structures represented 74 percent of Eastport housing units while mobile homes and trailers accounted for 6 percent.

**Table F-4 HOUSING UNITS IN STRUCTURE**

	Eastport				Washington County			
	1990		2000		1990		2000	
	Num.	%	Num.	%	Num.	%	Num.	%
One-unit	814	77.8%	784	73.9	14,397	75.3%	17080	78.0
Multi-unit	147	14.1%	216	20.3	1,473	7.7%	1,931	8.8
Mobile Home trailer	71	6.8%	60	5.7	3,254	17.0%	2,786	12.7
Total units**	1,046	100.0%	1,061*	100.0	19,124	100.0%	21,919	100%

Source: U.S. Census Note: \*\* Total units includes: boat, RV, van, etc., not itemized in table

\*Census shows total units as 1,046 in some tables (DP-1) and as 1,061 units in others (DP-4), using applicable figure

Eastport has a limited share of mobile homes and trailers relative to its entire housing stock. The number of mobile homes and trailers increased during the 1980s in Eastport, but decreased during the 1990s. Mobile homes and trailers are located on individual lots, not in mobile home parks. Overall, Eastport's mobile homes are in good condition and the pre-1976 mobile homes located in town must meet the requirements of the International Building Code (IBC) and the State Electric Code. Table F-5 shows the proportional make-up of housing units by general physical condition. It indicates a small number of units in need of basic facility improvement and may underestimate the number of units where facilities exist but are in substandard condition. A complete housing assessment would be required to more fully understand individual needs.

**Table F-5 HOUSING CHARACTERISTICS \***

Eastport Housing Characteristics	Number	Percent
<b>Total housing units in 2000</b>	<b>1,061</b>	<b>100.0</b>
ROOMS in 2000		
1 room	4	0.4
2 rooms	22	2.1
3 rooms	114	10.7
4 rooms	175	16.5
5 rooms	182	17.2
6 rooms	209	19.7
7 rooms	135	12.7
8 rooms	109	10.3
9 or more rooms	111	10.5
SELECTED CHARACTERISTICS in 2000		
Lacking complete plumbing facilities	9	1.2
Lacking complete kitchen facilities	5	0.7
No telephone service	23	3.1

Source: U.S. Census

\*Census shows total units as 1,046 in some tables (DP-1) and as 1,061 units in others (DP-4), using applicable figure

**HOME OCCUPANCY**

Home ownership is a good indicator of the overall standard of living in an area.

**Tenure**

One way to trace home ownership change over time is to compare owners and renters as a proportion of total occupied housing. A moderate rate of owner-occupied housing is typical of a city such as Eastport with declining population as a result of limited economic opportunities. In 1990 and 2000, the proportions of owner and renter-occupied housing units at the local and county level remained fairly stable. Such stability is forecast to continue over the next decade.

**Table F-6 HOUSING TENURE**

TENURE	Eastport				Washington County			
	1990		2000		1990		2000	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupied housing units</b>	<b>797</b>	<b>100.0%</b>	<b>750</b>	<b>100.0%</b>	<b>13,418</b>	<b>100.0%</b>	<b>14,118</b>	<b>100.0%</b>
Owner-occupied housing units	566	71.0%	523	69.7%	10,568	78.8%	10,969	77.7%
Renter-occupied housing units	239	29.0%	227	30.3%	2,850	21.2%	3,149	22.3%

Source: U.S. Census

**Vacancy**

The Census classifies seasonal or recreational homes as vacant because they are not typically occupied year-round. In 2000, 311 (29.3 percent) of Eastport's total housing units were vacant. Of these 128 are vacant and not rented or used for seasonal or any purpose. The trend in sales to non-resident purchasers is associated with renovations of these dwellings to seasonal and/or for retirement purposes. As noted in the population chapter, 75 (24 percent) of Eastport's vacant units were for seasonal or recreational use. In 2000, the vacancy rate in Eastport was 6.3 percentage points less than the County's rate and the County also had 24 percent of its vacant units for seasonal or recreational use. Increases in seasonal housing are expected to continue, especially as vacant housing is purchased and renovated for seasonal or retirement purposes within the downtown and on shorefront properties in Eastport.

The rental vacancy rate for Eastport in 2000 was 14.5 percent, compared to 13.3 percent for Washington County. The data suggest an adequate supply of housing for purchase and rent.

**Table F-7 HOUSING OCCUPANCY**

OCCUPANCY	Eastport				Washington County			
	1990		2000		1990		2000	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>All housing units</b>	<b>1,046</b>	<b>100.0%</b>	<b>1,061</b>	<b>100.0%</b>	<b>19,124</b>	<b>100.0%</b>	<b>21,919</b>	<b>100.0%</b>
Occupied housing units	797	76.2%	750	70.7%	13,418	70.2%	14,118	64.4%
Vacant housing units	249	23.8%	311	29.3%	5,706	29.8%	7,801	35.6%

Source: U.S. Census

## HOUSING AFFORDABILITY

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

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

The State Planning Office requires that comprehensive plans show the, "proportional make-up of housing units by affordability to very low income, low income, and moderate income households (municipality and region) - for the most recent year for which information is available (est.)." Gathering this data is not as straightforward as it may seem, as several factors help explain. First, data from the Census on housing values is not defined by the State categories of income levels (very low, low and moderate income), which the State sets for each county. Second, the Census provides only housing values of specified housing units, not the entire owner occupied housing stock of our town. Third, the value of a house based on tax assessment, does not always accurately reflect market value. Fourth, and more important, at any given time, most homes are not for sale, and so their value does not reflect their availability for purchase. Fifth, town assessment records do not differentiate between year round homes and camps, cottages and vacation homes that are not presently suited for year round occupancy, and would require major investment to make them year round housing, if environmental conditions would so permit.

Given these data limitations, we attempt to show housing affordability by examining the income distribution of our city and county by state category, and relate this to average selling price of homes recently sold in Eastport, as well as average rents in town. Additionally, we show the percentages of households who pay more than 30 percent of their income on housing, which is a measure of unaffordable housing as defined by the State. We show Maine State Housing Authority (MSHA) affordability index data for the housing market to which Eastport belongs. We conclude that the city has met its obligation under the Growth Management Act for ensuring that a certain percentage of new housing is affordable and lay out strategies for increasing the percent of affordable housing to our housing stock.

### Definitions of Affordability

Affordable housing means decent, safe, and sanitary living accommodations that are affordable to very low, low, and moderate-income people. The State of Maine defines an affordable owner-occupied housing unit as one for which monthly housing costs do not exceed approximately 30% of monthly income, and an affordable rental unit as one that has a rent not exceeding 30% of the

monthly income (including utilities). The kinds of housing that are affordable at these income levels are often small homes on smaller lots and can also include manufactured housing, multi-family housing, government-assisted housing, and group and foster care facilities. Increased density and reduced frontage requirements can contribute to a community's affordable housing stock.

Based on MSHA figures, in 2002 the family median income was \$28,500 for Washington County and \$23,618 for Eastport. Using state guidelines, three income groups are considered in Eastport for 2003:

**Table F-8 INCOME AND AFFORDABLE MONTHLY HOUSING PAYMENTS**

Washington County Households	Income Range	Percent of Households	Affordable monthly rent or mortgage payment
Extremely Low and Very Low income	Up to \$11,809	33.2%	Up to \$295
Low income	\$11,809 to \$18,894	6.4%	\$295 to \$472
Moderate income	\$18,894 to \$35,427	22%	\$472 to \$866

Source: MSHA, 2003

### Housing Selling Prices

To get an understanding of whether the population can afford housing at its current market price Table F-9 identifies what an affordable selling price would be for low and moderate income groups. As also noted in the Employment and Economy section of this plan, the percentage of extremely low, and very low income families living in Eastport is higher than for the county. However there are fewer low and moderate income families in Eastport than in the county.

**Table F-9 HOUSEHOLD INCOME DISTRIBUTION & AFFORDABLE HOUSING SELLING PRICES, 2002**

Households by Income	Percent of Households		Affordable Selling Price	
	Eastport	Washington County	Eastport	Washington County
Extremely Low and Very Low Income <50% of Median HH Income	33.2%	24.7%	up to \$32,832	Up to \$56,300
Low Income <80% of Median HH Income	6.4%	16.8%	up to \$52,530	up to \$90,079
Moderate Income <150% of Median HH Income	22%	29.1%	up to \$98,495	up to \$121,774

Source: MSHA, Claritas

As Table F-10 shows the median value of housing for a sampling of homes in Eastport was **\$51,600** in 2000. Thus when compared to what is considered an affordable selling price in Table F-9 Eastport housing is affordable for all but those in the extremely low and very low income groups in the community. However the values in Table F-10 reflect only a part of the market and not necessarily that part that is available to purchase.

**Table F-10 VALUE IN 2000: SPECIFIED OWNER-OCCUPIED HOUSING UNITS**

Value in 2000: Specified owner-occupied housing units	Number	Percent
Less than \$50,000	213	48.2
\$50,000 to \$99,999	183	41.4
\$100,000 to \$149,999	32	7.2
\$150,000 to \$199,999	12	2.7
\$200,000 to \$299,999	2	0.5
\$300,000 or more	0	0
Median (dollars)	\$51,600	-

Source: U.S. Census

Additional data on housing affordability is available at the housing market level. Eastport is part of the Machias/Eastport Housing Market and the MSHA reports that the housing affordability index in this housing market for the year 2002 was 1.22 (under 1.00 equals unaffordable; while over 1.00 equals affordable).

In 2002, the median home sale price was \$62,500 in the Machias/Eastport Housing Market, while the median income was \$27,514 in this housing market (\$23,618 for Eastport). The home price that could be afforded at the housing market median household income of \$27,514 was \$75,951. Thus those with incomes somewhat below the housing market median income can still afford to purchase homes of the median value. Those with incomes below the regional median income – 40.5% percent of households (from Table F-8) are losing access to the regional housing market. This is caused largely by limited wages and made more acute by utility and tax costs.

The Statewide Multiple Listing Service (SMLS) recorded no house sales for Eastport in 2002, nor any other sales for 1997 through 2001 (most Eastport realtors are not members of SMLS and so their sales do not show up in the state data listings). However, local realtors report sales in Eastport in the last 2 years in the range of \$20,000.00 to \$100,000.00 with some as high as just under \$200,000.00. In addition, the winter of 2003 continues to be as busy as the summer season. Ocean front property in particular has risen sharply in the last three years. Non-residents buy many of these scenic properties as vacation homes.

### Owner Costs

Table F-11 shows selected monthly owner costs as a percentage of household income for 442 of the 566 owner-occupied housing units in Eastport in 1999. Ninety three housing units had monthly owner costs of 30 percent or more of their household income. These data suggest that housing affordability is not an issue for most residents but does affect a sizable minority (21%).



**Table F-11 MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME**

Percentage of Household Income (1999)	Owner Occupied Housing Units
Less than 15 %	167
15 to 19%	80
20 to 24 %	70
25 to 29 %	32
30 to 34 %	29
35 % or more	64
Not computed	-
Total units	442

Source: U.S. Census

**Renter Occupied Housing Affordability**

Table F-12 shows rental costs as a percentage of household income. Only year round rentals are considered, as seasonal housing rentals are not reported. The rents shown are reported by the tenants and take into account the subsidies many receive in the form of the federal Section 8 housing subsidy to low income residents. MSHA reports that in 2002, there were 84 project-based and 9 non-project based Section 8 Voucher issued for rental housing in Eastport. For 78 out of 227 (34%) renter occupied units, more than 30% of household income was spent on housing costs, indicating that such housing may not be affordable for these tenants.

**Table F-12 GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME**

Percentage of Household Income (1999)	Renter Occupied Housing Units
Less than 20 %	77
20 to 24 %	36
25 to 29 %	23
30 to 34 %	12
35 % or more	66
Not computed	13
Total units	227

Source: U.S. Census

For the 227 year round rental units reported in the 2000 Census roughly 80 percent were affordable to those in the moderate income group. Approximately 50 percent of the units were affordable to those in the low-income group, and only about 35 percent were affordable to those in the extremely low and very low-income group. See Table F-8 for affordable rent figures.

**Table F-13 GROSS RENT IN 1999 FOR EASTPORT**

Rent	Number of Rental Units
Less than \$200	55
\$200 to \$299	20
\$300 to \$499	70
\$500 to \$749	55
\$750 or more	14
No cash rent	13
Median	\$416

Source: U.S. Census

### Affordability and the Growth Management Act

The State of Maine Growth Management Act requires that every municipality "... 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." As shown in Table F-14, during the five-year period from 1997 to 2001 9 units were built. Thus, Eastport would meet the requirement of the Act if the town sought to provide 2.3 low-income units in this period. Within this period, affordable housing, meeting State guidelines, was built in the form of modular/mobile housing, as 5 such units were put in place.

**Table F-14 RESIDENTIAL BUILDING PERMITS – STRUCTURE TYPE**

	Houses	Mobile/Modular Homes	Total
1997	0	1	1
1998	1	1	2
1999	1	2	3
2000	2	1	3
2001	0	0	0
Total	4	5	9

Source: Eastport building permits

### Affordable Housing Remedies

While meeting the letter of the Growth Management Act has not proved difficult for Eastport, there is a desire by residents to maintain and provide for affordable housing, as needed, beyond the State minimums. The State offers traditional recommendations that towns consider to help meet this need. Some of these measures (noted in italics) could be adopted by the city though some are already in effect including:

1. *Relaxed zoning ordinances and building code requirements that tend to increase building costs.*
2. *Take steps to allow mobile homes and modular homes in more areas.* At present the city does not limit the location of these types of units.
3. *Provide town sewer, water and roads to new parts of the city thus "opening up" land for new homes.* Eastport provides septic system pumping in the rural and shoreland areas that are not connected to the existing sewer system.

### Housing Programs

Eastport has several facilities and developments that serve low and moderate income housing needs. These are summarized below:

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

While this is an impressive record, data provided above from the 2000 census and the Maine State Housing Authority (in 2002) indicate that 34 percent of renters and 20% of homeowners are paying greater than 30 per cent of their monthly income on housing. Furthermore, since 2000 the market is heating up and prices are also rising. Because of the relative age of many of the housing units many housing units are in need of repair and renovation.

An important component of Eastport’s housing stock is located in 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 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 in poor condition. Many of the smaller homes have survived. Some have added foundations; others still sit on posts.

The city recognizes that it has a large elderly population, many of whom are at less than 60% of median income. The city will encourage accessory apartments, so-called ‘mother-in-law’ apartments, and will put language in proposed ordinances and building codes as needed to do so. Of three elderly housing complexes in the city, two now allow single and low income tenants. Waiting lists exist but do not always contain elderly individuals. Additional high quality units are needed for the elderly, single and family populations.

**Table F-15 AGE OF HOUSEHOLDER IN 2000 FOR EASTPORT**

	Number	Percent
<b>Occupied housing units</b>	<b>750</b>	<b>100</b>
15 to 24 years	38	5.1
25 to 34 years	78	10.4
35 to 44 years	129	17.2
45 to 54 years	163	21.7
55 to 64 years	111	14.8
65 years and over	231	30.8

Source: U.S. Census

In addition to ensuring that local zoning ordinances do not significantly increase construction costs, the city will also compile a resource list on affordable housing programs. Respondents to the Comprehensive Plan survey indicated overwhelmingly that affordable housing was important to retaining employees in Eastport. The resource list of affordable housing programs will be

updated on a regular basis and will include such programs as those offered through the Maine State Housing Authority, e.g. Rental Loan Program, Section 8, SHARP, Supportive Housing, and Vouchers, DEP septic and wells grants, and USDA Rural Development, among other organizations. Web resources will be used extensively.

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

The United States Department of Housing and Urban Development (HUD) is the primary federal agency dealing with affordable housing. Rural Development (RD), formerly Farmers Home Administration (FmHA), part of the United States Department of Agriculture (USDA), also deals with affordable housing. The Maine State Housing Authority (MSHA) is the State's agency for such issues. The City of Eastport does not have a local housing authority, but construction availability and costs are monitored by the Code Enforcement Officer office. The work of a public welfare department is performed by the City Council, per city charter.

### **Projection and Related Strategies**

Although the current supply of affordable housing is deemed adequate, the fact remains that a significant number of Eastport residents are subject to financial duress due to shelter costs, with 34% of renters and 21% of owners paying more than 30% of monthly income for housing, based on data gathered in 2002 and 1999 respectively as cited earlier.

A more recent analysis, "Coastal Washington County Housing Assessment," prepared by Eastern Maine Development Corporation (EMDC) was released in June, 2005. That assessment concludes that "an attractive coastline and relatively lower prices have subjected coastal Washington County to the same housing pressure as much of the rest of the country. *These trends have accelerated in the past five years...*" (Emphasis added.)

The EMDC analysis also notes "growing concern about the impact of these pressures on affordable housing" and, in the section devoted exclusively to Eastport that "rising real estate prices, particularly for waterfront property, are impacting Eastport's housing market... (and that) rental units in old homes are gradually reducing in number as houses become more valuable and desirable as single home fixer-uppers."

The escalating value of fixer-uppers in Eastport reflects a national migration toward coastal regions – and a corollary gentrification of low to moderate income (LMI) areas. In Eastport, this is the result of retirees relocating and new residents (some seasonal) with incomes derived from other areas, according to the EMDC analysis.

The gentrification of LMI areas is a concern for state housing officials, synopsised by one who described its continuation downeast as “likely, as the population ages and the demand for coastal vacation homes increases, that affordability will decline rather than increase in that area of the state.”

Although gentrification is readily identifiable as the most likely culprit underlying a potential shortfall in affordable housing, trends here are difficult to quantify in a statistically meaningful way. Baby boomers are historically volatile, economic conditions in flux, and real estate such an edgy commodity that a single speculator can sometimes transform property values for an entire area, as entertainer Chris Blackwell did when he bought and restored an old art-deco hotel in what was then the slum of South Beach Miami.

Combining these circumstances with the warnings implicit in the EMDC analysis leaves planning for worst case the safest course of action – that is, identifying remedies across the board to ensure retaining an adequate supply of affordable housing within the City of Eastport.

The remedies cited in “Coastal Washington County Housing Assessment” are endorsed here, for engagement as needed, as described below.

**10% of New Residential Development Be Affordable**

- Create opportunities for in-fill housing. Eastport is a service-center community, with water and sewer lines, to support this remedy.
- Develop creative forms of ownership to bridge the gap between ownership and renting. (Also applies to purchasing existing homes.)
- Utilize affordable housing non-profit organizations that can leverage land, financing and other resources to reduce the costs of new (and existing) housing.

**Full Range Percentage (Based on State Standards for Affordability)**

- Improve the quality and conditions of mobile homes.
- Create opportunities for the use of second and third stories for decent affordable rental housing.
- Improve access to ownership by creating tools to build equity.
- Develop and sustain homebuyer and financial education and training programs.
- Improve supply, quality and professionalism of qualified contractors to assist with home maintenance and repairs.

## 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 and three projects (60 units) have been completed since then. The 1984 plan also recommended construction of low income family housing. Twenty-four units, known as "Quoddy Farms" were built in 1994 in Quoddy Village. These units have helped many families however there is a continuing need in this segment of the population.

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 must be watchful for the predictable effects of gentrification and be prepared to apply remedies in a timely manner, with emphasis on making ownership affordable. The City does not discriminate against mobile homes, other manufactured houses, or elderly and low-income housing.

## GOALS, POLICIES AND IMPLEMENTATION

<b>Goal: Eastport will encourage and promote affordable, decent housing opportunities for Eastport residents.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Programs and Grants</b>			
Pursue programs and grants that can assist in the provision of affordable housing	Compile information on programs and grants (CDBG housing assistance and rehabilitation programs) for the use of residents.	City Clerk/ Treasurer	Immediate
	Welcome and encourage participation in programs, grants and projects for the construction of subsidized housing whether within the city or the region including grants to homeowners for improvements to energy efficiency, habitability, etc	City Council City Treasurer	Immediate
	Pursue grant funds to perform a comprehensive housing needs assessment including recommendations for renovation, remediation, demolition, and new construction.	City Council City Treasurer	Short Term
	Welcome and encourage participation in programs, grants and projects, within the city or the region to insure sufficient, affordable housing options for its elderly citizens	City Council City Treasurer	Immediate
	Welcome and encourage participation in programs, grants and projects to provide transportation options to existing subsidized housing, and as a criteria in locating future housing.	City Council City Treasurer	Immediate

<b>Goal: Eastport will encourage and promote affordable, decent housing opportunities for Eastport residents.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Codes and Regulation</b>			
Ensure that local codes and ordinances are enforced for the public health, safety and welfare.	Ensure that the code enforcement officer (CEO) works to address reported violations of local ordinances and State laws and regulations that affect health, safety or community conditions such as the automobile graveyard provisions, removal of unsafe or deteriorated buildings, replacement of driveway culverts, etc.	City Council; Code Enforcement Officer	Immediate
	Work with the planning board to address any need for modification to the existing land use regulations that may be appropriate in order to conform to current Comprehensive Plan.	CEO; Planning Board; City Council	On-going
	Work to correct all known failed or inadequate subsurface sewage disposal systems.	CEO; City Council	On-going
Ensure the zoning ordinance will not preclude the development of affordable housing.	Continue to encourage affordable housing opportunities by allowing a mixture of housing types, including accessory apartments.	City Council; Planning Board	Short-term (within 2 years)
	Continue to allow mixed uses and mixed income housing within the residential areas of the city.	Planning Board	On-going
	Encourage senior citizen housing opportunities and provide residential areas that allow single and multi-family dwellings, as well as manufactured housing as supported by the Comprehensive Plan survey results.	Planning Board	On-going
Retain compliance with state standards regarding the availability of affordable housing.	Rely on remedies provided in "Coastal Washington County Housing Assessment," as appropriate for Eastport.	City Council; Planning Board; CEO	As needed; on-going

## SUMMARY

The State of Maine defines affordable housing as not costing more than 30% of household income. The data reviewed suggest that the cost of housing in Eastport is affordable for most people in the community but that a sizable minority is paying more than they can afford or losing access as prices rise. The majority of people live in owner occupied single-family housing. The existing zoning ordinance does not impose significant costs on the cost of building homes. There is a range of new housing in the town: mobile or manufactured homes are utilized often. The percentage of homes owned by those in the workforce is likely to decline further while the percentage of homes owned by retirees - both those from away and natives - will increase. In all likelihood, remedies to make ownership affordable (particularly for those of workforce age) will be required.

**RECREATION**

The natural resources and scenic beauty of Eastport and the surrounding region provide numerous recreational opportunities for both residents and visitors. The city of Eastport provides recreational facilities and owns undeveloped sites suitable for future recreation venues. The state owns and maintains a large coastal peninsula as a state park. Other recreational facilities are provided by local retail businesses and organizations. The majority of our open space is on, or in close proximity to, tidal water and includes flood plains, tidal flats, wetlands, critical wildlife habitat, forestlands, and scenic views and outlooks. The goal of this section is to promote and protect the availability of recreational opportunities, such as viewing scenic resources, access to the water, boating, fishing, hiking, bird watching, as well as neighborhood athletic and meeting/event facilities.

**RECREATION PROGRAMS**

The Eastport Recreation Board is a private non-profit organization that provides recreation activities for people of all ages in the Eastport area. This board works primarily in conjunction with the city, the school department and the Eastport Youth Association. The recreation board provides summer camp, youth basketball and soccer, adult basketball, teen nights and socials, and instruction in golf, tennis, arts and crafts.

Shackford Head State Park, a 90 acre undeveloped and forested peninsular of land, provides hiking trails, protected coves, a bold headland, and scenic vistas. The state also maintains the pier and boat ramp at the Marine Trades Center.

**LOCAL RECREATIONAL FACILITIES**

The Eastport Youth Association owns and maintains the Youth Center on the corner of Staniel and County Road. Indoor and outdoor facilities are available. Outdoor facilities available for community use include a seasonal ice-skating area, and a basketball hoop.

The Maine Department of Conservation, Parks and Recreation Bureau has published guidelines for the types of recreational facilities that municipalities should seek to develop and maintain. The guidelines are based upon a town's population. The table below shows facilities and services found locally, their condition and brief description of those facilities. This analysis is used to help establish priorities for capital investments over the planning period (5-10 years).

Table G1 - RECREATION FACILITIES

<b>Guidelines for Recreation and Park Services for Municipalities with Populations between 1,000 and 1,500</b>	<b>Located In Eastport?</b>	<b>Condition</b>	<b>Description/Location/Capacity</b>
<u>I. Administration</u>			
Eastport Recreation Board (ERB) Eastport Youth Center	Yes		Described in text above
<u>II. Leadership</u>			



Guidelines for Recreation and Park Services for Municipalities with Populations between 1,000 and 1,500	Located In Eastport?	Condition	Description/Location/Capacity
Summer Program:			
Swimming Instructors	No		Instruction- yes
Summer Recreation Director	Yes		Part-time Americorps position in Rec. Board
<u>III. Program</u>			
Swimming Instruction	No		Some instruction at Calais Motor Inn pool.
Supervised Playground Program	Yes		Summer day camp by Eastport Recreation Board
Skiing Instruction Program	No		Field trips to regional ski areas.
Ice Skating	Yes		Skating area at Youth Center yard.
Community-wide Special Events	Yes		Youth Center- teen nights and socials 4 <sup>th</sup> July celebration- various special events
Arts & Crafts Programs	Yes		Artsbloom and Summer Arts- by Arts Center Summer camp by Recreation Board
<u>IV. Facilities</u>			
<u>Outdoor Facilities</u>			
Neighborhood Playground, 2-10 acres; w/in 1/2 mile of each housing concentration of 50+ homes; playground, basketball court, playfield, etc.	Yes	D, C, B, C, A	South St. tot lot, Sullivan St. tot lot, outdoor basket ball hoop at Youth Center, Overlook park and bandstand in downtown, playground in front of Elementary School
Community Recreation Area, 12-25 acres w/ball fields, tennis courts, swimming, ice skating, etc.	Yes	D	Tennis court and ball diamond at Timothy S. Suddy Playing Field
Softball/Little League Diamond (0.75 per 1,000 pop.)	Yes/ No	B	2 ball diamonds behind elementary school, and Little League diamond and on-going program
Basketball Court (0.50 per 1,000 pop.)	No		
Tennis Court (0.67 per 1,000 pop.)	Yes	D	Double court on County Rd. near Youth Center
Multi-purpose field: football, soccer, field hockey (0.50 per 1,000 pop.)	Yes	B	Soccer and ball diamonds behind elementary school. Schools have priority.
Swim area to serve 3% of town pop. (15 s.f/user)	No		
Pool -27 sq. ft/water per user or Beach 50 sq. ft/water, 50 sq.ft./beach per user	No		Youth Center utilizes pool at Calais Motor Inn. Swimming available at Shady Pines. Both private facilities.
Ice Skating (5,000 s.f. per 1,000 pop.)	Yes		Outside facility at Youth Center On ponds in Perry
Playgrounds (0.50 per 1,000 pop.)	Yes	C	Tot-lots on South and Sullivan Sts. Lot at Quoddy Village eliminated.
Horseshoe Courts	Yes	B	At "tenting area" off Drummond Rd.
Shuffleboard Courts	No		
Picnic Areas w/tables & grills (2 tables per 1,000 pop.)	Yes	B	Partial in tenting area Area suitable for more development
<u>Indoor Facilities</u>			
School Facilities Available for Public Use	Yes	A	Eastport Elementary school, Shead High school, when available for non-school use.
Gym or Large Multi-Purpose Room (0.20 per 1,000 pop.)	Yes	A, B	Eastport Elementary school, Shead High school, when available for non-school use.
Auditorium or Assembly Hall	Yes	B	Shead High school
Public Library	Yes	A	Peavey Memorial Library

<b>Guidelines for Recreation and Park Services for Municipalities with Populations between 1,000 and 1,500</b>	<b>Located In Eastport?</b>	<b>Condition</b>	<b>Description/Location/Capacity</b>
<u>V. Finance</u> (funds for operation and maintenance - not capital)			
Eastport Recreation Board	Yes, Yes		Makes third party requests for City Grants (\$8k in 2003), plus sporadic donations from schools. Financed though grants and fund raisers
Eastport Youth Association			
<u>VI. Other city, state, non-profit and private recreation facilities or potential recreation sites</u>			
City- Breakwater, Fish Pier and Seawall Walk	Yes	D,A,C	Dock, ramp, boat launch, fishing
City - Overlook Park	Yes	C	Location for public use, scenic views of harbor
State – Undeveloped land on Treat Island	Yes		Private property registered in State open space program
State – Marine Technology Center-dock, travel lift and boat launch	Yes	D, A	Travel lift used for large boat launching
State- Rt. 190 Welcome sign turnoff Shackford Head State Park	Yes	A	Parking, scenic vistas
City- Tenting area on Drummond Rd. Battery Field behind Elementary School	Yes	B	Parking, scenic vistas, hiking, Civil War Ship Memorial, chemical toilet facility
	Yes	B	
	Yes	B	
	Yes	B	Tenting, picnic tables, scenic views Ball fields, hiking area
City- Broad Cove Park, Blueberry Hill, Broad Cove Rd., Perkins Rd., Snyder Rd. Bayside Cemetery Rd., Old Toll Bridge Rd., foot of Clark and Custom Sts. and western extension of tenting area	Yes		Undeveloped recreation sites and beach access

Source: Eastport Comprehensive Plan Update Committee

**Condition Classification System:**

**Grade Classification**

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

There are also several private non-profit facilities that provide recreational opportunities in Eastport. Most of them are more fully described in the Public Facilities chapter. These include the Eastport Arts Center, Barracks Museum, Quoddy Maritime Museum, Peavey Memorial Library and the Tides Institute, a cultural resource center for the Passamaquoddy Bay region.

**REGIONAL RECREATION**

Recreational resources in Washington County have a positive impact on the local and regional

economy. Tourist-related businesses that rely on the recreational opportunities are significant sources of income to some towns in the area. In Eastport many retail businesses benefit from an influx of tourists to the region, especially during the summer.

Regional recreation facilities accessible to Eastport residents and to visitors include wildlife refuges, parks, golf courses, picnic areas, public access to surface waters, and hiking (Pathfinders Walking Group: southeastern Washington County). Major regional recreational resources include:

1. Cobscook Bay State Park in Edmunds: 888 acres; more than 100 - campsites and shelters are on the water's edge; boating; hot showers; picnic area; hiking and groomed cross-country ski trails, hiking trails.
2. Cobscook Trails: Local network of hiking trails.
3. East Quoddy Lighthouse and Mulholland Lighthouse in Campobello, N.B.
4. Gleason's Cove Town Park in Perry: picnic sites, beach, fishing weirs, boat launch.
5. Herring Cove Provincial Park, Campobello, N.B: golf course, campground, playground, beach, hiking trails.
6. Devil's Head, Calais; hiking, overlooks of St. Croix River and St. Croix Island.
7. Machias Seal Island, seabird nesting site with puffin colony, boat tours from Cutler, Jonesport and New Brunswick.
8. Moosehorn National Wildlife Refuge: 16,000 acres west of Calais, 6,700 acres in Edmunds. Migratory birds, big game and 50 miles of trails.
9. Quoddy Head State Park in Lubec: 532 acres, easternmost point in the U.S., high rocky cliffs with extensive walking trails and views of Canada. The park features 4.5 miles of hiking trails, extensive forests, two bogs, diverse habitat for rare plants, and the red-and-white striped lighthouse tower of West Quoddy Head Light.
10. Reversing Falls Town Park in Pembroke: 140 acres, trails and picnic area.
11. Robbinston Boat Landing and Picnic area.
12. Roosevelt-Campobello International Park in Campobello, N.B. A 2,800-acre park that includes the cottage and the grounds where Franklin Roosevelt and his family vacationed, as well as a large natural area with many nature trails and look-out points. The Island also has a Provincial tourist information center.
13. St. Croix Country Club and Golf Course in Calais.
14. St. Croix Island International Historic Site at Red Beach in Calais. Overlooks St. Croix Island, site of historic French settlement in 1604.
15. Coastal and nature tours are available by kayak, motor vessel and windjammer in nearby towns.

### **PUBLIC ACCESS TO THE WATER**

Within the city of Eastport two boat launching facilities are available for public access to the water. A municipal facility is located at the inner harbor, and a state facility at the Marine Technology Center. A total of fifteen public access points are described on Map 6 – Water Resources and Public Access.

Respondents to the public survey indicated very clear support for purchase of additional public

access points. With only slightly less enthusiasm respondents also support the purchase of more municipal anchorages and reserving moorings for residents.

The Marine Resources section of the Chapter D – Natural Resources includes an analysis of Eastport’s vulnerability to losing the public access that it currently has in support of commercial fishing. The analysis in Table D-7 indicates that the city could improve commercial fishing access by improving infrastructure, dedicating a greater percentage of existing facilities to commercial users, sponsoring a workshop on access tools and obtaining additional deeded access. Some of the infrastructure improvements that would support the commercial fleet (boater pump-out, fuel service, maintenance of breakwater) would also enhance the experience of recreational users.

### **SNOWMOBILE & ALL TERRAIN VEHICLES**

Eastport has no snowmobile or ATV trails that are formally a part of Maine’s Interconnecting Trail System (ITS). Nonetheless, within the city, there are private dirt roads and trails that are used by snowmobile and all terrain (ATV) riders. The city is not and will not be responsible for establishing or maintaining snowmobile or ATV trails.

### **SCENIC RESOURCES**

To say that an island city nestled between Cobscook Bay and Campobello Island with an intact historic downtown on the waterfront is “scenic” would seem to state the obvious. While Eastport has experienced a century of economic and population decline there is virtually no part of the city that does not provide views of islands amid beautiful coastal bays or vast tidal flats and dramatic marine energy.

One of the city’s most important assets is its pleasing appearance and visual character. In the visioning session conducted by the Comprehensive Plan Committee participants created Map 2 - Treasures of Eastport describing the most extraordinary places in Eastport that make it unique among other towns and cities. These are places people go to see the view, to watch the sun rise or set or to enjoy an experience that says “this is Eastport”.

The topography of the island and the location of the roads preserve various scenic resources. As Route 190 circles the edge of Carrying Place Cove, it creates a narrow strip of land between the road and the shore. This area protects the scenic beauty of Carrying Place Cove, one of the largest tidal flat areas on the island. Route 190 also protects 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 on both sides of the road prevents development everywhere except Carlow Island.

Many of the roads and streets were built along the high areas on the island and all involve downward sweeps of the land toward the water. The outer end of Clark Street, just before it reaches High Street is particularly scenic because of an un-obscured view of the Canadian West Isles. 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. On Deep Cove Road, just beyond the Marine Technology Center, is a vacant lot which provides the opportunity to view other scenic resources.

## **TRAILS**

Eastport has a waterfront walkway that is the envy of any community in the north east, and an informal "inland trail" following the abandoned rail bed, which is not city property. The waterfront walkway provides residents a means of accessing businesses from the water side of Main Street while enjoying spectacular views of the breakwater, harbor and Canadian Islands. As noted in the Downtown Revitalization section of the Employment and Economy chapter, the walkway could use some enhancements including lighting and landscaping. But it is a wonderful asset to the downtown already.

This waterfront walkway connects to the abandoned rail bed as it travels through town up to the recreational fields behind the IGA. Participants in the September 2003 visioning session that was part of the public input to the Comprehensive Plan rated this section of the rail bed as one of the primary "treasures" of Eastport – see **Map 2 – Treasures of Eastport**. There are several areas where adjoining landowners have encroached on the right of way as well as areas where the trail could be relocated to separate trail users from adjoining residents. It is also in need of clearing and maintenance in many areas.

There are also other wonderful recreational opportunities on the remainder of the rail road right of way and other trails through out the city. They need to be inventoried with respect to location, ownership and renovation/maintenance needs.

## **LAND USE OPTIONS TO PRESERVE OPEN SPACE**

Open space is an important part of the recreational assets of a community. Eastport's current land use ordinances do not contain provisions for open space or cluster development. Traditionally, local attitudes throughout Maine have been that unimproved land is a shared resource, e.g. for hunting, hiking or shore access, and though privately owned, the land is used by the residents because everyone knows each other. This tradition is changing and as more and more residents restrict the use of their land, informal public access to large amounts of private land is being lost. Eastport is a small city and there are no areas targeted for large land conservation. However, public access to the shore was a priority when the Comprehensive Plan was written in 1995 and is still important to residents.

A number of options can be used to protect open space and public access to the shoreline, including government purchase of private land, donation, non-profit ownership and voluntary deed restrictions including conservation easements. In addition, the Tree Growth Tax Law program, and Farm Land and Open Space Tax Law can protect open space. The Tree Growth program does not necessarily ensure public access but some landowners voluntarily provide access when they restrict their land from development under this program. In Eastport in 2004, there were 174 acres in tree growth tax status and 36 acres in open space tax status.

**GOALS, POLICIES AND IMPLEMENTATION**

In order to improve the provision of recreational opportunities, the city has developed the following policies and implementation strategies:

<b>Goal: Eastport will maintain and improve access to recreational opportunities, particularly water access.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Facilities and Services</b>			
Provide part-time/full time Recreation Director	Advocate, establish budget, funding source(s), restore position	Recreation Board	Immediate
Improve the provision of recreational opportunities.	Pursue the development of city-owned property suitable for recreation.	City Council	Short Term (2-5 years)
	Develop, budget for and implement a maintenance program for city-owned recreation facilities addressing the needs and interests of all ages.	City Council Recreation Board	As funds allow
	Restore tot lot at Quoddy Village on existing city property.	City Council; Recreation Board	As funds allow
Recreation, as a quality of life provider, will be as important as education.	Encourage the Recreation Board and the Youth Center to become more vital parts of the community.	City Council Youth organizations Service clubs	On-going
	Rehabilitate the existing trail along the abandoned rail bed and through the downtown residential area for use by children and residents.	City Council; Youth organizations	Immediate
	Inventory (map, deed research, maintenance needs) trails throughout city.	City Council; Youth organizations	Short-term; as funding allows
Engage the private sector in the provision of recreational opportunities.	Promote expansion of existing and development of new recreation-based business.	City Council, Chamber of Commerce, Eastport for Pride	Immediate
<b>Public Access</b>			
Encourage recreational opportunities and increase public access to surface water.	Fund improvements on city owned land, including landing facilities, as described in the Capital Improvement Plan.	City Council	Immediate
	Plan the development of city-owned property suitable for recreation and beach access.	City Council	Immediate
Secure public access to the water including deep water facilities and maintaining traditional accesses to shellfishing areas.	Pursue the wide variety of available measures to secure such accesses. These could include: Landowner negotiations, Cooperation with local land trusts, Accepting donations of land or easements, Purchase of easements or land, Use of Land for Maine's Future funds	City Council	On-going and as funding allows
	Encourage grants to engage legal assistance to retain or recover clear title to "lost" city property for public use.	City Council	On-going and as funding allows
<b>Open Space</b>			
Encourage the preservation of open space.	Review/revise zoning ordinance to include provisions requiring major new residential developments reviewed by the planning board to present recreational and open space areas in their plans	City Council and Planning Board	Short-term (within 2 years)

**SUMMARY**

Eastport has many recreational opportunities because of the scenic quality of the city and vastness of the region in which it is located. Residents want the city to encourage expansion of new recreation businesses. Residents rely on public access to use the city's recreational resources and want these resources (moorings, anchorages, trails and water access) to be developed, maintained and expanded. Likewise residents want to use city recreational facilities and sites and expect them to be maintained, improved, and expanded.

## **H. TRANSPORTATION**

Eastport began and continues as an international port. While rail no longer connects Moose Island to the rest of Maine, many thousands of tons of cargo are trucked along State Routes 1 and 190 to the deepest port in the contiguous United States. Access to the Estes Head Terminal is well separated from the daily movement within the city. Roads are in good condition overall and increases in tourism related traffic, from cars to cruise ships to ferries and bicycles, are anticipated in the future.

### **ROAD INVENTORY**

Eastport is connected to the nearest major automobile route - U.S. Route 1 - 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 1 South to Ellsworth and then 1A to I-395 in Brewer, or Route 1 North to Baring, then Route 9 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, and there are very few private roads. Most of the city's 15 miles of streets are adequate to handle the volumes they serve, though most are below standard in width, restricted by buildings built right at the edge of the street. Water Street, downtown's "main street", has much charm but many challenges. It accommodates heavy truck traffic and normal traffic in each direction and angle parking. Water Street widening is not feasible without extensive demolition of the historic buildings. Additional off-street parking might alleviate this problem, because then the angle parking could be eliminated.

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

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

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

There are 4.6 miles of arterial, 5.05 miles of collector and 16.78 miles of local public roads within the City. A listing of all roads within Eastport with their classification, length,



maintenance responsibility and overall condition can be found in Table H-1, their geographic location is shown on Map 3 Eastport Streets and Public Facilities.

**Table H-1: ROADWAY INVENTORY**

Roadway Name	Arterial, Collector, Local, Public Easement, or Private	Length in Miles	Owned by	Maintained by	Surface	Condition/Major Need
Adams Street	Local	0.3	Eastport	Eastport	Paved	Good
Airport Road	Local	0.1	Eastport	Eastport	Dirt	Good
Arnold Street	Local	0.2	Eastport	Eastport	Paved	Good
Bangor Hydro	Private	0.1	Bangor Hydro	Bangor Hydro	Dirt	Good
Barren Road	Local	0.6	Eastport	Eastport	Paved	Good
Barron Rd (County Rd to Estes Head) SR 190	Collector .5 miles		State	State	Paved	Good
Barton Street	Local	0.3	Eastport	Eastport	Dirt	Poor
Battery Street	Local	0.15	Eastport	Eastport	Paved	Good
Bayview Drive	Local	0.1	Eastport	Eastport	Paved	Good
Boynton Street	Local	0.45	Eastport	Eastport	Paved	Good
Breakwater	Local	0.1	Eastport	Eastport	Paved	Good
Brewster Road	Local	0.2	Eastport	Eastport	Paved	Good
Brighton Avenue	Local	0.1	Eastport	Eastport	Paved	Good
Brinker Street	Local	0.05	Eastport	Eastport	Paved	Good
Broadway	Local	0.1	Eastport	Eastport	Paved	Good
Byram Street	Local	0.05	Eastport	Eastport	Paved	Good
Bucknam Place	Private	0.025	Resident	Resident	Dirt	Good
Burns Place	Private	0.05	Resident	Resident	Paved	Good
Byrd Street	Local	0.2	Eastport	Eastport	Paved	Good
Capen Avenue	Local	0.25	Eastport	Eastport	Paved	Good
Cemetery Road	Local	0.25	Eastport	Eastport	Paved	Good
Chapel Street	Local	0.15	Eastport	Eastport	Paved	Good
Clark Court	Private	0.05	Resident	Resident	Dirt	Good
Clark Place	Private	0.05	Resident	Resident	Dirt	Good
Clark Center	Private	0.05	Resident	Resident	Dirt	Good
Clark Street	Collector	0.75	Eastport	Eastport	Paved	Good
Clark's Way	Private	0.05	Resident	Resident	Paved	Good
Cleveland Street	Local	0.05	Eastport	Eastport	Paved	Good
Conner Street	Local	0.1	Eastport	Eastport	Paved	Good
County Road (SR 190) ***	Collector	.8	State	State	Paved	Good
County Road (SR 190)	Arterial	4	State	State	Paved	80% Excellent / 20% Good
Custom Street	Local	0.05	Eastport	Eastport	Paved	Good
Dana Street	Local	0.1	Eastport	Eastport	Paved	Good
Dawson Street	Local	0.05	Eastport	Eastport	Paved	Good
Deeks Street	Local	0.1	Eastport	Eastport	Paved	Good
Deep Cove Road	Local	1.4	Eastport	Eastport	Paved	Good

Roadway Name	Arterial, Collector, Local, Public Easement, or Private	Length in Miles	Owned by	Maintained by	Surface	Condition/Major Need
Dresner Street	Local	0.1	Eastport	Eastport	Paved	Good
Drummond Road	Local	0.3	Eastport	Eastport	Paved	Poor
Eagle Street	Local	0.05	Eastport	Eastport	Paved	Good
Elm Street	Local	0.05	Eastport	Eastport	Paved	Good
Evans Street	Local	0.15	Eastport	Eastport	Paved	Good
Favor Street	Local	0.05	Eastport	Eastport	Paved	Good
Franklin Street	Local	0.1	Eastport	Eastport	Paved	Good
Furniture Avenue	Local	0.05	Eastport	Eastport	Paved	Good
Gilman Street	Local	0.05	Eastport	Eastport	Paved	Good
Green Street	Local	0.1	Eastport	Eastport	Paved	Good
Hallett Avenue	Local	0.05	Eastport	Eastport	Paved	Good
Harris Point Road	Local	0.4	Eastport	Eastport	Paved	Good
Hawkes Avenue	Local	0.25	Eastport	Eastport	Paved	Good
Hayes Avenue	Local	0.05	Eastport	Eastport	Paved	Good
High Street	Collector	1	Eastport	Eastport	Paved	Good
Indian Road	Local	1	Eastport	Eastport	Dirt	Poor
Island View Drive	Private	0.05	Resident	Resident	Paved	Good
Janny Street	Local	0.1	Eastport	Eastport	Paved	Good
Jensen Street	Local	0.1	Eastport	Eastport	Paved	Good
Johnson Street	Local	0.3	Eastport	Eastport	Paved	Good
Kemmerer Road	Local	0.1	Eastport	Eastport	Paved	Good
Kendall Head Road	Local	0.8	Eastport	Eastport	Paved	Good
Key Street (aka. Ray St.)	Local	0.65	Eastport	Eastport	Paved	Good
Kilby Street	Local	0.05	Eastport	Eastport	Paved	Good
Leavett Avenue	Local	0.05	Eastport	Eastport	Paved	Good
Lincoln Street	Local	0.2	Eastport	Eastport	Paved	Good
Long Street	Local	0.1	Eastport	Eastport	Dirt	Good
Lovelace Road	Local	0.2	Eastport	Eastport	Paved	Good
Lower High Street	Local	0.2	Eastport	Eastport	Paved	Good
Madison Street	Local	0.1	Eastport	Eastport	Paved	Good
McKinley Street	Local	0.1	Eastport	Eastport	Paved	Good
Meyer Street	Local	0.1	Eastport	Eastport	Paved	Good
Michenor Street	Local	0.05	Eastport	Eastport	Paved	Good
Middle Street	Local	0.3	Eastport	Eastport	Paved	Good
Mitchell Street	Local	0.15	Eastport	Eastport	Paved	Good
Norwood Road	Local	0.5	Eastport	Eastport	Paved	Good
Orange Street	Local	0.1	Eastport	Eastport	Paved	Good
Perkins Road	Local	0.3	Eastport	Eastport	Paved	Good
Pleasant Street	Local	0.2	Eastport	Eastport	Paved	Good
Prime Street	Local	0.4	Eastport	Eastport	Paved	Good
Prince Avenue	Local	0.1	Eastport	Eastport	Paved	Good
Proprietor's Lane	Private	0.05	Resident	Resident	Paved	Poor

Roadway Name	Arterial, Collector, Local, Public Easement, or Private	Length in Miles	Owned by	Maintained by	Surface	Condition/Major Need
Redoubt Hill	Local	0.8	Eastport	Eastport	Paved	Good
Redoubt Road	Local	0.2	Eastport	Eastport	Paved	Good
School Street	Local	0.05	Eastport	Eastport	Paved	Good
Sea Street	Local	0.15	Eastport	Eastport	Paved	Good
Seigen's Marina	Private	0.1	Resident	Resident	Paved	Good
Shackford Head	Local	0.1	Eastport	Eastport	Dirt	Poor
Shackford Street	Local	0.45	Eastport	Eastport	Paved	Good
Snyder Road	Local	0.4	Eastport	Eastport	Paved	Good
Soldiers Lane	Local	0.05	Eastport	Eastport	Paved	Good
South Street	Local	0.1	Eastport	Eastport	Paved	Good
Spear Avenue	Local	0.05	Eastport	Eastport	Paved	Good
Spruce Street	Local	0.025	Eastport	Eastport	Paved	Good
Staniel Road	Local	0.4	Eastport	Eastport	Paved	Good
Stevens Avenue	Local	0.15	Eastport	Eastport	Paved	Good
Sullivan Street	Local	0.2	Eastport	Eastport	Paved	Good
Sunset Drive	Local	0.1	Eastport	Eastport	Paved	Good
Sunrise Drive	Local	0.1	Eastport	Eastport	Paved	Good
Third Street	Local	0.3	Eastport	Eastport	Paved	Good
Toll Bridge Road	Collector	1.2	Eastport	Eastport	Paved	Good
Trecartin Avenue	Local	0.05	Eastport	Eastport	Paved	Good
Vanasse Road	Local	0.4	Eastport	Eastport	Paved	Excellent
Warren Street	Local	0.05	Eastport	Eastport	Paved	Good
Washington Street (SR 190)	Arterial	0.6	State	State	Paved	Good
Water Street	Collector	1.3	Eastport	Eastport	Paved	Good
Willow Street	Local	0.05	Eastport	Eastport	Paved	Good
Wilson Street	Local	0.1	Eastport	Eastport	Paved	Good
Woodman Place	Local	0.05	Eastport	Eastport	Paved	Good

Source: Maine Department of Transportation and Comprehensive Plan Update Committee, 2003

## ROAD MAINTENANCE

Overall, Eastport's roadways are in good condition. The city has a three member highway department who systematically inspects and maintains culverts and roadways. All roads were reconstructed over the period 1992-1997 when the sewer system was constructed.

The city works diligently with limited resources to maintain local roads.

The damage that does occur to our roads is largely the result of trucking activity. Harsh weather, which includes rapid changes in weather conditions, is another cause of road deterioration. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw, which is also a time of year when many natural resource based products are transported to market. As road weight limit postings are put in place, the conflict between road maintenance

needs and the economic needs of local businesses is clear.

Most roads were not originally engineered for the weight they now carry. If money were no concern, the best course of action would be to rebuild each of the major service roads. That, however, is not economically feasible. Nevertheless, State Route 190 provides a good example of how effective reconstruction can improve a roadway. Considering the traffic volumes on US 1, it is worth pursuing a similar reconstruction of this roadway.

The city Highway Department conducts all snow plowing, salting and sanding each year for all city roads. The Maine DOT Local Roads Center provides a "Road Surface Management for Maine Towns" training program, including Road Surface Management System (RSMS) software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, it is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and "defend" their road maintenance budgets. The system is generic and provides an objective tool that a municipality can "customize" with its own repair techniques and local costs. The city Council should investigate its use and adoption in Eastport.

MDOT is responsible for all the non-local roads. Their authority includes permitting of driveways and entrances, curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction and road widening, on those non-local roads.

The MDOT prepares a Six-Year Plan, updated every two years, to link their policy based Twenty-Year Plan to the project based and fiscally constrained Biennial Transportation Improvement Program (BTIP). The most recent Six-Year Plan was issued in 2003 covering the period 2004-2009. The BTIP's are issued every fiscal biennium. Other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies.

Likewise, municipalities can use it to plan for anticipated improvements. The seven Regional Transportation Advisory Committees (RTACs) provide input to the Six-Year Plan and were asked to indicate major changes in their regions that affect the priorities of the prior Six-Year Plan. Eastport is part of RTAC2 and the Six-Year Plan for 2004-2009, MDOT has proposed two highway reconstruction projects:

- Beginning 0.1 miles northwest of Deep Cove Road and extending southeasterly 1.0 miles to 0.2 miles southeast of Clark Street,
- Beginning 0.2 miles southeast of Clark Street and extending southeasterly 0.6 miles to High Street.

The FY2004-2005 Biennial Transportation Improvement Program prepared by MDOT does not include the above two projects in Eastport. SR190 was improved with shoulders and new pavement from the public works building out to Route 1 within the last two years. The remainder of SR 190 from the public works building to its terminus at Water Street does not have shoulders or a solid base and needs regular maintenance. Eastport therefore supports the improvements noted above recommended within the Six-Year Plan and should actively pursue their inclusion in the next BTIP.

The FY2004-2005 BTIP does include the reconstruction of the terminal access taxiway, removal of runway approach obstructions located at Eastport Municipal Airport. Fifty per cent of the non-federal match is to be provided by the local municipality. Funding sources include the Federal Aviation Administration, State Bond funds, and local monies.

### **TRAFFIC VOLUMES AND PATTERNS**

Eastport is connected to the mainland by only one transportation corridor - State Route (SR) 190. It is an extraordinarily scenic corridor and as the only road to the island it provides access for all visitors, as well as commuters who leave or come to Eastport for work. It is also the transportation lifeline of the port of Eastport. As the port grows, already abundant truck traffic cuts directly through the Passamaquoddy community of Sipayik (Pleasant Point). The "speed trap" through Pleasant Point is known throughout the region and its enforcement protects a corridor that is used by many pedestrians within that community.

The Comprehensive Plan survey in 2003 (see charted results in Chapter L – City Survey Results) asked several questions about transportation services and alternatives to serve Eastport. Respondents were asked directly if the city should pursue a new bridge to the island and almost half of the respondents agreed or strongly agreed. Respondents were also asked questions about transportation support to economic activity. There was very strong support for port development; for working with others to obtain better access to Route 9 and I95; and to restoring rail service to Ayers Junction and to the establishment of marshalling and warehousing there. Map 11 – Regional Transportation Linkages depicts a proposed bridge and alternative corridor that could be a through route to Route 9 and Calais via Ayers Junction. In addition to the charted plots of responses to survey questions, written comments support improved access to the mills in Baileyville and to the international border in Calais.

Finally, there was also very strong support for encouraging tourism with somewhat less support for encouraging road-side businesses on SR 190.

The Comprehensive Plan Committee interprets these results as an expression of support for preserving the integrity of SR190 as a transportation corridor and focusing economic activity downtown. But the Committee also interprets these responses as support for the proposed bridge and transportation route shown on Map 11 as it would provide the following benefits to Eastport and the surrounding region:

- Eastport would have an alternative access in the event of an emergency
- Truck traffic could by-pass the community of Pleasant Point reducing travel time for the commercial vehicles and dangers to pedestrians
- Scenic travel corridors (Routes 1 and 190) would be enhanced for visitor traffic
- The Port and its large industrial customers in Baileyville, Calais and New Brunswick would be connected by an interior route that avoids segments of Route 1 serving high visitor traffic
- The corridor could be served by rail at Ayers Junction or by road via Route 190

- The County already owns the road right of way in Eastport; thus the highest cost associated with a new road, acquisition, is not a consideration; one limitation to the use of this route is the impact of road construction associated with tidal wetlands beside the Old Toll Road. An alternative, if longer, bridge location might be feasible between Carlow Island and Perry.

Achieving this vision of an alternative bridge and corridor will require much consultation and cooperation with surrounding communities and the Maine DOT. Eastport seeks to initiate this discussion as a long term strategy that supports economic diversification and development within the industrial and tourism sectors of eastern Washington County. Eastport will participate in RTAC 2 meetings toward this end.

To support tourism, officials from Eastport will participate on the Downeast Route 1 Corridor Committee to advocate for improvements to Route 1. Signage at several intersections could be improved to notify tourists of Eastport as a destination. These include the intersection of Route 1 and State Route 190 in Perry. Signage on Route 1 could direct travelers south to specific attractions in Eastport.

Although the population of Washington County has decreased modestly during the 1990s, MDOT states that the total number of vehicle miles traveled in our County has increased by over 13 percent. MDOT estimates the average annual daily traffic volume (AADT) of most state and state aid roadways. Traffic counts taken every few years help the state calculate changes in traffic volume so that road improvements can be designed and built to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. Instead, AADT volumes help us understand the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks.

Table 2 shows average annual daily traffic (AADT) volume counts for the most recent year for which data is available. The volumes shown below represent both through traffic and local activity centered in the city center at the four intersections of SR 190 with Water Street, High Street, Clark Street, and County Road.

**Table H-2 AVERAGE ANNUAL DAILY TRAFFIC VOLUMES**

Roadway	Location Description	AADT in 1999
SR 190	SR 190: northwest of Washington St	4640
SR 190	SR 190: east of High St	2800
SR 190	SR 190: west of High Street	4270
SR 190	SR 190: west of Water Street	2970
SR 190	SR 190: west of Clark Street	4380
SR 190	SR 190: north of IR 933	3480
SR 190	SR 190: north of IR 4013	3470
SR 190	SR 190: southeast of IR 4013	3760
SR 190	SR 190: northwest of IR 4013	3260
SR 190	West of SR 190 S II	780
IR 933	IR 933: southwest of SR 190	360

Roadway	Location Description	AADT in 1999
Water St	Water St: north of SR 190	4750
Water St	Water St: south of SR 190	4220
Water St	Water St: east of Middle St	750
Water St	Water St: southeast of Clark St	1210
Water St	Water St: north of Adams St	1740
County Rd	County Rd: southeast of SR 190	1220
County Rd	County Rd: southeast of Key St	1040
County Rd	County Rd: southeast of Barren Rd	180
County Rd	County Rd: northwest of Barren Rd	840
Clark St	Clark St: east of SR 190	1120
Clark St	Clark St: northeast of High St	890
Clark St	Clark St: northwest of High St	990
High St	High St: north of SR 190	950
High St	High St: south of SR 190	2010
High St	High St: south of Pleasant St	640
High St	High St: southeast of Clark St	600
High St	High St: north of South St	810
High St	High St: south of Battery St	800
Key St	Key St: east of County Rd	360
Key St	Key St: west of Water St	710
Key St	Key St: east of High St	710
Middle St	Middle St: south of Water St	390
Middle St	Middle St: north of Key St	190
Middle St	Middle St: south of Key St	150
Adams St	Adams St: east of High St	310
Barren Rd	Barren Rd: west of Prince Cove Rd	670
Battery St	Battery St: east of High St	380
Boynton St	Boynton St: west of Middle St	550
Boynton St	Boynton St: east of Kilby St	480
Deep Cove Rd	Deep Cove Rd: west of SR 190	370
Harris Point Rd	Harris Point Rd: north of Clark St	290
Pleasant St	Pleasant St: east of High St	140
Prince Cove Rd	Prince Cove Rd: southwest of Barren Rd	80
South St	South St: east of High St	300
Sullivan St	Sullivan St: west of Water St	390

Source: Maine Department of Transportation

## LEVEL OF SERVICE

MDOT has noted minor degradation in the level of service (LOS) for two roadways within the town – segments of High Street and Water Street downtown. Traffic congestion lowers a roadway's level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic

interruptions, and the perceptions of motorists and passengers.

There are six levels of service, given letter designations from A to F. LOS A represents the best operating conditions, while LOS F represents the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume. As an annual average, however, LOS does not reveal the increased congestion during the tourist season. And so, for planning purposes, a seasonally adjusted LOS should be used when analyzing the need for local traffic management improvements.

Traffic volumes are low in Eastport relative to the capacity of existing roadways and so the LOS is minimally affected. Route 190 has a level of service ranging from A (excellent) to B (good) as shown on Map10: Transportation Road Network: Level of Service. A small portion of High Street, approaching City Hall from Washington Street and downtown section of Water Street are rated with a level of C. This level likely reflects volume on High Street and congestion associated with the narrow road and angle parking in the downtown. The segment of Water Street from the foot of SR190 to the breakwater has a level of D reflecting truck traffic, local traffic, narrow right of way, minimal setbacks and sight distance at the corner south of the breakwater. Today, the LOS rating from truck traffic to the breakwater, would reflect the near 100% use of Estes Head terminal.

### **ACCESS MANAGEMENT**

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

MDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Due to the low volume of traffic on our roadways, our City has no roads in the retrograde or mobility corridor categories of roadways, which come under stricter access management standards.

To maintain and improve traffic flows, the Land Use section of this plan and future Land Use Ordinances should include access management performance standards that are in accordance with current law.

### **DANGEROUS INTERSECTIONS AND STRETCHES OF ROADS**

MDOT rates accidents according to a Critical Rate Factor (CRF), which corresponds to the



number of times the actual accident rate exceeds the expected (average) accident rate. Generally, a CRF of 1.0 or more indicates a higher than usual number of accidents at that specific intersection or stretch of road. According to MDOT recent data, from 2000 through 2002, there were 58 reported accidents in Eastport. There were no fatalities. One accident involved serious personal injuries, 13 involved minor injuries, and 21 involved property damage in excess of \$5000.00. Eleven of the accidents were due in part to driver inattention; three were alcohol or drug related. Eleven accidents occurred in conditions of snow, one during rain, sleet or hail.

The CRF was above 1, indicating above average accident rates, in the following areas:  
Clark Street, Sullivan Street, Water Street, Key Street and High Street.

There is general agreement on these high accident locations. Isolated speeding problems are reported, particularly on SR 190 coming into the city of Eastport. Residents believe the following intersections are dangerous, due to either inadequate signage or poor visibility, and worth remediation:

1. Pleasant St/Franklin St
2. Redoubt Hill Rd/SR190
3. Washington St/High St
4. Brewster Rd/Clark St
5. Barren Rd/County Rd
6. Toll Bridge Rd/SR 190
7. Key St/ High St
8. Deep Cove Rd/ County Rd (SR190)

#### **TRAFFIC CONTROL DEVICES (TCD)**

There are no existing traffic lights in Eastport. Given the level concern at a number of intersections, additional TCD's may be a remedy to reduce accident potential at intersections, and for any other traffic control issues.

#### **BRIDGES**

The Town has no bridges but does have two causeways on State Route 190 that connect Moose Island (Eastport) to Carlow's Island and to Perry across the two water bodies of Passamaquoddy Bay to the east and Cobscook Bay to the west. The State is responsible for both:

1. Causeway from Perry to Carlow's Island
2. Causeway from Carlow's Island to Moose Island (Eastport)

The culverts in the City are in good condition and all of the paved surfaces were restored or improved when the sewer was installed between 1992 and 1997.

**PARKING FACILITIES**

The lack of parking downtown is a problem. Only three downtown businesses have on-site parking. All other downtown businesses and apartments use public parking spaces or private spaces isolated from the downtown. Little opportunity exists for the development of privately owned parking but some public parking could be developed behind and adjacent to the downtown along Furniture Avenue and Sea Street.

The City Council should consider the formation of a new city-wide Traffic and Parking Committee to study and recommend traffic control and parking solutions.

**PEDESTRIAN FACILITIES**

Presently, there are partial sidewalks in the city along main streets. Many are in poor condition and in need of repair. Downtown Water St. sidewalk improvement is supported by the Downtown Revitalization Study and will be coordinated with any reconstruction of the antiquated water pipes, surface water runoff and roadway surface improvements within the center of the city.

**PUBLIC TRANSPORTATION**

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

West's Coastal Connection Bus Service offers daily service from Calais to Bangor, round trip. West also operates services three times weekly, connecting coastal communities to Ellsworth and coordinating its schedule with other service providers. Pick up points are at various locations throughout the county; Perry Corner, the intersection of Route 1 and State Route 190, being the closest.

**FERRY SERVICE**

There once was active and well-supported passenger 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. Limited passenger service was provided through the Eastport Arts Center programs in 2003 and a significant expansion of the

service is planned for the summer of 2004. This service would facilitate working and shopping between the two communities as well as promote tourism related travel loops around Cobscook Bay and the Canadian islands. The previous Comprehensive Plan supported efforts for ferry service between Eastport and the adjacent islands. The 2003 public opinion survey also supports reinstatement ferry service to Lubec and Grand Manan, but recognizes that this is an ideal, particularly for car service, whose feasibility is less secure.

## AIRPORTS

Eastport Municipal Airport (EMA) has a 4000-foot runway and provides limited charter and instructional services. It also provides beacon and fueling services and was last rated by the state in good condition. The Eastport Municipal Airport Master Plan Update is underway at the time of the publication of this comprehensive plan update. The initial master plan was completed in 1987.

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

Two major improvements will be recommended in the updated Master Plan including reconstruction of the taxiway in 2004 and homeland security requirements that will fence in the airport property. These improvements are critical to economic development in Eastport and the region.

Investments in the airport are as important as the allowable land uses adjacent to it. Future conflicting uses should not be created that would hamper its use (or perhaps even force its closing). A thorough review of the existing Zoning Ordinance should be conducted to assure that existing provisions and amendments affecting the airport do not compromise its function. The airport 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.

Construction in and adjacent to the EMA is restricted by the municipal and airport zoning ordinances. 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.

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 the four levels defined by the FAA (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.

The 1995 Plan recommended that the airport obstruction ordinance be incorporated into the existing zoning. This remains a recommendation to streamline regulatory procedures. The Airport Approach Height District is documented on the EMA zoning map.

Other regional airports include:

1. Bangor International Airport: 11,441-foot main runway, provides domestic and international commercial flights and freight services, and civil defense operations, car rental is available, is 130 miles from Eastport.
2. Deblois Flight Strip, off State Route 193: 4,000-foot runway, no beacon or fueling services. Last rated by the state in poor condition.
3. Hancock County - Bar Harbor Airport in Trenton: 5,200-foot main runway, daily commuter service to Boston, charter service, car rental is available, is the nearest airport with regularly scheduled passenger commercial service.
4. Lubec Municipal Airport: 2032-foot gravel/turf runway, with beacon, no fueling services. Last rated by the state in good condition.
5. Machias Valley Airport: 2909-foot runway, beacon, no fueling services, is used by private plane owners and in emergency, by air ambulance services. Last rated by the state in good condition.
6. Princeton Municipal Airport: two runways- the larger 3999 feet, beacon, no fueling services, is used primarily by private businesses and recreational fliers. Last rated by the state in poor condition.

## **RAILROAD FACILITIES AND RAIL SERVICES**

Rail service from Bangor East to Calais, including service from Perry into Eastport, was discontinued in 1996. There is talk of restoring some service in Washington County, including Eastport. 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.

It is recognized that regional municipal support as well as considerable state and federal funding would be needed to bring freight rail service back to Washington County.

## **PORTS**

The Port of Eastport is the easternmost port facility in the United States. It is a deep water port with two piers, three berths and over 107,000 square feet of covered storage. The outer berth can accommodate a ship of up to 900 feet in length. The naturally high tides in the Bays of Fundy

and Passamaquoddy give the Estes Head Terminal a depth of 64 feet at mean low water and approach channels in excess of 100 feet. No dredging is required keeping maintenance costs low and consistent. With steady growth over the past decade it is the fastest growing facility in New England. In 2002 alone, the amount of tonnage passing through the port was around 280,000 tons, an increase above the average of 140,000 tons for the past five years. Additional data describing the economic importance of this facility is provided in the chapter on Employment and Economics. For purposes of transportation policy the city strongly supports land, rail and inter-modal facilities in Eastport and the region that will increase the amount of tonnage passing through the port.

There is also a city breakwater for use by smaller vessels. The breakwater provides essential services to the fishing fleet, residents and visitors. Responses to the public survey indicate very strong support for cruise ship visitation downtown; encouraging tourism, reserving moorings for residents; providing more municipal anchorages; providing ferry service to Lubec and Grand Manan and overall port development. All of these uses are dependent on a well maintained breakwater. Written comments indicated that more use would be made of the breakwater if it provided additional services.

Supporting cruise ships and tourism will require that visitors are well received and directed when they visit Eastport. While there is much support for their arrival there is a need to coordinate on-shore facilities and services to ensure that they enjoy their experience enough to encourage their return and recommendation of the city as a port of call. To this end the services and schedules of local and regional attractions, local transportation services (small passenger ferries, local buses and taxis), local eateries and retail businesses need to coordinate with cruise ship arrivals. This will require cooperation and communication among the local Chamber of Commerce, the Port Authority, Eastport for Pride, local cultural institutions, local transportation providers and so on.

The city and Port Authority have installed, and there is a continual need for, improvements and maintenance at the fishing pier and breakwater and other public marine services.

Two grant programs from the Maine DOT have and could continue to provide resources to the city to fund identified improvements at the pier, and breakwater, and as identified in the Downtown Revitalization Plan, along the seawall connecting the two. These include the Small Harbor Improvement Program (SHIP) which provides grants of up to \$250,000 for publicly owned facilities to improve floats, ramps, parking, dredging and other projects. Another program, the Boating Infrastructure Program (BIP) provides grants to improve piers, docks, marine facilities for transient work or recreational vessels 26' or longer. Eligibility is restricted to publicly owned facilities though it can extend to projects on privately owned facilities that have a public benefit.

#### **REGIONAL TRANSPORTATION ADVISORY COMMITTEE**

The Regional Transportation Advisory Committee (RTAC) process created by MDOT facilitates public participation during the formulation of transportation policy. RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and

alternative forms of transportation, as well as members of the general public. The purpose of the RTAC is to provide early and effective input into DOT's plans and programs. The RTAC process is an effort to de-centralize transportation planning and give the general public an opportunity to help shape transportation policy and the decision making process.

RTAC collaborates with MDOT and the Regional Councils to develop regional advisory reports for each RTAC Region. Eastport is part of RTAC-Region 2, which encompasses Hancock and Washington County. The advisory report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions and the State. The RTAC meet regularly and advise the DOT on a number of issues including advisory report strategies, updating of the advisory reports, and the Biennial Transportation Improvement Program (BTIP). BTIP is MDOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding.

Eastport can insure a greater degree of involvement in the RTAC process by coming to RTAC meetings and stating why their projects should receive funding priority.

**GOALS, POLICIES AND IMPLEMENTATION**

<b>Goal: Eastport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our city's anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Management and Maintenance</b>			
The city will plan for optimum use, construction, maintenance and repair of roads, culverts and sidewalks.	The Public Works Department will continue development of a multi-year road maintenance plan for the city, based in part on a recurring evaluation of roadways, culverts and sidewalks, which will be the basis for future allocation of road maintenance funds.	City Council; Public Works	On-going
	The city will investigate training from the MDOT Local Roads Center and adoption of the Road Surface Management System software to prioritize maintenance and construction of city roadways.	City Council; Public Works	Short-term (1-2 years)
	Form an advisory committee to investigate ways to improve parking and the identification of additional parking in the downtown area; and means to address dangerous intersections, traffic and parking issues city-wide.	City Council; Public Works and Safety Committee; Police and Fire Depts. EFP	Immediate
The city will ensure that new development does not negatively impact the capacity or safety of existing roadways.	The city will consider a local roads ordinance that harmonizes the access of driveways and entrances with the state access management regulations and make the new state regulations available at the city office for property owners.	City Council; Planning Board; Public Works	Immediate
<b>Port Development</b>			

<b>Goal: Eastport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our city's anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
The city will actively support port development, inter-modal freight and passenger transport.	Pursue establishment of marshaling yard and warehousing on the mainland.	City Council; Port Authority	Long-term
	Support continued public access to the railroad right of way.	City Council; Port Authority	On-going
	Support, maintain and improve facilities at the breakwater downtown including sewer (boat & motor home pump-out), restrooms, fuel; convenience items.	City Council; Port Authority	Immediate and on-going.
	Coordinate on-shore facilities and services for successful cruise ship visitation.	Chamber of Commerce, Port Authority, EFP, Historical Society	Immediate
	City will continue to apply to SHIP and BIG grant sources from MDOT to support improvements at the fishing pier, sea wall and breakwater.	City Council; Port Authority	Immediate
	The city will support a reinstatement of ferry service to Lubec and Canada including supporting public and private efforts to implement passenger ferry service including for e.g. provision of public marina slip, lighting and other necessary amenities.	City Council; EFP	Immediate
<b>Trail Development</b>			
Support pedestrian and bicycle use within Eastport and to connect with regional trail systems.	Explore grant opportunities to improve trails and bike facilities. Explore connection to East Coast Greenway and State Water Trail System.	City Council; RTAC; Route 1 Corridor Committee	Short-term
	Include shoulders to accommodate bike travel when roads are reconstructed.	City Council; RTAC; Route 1 Corridor Committee	On-going
<b>Regional Coordination</b>			
The city will cooperate in the development of regional transportation policy.	Work with other municipalities and regional groups in the area to obtain better access to Route 1, Route 9 and Interstate system.	City Council	On-going
	Pursue construction of another bridge/causeway to serve Eastport as depicted on Map 11 and the corridor that it could provide to Ayers Junction, Route 9 and Calais.	City Council	Long-term
	The city will participate actively in RTAC-Region 2 and Route 1 Corridor Committee meetings and policy development, including improved signage directing travelers on Route 1 to Eastport attractions.	City Council	On-going
	Research need and demand for an intra-county bus transportation system	City Manager	Long Term

<b>Goal: Eastport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our city's anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	(Eastport-Machias-Calais)		
The city will actively support airport development	Support implementation of Airport Master Plan; continue, or accelerate airport improvements, and consider hangar leasing.	Airport Advisory Committee	On-going
	Ensure continued access for medical evacuation and other emergency services.	Airport Advisory Committee	Short Term
	Incorporate Airport Obstruction Ordinance as a new chapter in the zoning ordinance.	City Council Planning Brd.	Short Term

**SUMMARY**

Transportation linkages in Eastport consist of State Route 190 and the Port of Eastport. Our city is reliant on its road network as the primary means of transportation movement. However, the city looks as much to the water as it does to the land for its livelihood and connectivity to the outside world. Therefore, local roads should provide safe, reliable access to work, school, stores, and residences. But the port at Estes Head and the breakwater downtown must be maintained and supported in their on-going improvements. Looking over the long term, another bridge to the island and an interior road corridor that improves access to Route 9 is envisioned. This will improve safety and help to diversity economic development opportunities.

Overall, Eastport's roadways are in good condition. Given limited funding and the significant expense, the city has done a noteworthy job of maintaining its roads. Since MDOT has jurisdiction over most main roads and both causeways serving Eastport, the city will continue to communicate and cooperate with that department. The city has a paving schedule for roads that are currently unpaved and requires all new roads to be constructed to municipal standards.



# Eastport Comprehensive Plan

## Map 10: Transportation Road Network: Level of Service

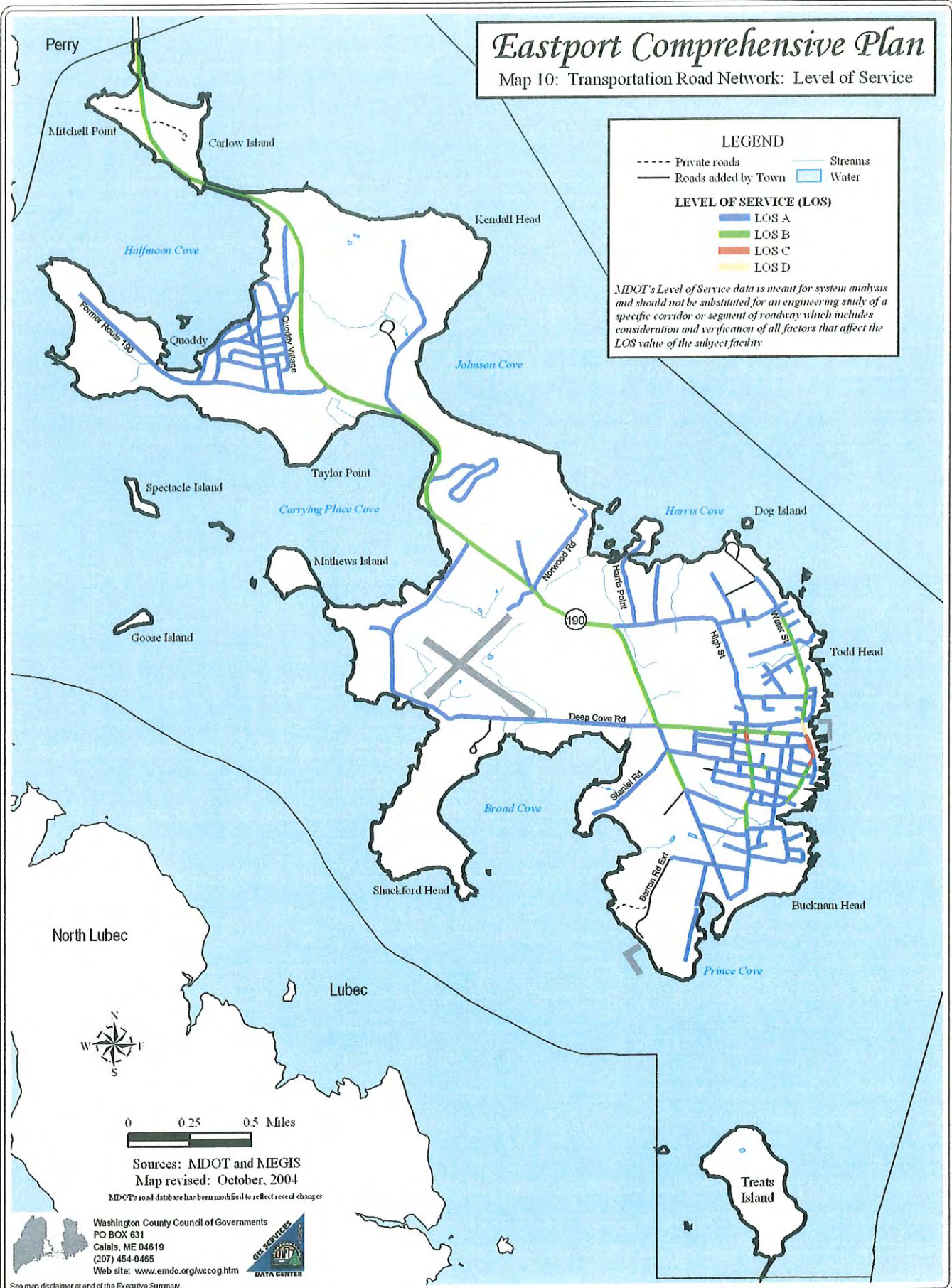
**LEGEND**

- Private roads
- Roads added by Town
- Streams
- Water

**LEVEL OF SERVICE (LOS)**

- Blue line: LOS A
- Green line: LOS B
- Red line: LOS C
- Yellow line: LOS D

*MDOT's Level of Service data is meant for system analysis and should not be substituted for an engineering study of a specific corridor or segment of roadway which includes consideration and verification of all factors that affect the LOS value of the subject facility*



North Lubec

Lubec



0 0.25 0.5 Miles

Sources: MDOT and MEGIS  
Map revised: October, 2004

MDOT's road database has been modified to reflect recent changes

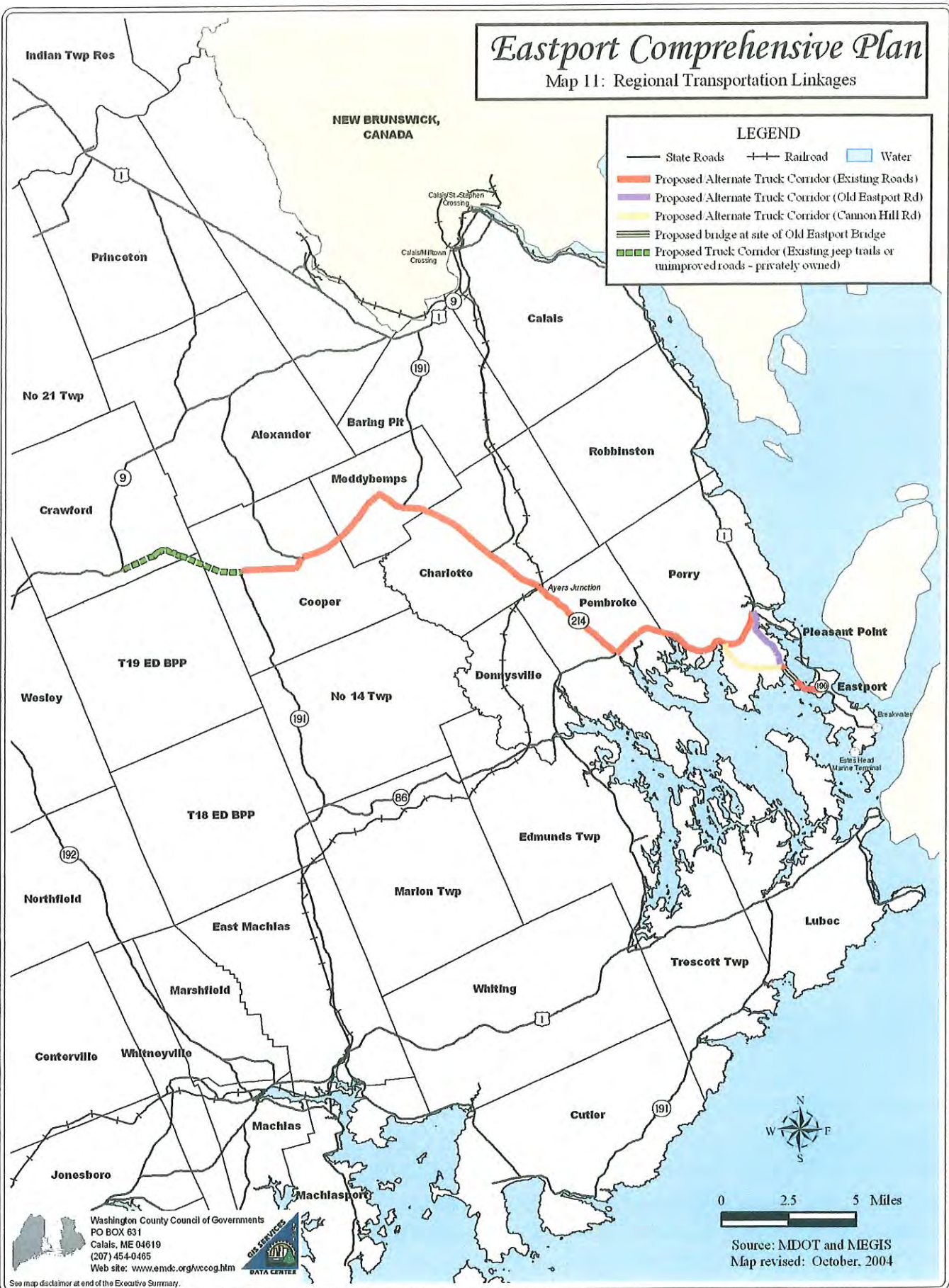
Washington County Council of Governments  
PO BOX 631  
Calais, ME 04619  
(207) 454-0465  
Web site: [www.emdc.org/wccog.htm](http://www.emdc.org/wccog.htm)



See map disclaimer at end of the Executive Summary.

# Eastport Comprehensive Plan

## Map 11: Regional Transportation Linkages



Washington County Council of Governments  
 PO BOX 631  
 Calais, ME 04619  
 (207) 454-0465  
 Web site: [www.emdc.org/wccog.htm](http://www.emdc.org/wccog.htm)



See map disclaimer at end of the Executive Summary.

**I. PUBLIC FACILITIES AND SERVICES**

This section reviews the existing public facilities and services, and estimates future needs based on anticipated growth and economic development. Current facilities and services are described to determine if they adequately serve the city today and if they have the available capacity to serve the city for the next ten years. The goal of this section and the Fiscal Capacity chapter that follows is to plan, finance, and develop an efficient system of public facilities and services that will accommodate the city's future needs.

**GENERAL GOVERNMENT**

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

The city Manager and city Treasurer carry out general administration of the city. A three-member board of assessors carries out property tax assessment. City administrative functions are located at City Hall on High Street.

**BOARDS AND COMMITTEES**

The City Council appoints long term, short term and project committees as needed.

**Appointed Boards/Committees**

- Board of Assessors
- Zoning Board of Appeals
- Budget Committee
- Comprehensive Plan Committee
- Community Development Committee
- Historic Review Board
- Planning Board
- Charter Review Committee
- Airport Advisory Committee
- Harbor Committee
- Cemetery Committee
- Downtown Community Development Advisory Committee
- Recycling Committee

**Elected Boards**

- City Council
- School Board
- Port Authority

**Non-city Boards**

- Recreation Board

The zoning board of appeals hears grievances, variance requests, administrative appeals and hears special exceptions.

The budget committee works with the City Council and city employees to prepare the annual budget.

The city's planning board consists of five members and two alternates. Monthly meetings are held to review site plans for any development proposals. The planning board also reviews shoreland zoning and wetland's issues for compliance with state and local regulations.

**MUNICIPAL BUILDINGS, FACILITIES AND SERVICES**

The city office is located on High Street, within walking distance of the downtown district. This building, which was constructed as a school in 1847, is located on a site that has held a public building of some type since the early history of the community. Until 1975 Eastport had never had a town or city hall in its entire history. In early years a poorly constructed meetinghouse existed on the northern end of High Street, although it was seldom used for meetings. In later years the community rented space for municipal offices and spent years debating the feasibility of constructing a City Hall. The present structure was twice condemned for use as a school building and was then converted to its present use. City Hall is rich in history, centrally located, structurally sound, and was completely renovated in 2002. The building is now compliant with the Americans with Disabilities Act.

The following is a list of the five largest parcels of undeveloped land owned by the city, with acreages given:

- |                      |           |
|----------------------|-----------|
| 1. 1 County Road     | 11 acres  |
| 2. 10 Deep Cove Road | 5 acres   |
| 3. 14 Deep Cove Road | 4 acres   |
| 4. 24 Snyder Road    | 1.5 acres |
| 5. Quoddy Village    | 1 acre    |

The city owns and manages several municipal recreational facilities that are described in Chapter G - Recreation, Scenic Resources, and Open Space.

**Public Safety**

**Fire Protection.** Eastport is served by a volunteer fire department with 20 members and five vehicles. The city has 68 hydrants and is in insurance classification "D". The department shares a building with the ambulance corps.

**Police Protection.** There are five full-time police officers, including the Chief. The department provides 24/7 patrol coverage of the city. There are no lock-up facilities in the city, the closest being the County Jail in Machias. The Department moved to its present leased location in 2000.

E911 was introduced locally in the fall of 2002. The Chief, the city Manager, and the Postmaster provided a street naming and numbering plan basic to 911 implementation. Finding a particular home can be difficult: some house numbers are duplicated, many houses have no number. This is a problem not only for mail delivery, but also for emergency response. Establishment of a 911

system has improved the summoning of emergency services to households. Its cost is borne by a surcharge on all monthly telephone bills and benefits anyone needing emergency assistance.

**Marine Rescue.** The United States 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 and navigation, to conduct search and rescue and provide manpower to support the Coast Guard and is part of the local response team. A new Coast Guard station is expected to be completed in 2004 at Eastport which will include the local emergency response center.

**Public Works**

The Public Works Department for the city of Eastport consists of a three-man crew, including the superintendent. One employee divides time between Public Works and the Sewer Department. Equipment owned by the city includes:

<b>Equipment</b>	<b>Date of Replacement</b>
2003 Ford Dump Truck	2013
1989 Caterpillar Road Grader (20)	N/A
1994 Ford Dump Truck	2009
1994 Caterpillar Loader	2009
1988 FMC Sweeper	N/A
2002 John Deere Backhoe	2007
2002 John Deere Mini-Loader/Sweeper	2012
2002 Ingersol Rand Air Compressor	N/A

The Public Works Department is housed in a new facility on County Road. This building replaced the dilapidated structure next to the Fire Station that had been used for 25 years by the department. The new building has full and modern utilities, heat, electric, water, and septic and allows employees to work in a safer environment, maintain the equipment during inclement weather, and store equipment not currently in use.

The Public Works Department has an excellent maintenance program that has increased the lifespan of equipment. The Public Works crew performs all minor repairs, maintenance, and painting of equipment.

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

The city has an active program of elm tree removal affected by Dutch Elm disease, and has expanded it to include all large trees that are a risk to public safety. The city works in corporation with private landowners to assist them with tree removal. The program should be expanded to include stump removal.

**Cemetery and Parks**

The Cemetery and Parks Department consists of two part-time workers who are responsible for the grounds maintenance on the cemetery, parks, and other municipal properties such as the airport, industrial mill complex and downtown.

Eastport has two cemeteries, Hillside Cemetery on High Street and Bayside Cemetery on Cemetery Road as depicted on Map 2 - Eastport Public Facilities.

**Water**

Most residents of the central city receive water service through the Passamaquoddy Water District, owned and managed by the Passamaquoddy Tribal Government who purchased the privately owned Eastport Water Company. The water system was installed after the great fire of 1886 that decimated much of the downtown. Although the filtration system and major delivery line are of modern design, most of the lines from the pumping station into city are of original vintage. The pipes in Quoddy Village were made of *Transite* and installed in the 1930's as "temporary". These water lines were replaced in 2000. The district's standpipe was replaced in 2000 by one adjacent to the Elementary School. The recent sewer construction project caused the need for many repairs to the piping system. Additionally, to provide for a more consistent water supply and to enhance fire-fighting capabilities, the North end of the city was connected to the new tank via a new line run along High Street to Clark Street. Plans are being formulated to replace water mains in Water St. from Adams to Shackford in the fall of 2004, as a preparatory step to the CDBG downtown improvements.

The district's water service is supplied from an impoundment just south of Boyden Lake, 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 and need to have input into the quality of the operation and water supply.

**Sewer**

The city provides sewer service to all developed areas. In 1990, as a result of the Federal mandate to eliminate overboard discharges, the city entered into a massive \$11,000,000 program for construction of a sewage treatment plant and replacement of 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:

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

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

**Solid Waste Disposal & Recycling**

Solid waste removal and transportation within the city is provided by private businesses. The transition from a municipal open dump to the Marion Transfer Station (MTS), a regional solid waster facility, was a difficult and expensive one for the city. Following the landfill closure in 1994, the city disposed of trash at the Calais Landfill. Later the city joined the Marion Transfer Station Users Group. Trash from the MTS facility is trucked to a landfill in New Brunswick.

The city also operates a small recycling center on Route 190 at the Public Works Facility. From this site all materials are transferred to the MTS for disposition. The center accepts paper, cardboard, tin cans, glass, and aluminum. A recycling committee has been formed and is in the process of looking into better ways to separate the trash and a possible new site for the center with available staffing. Every ton recycled saves the taxpayers \$10-20.

Joining the MTS and being an active member in the organization has paid significant dividends to the city. Regionalizing the effort led to a 40% reduction in solid waste disposal costs equal to between \$75,000 and \$100,000 per year. In addition to improved productivity, long term cost protection results from successful management of the new demolition debris site.

**PUBLIC UTILITIES AND SERVICES**

**Mail Delivery.** The Eastport Post Office (04631) is located at the corner of Water and Washington Streets in the United States Post Office and Customs Building. Mail is delivered through use of post office boxes and by carrier.

**Electrical Service.** Bangor Hydro

**Telephone Service.** Verizon

**Television, Cable, and Radio**

- WLBZ - Channel 2 (NBC affiliate) Bangor
- WABI - Channel 5 (CBS affiliate) Bangor
- WVII - Channel 7 (ABC affiliate) Bangor
- Maine PBS- Channel 13 (PBS affiliate) Calais
- Pine Tree Cable
- WQDY (1230 AM & 92.7 FM) Calais
- WALZ (95.3 FM) Machias
- WMED (89.7 FM) (NPR affiliate) Calais
- WCRQ (102.9) *The Border* Calais

**Newspapers**

- Bangor Daily News (daily)
- Calais Advertiser (weekly)
- Downeast Coastal Press (weekly) Cutler
- Ellsworth American (weekly)
- Lubec Light (monthly)
- Machias Valley Observer (weekly)
- Quoddy Tides (twice-monthly) Eastport

**Internet Providers.** There are a number of Internet service providers with the local access numbers. One broad band channel is available.

Eastport is the home of the *Quoddy Tides*, published on the second and fourth Friday of each month. Daily delivery of the *Bangor Daily News* is available.

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 by a 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.

MBPN 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 TV channel 59 (Shead High School), 58 (Machais) and 60 (Lubec).

## **HEALTH CARE**

EASTPORT HEALTHCARE, INC. provides an extensive range of health care services to residents of Eastport and surrounding communities from the Rowland B. French Health Center on Boynton Street. These include: primary medical and dental care, psychiatric care, mental health counseling, substance abuse counseling, podiatry, physical therapy, nephrology and infectious disease care. Clinics managed by staff or consulting physicians include: diabetic, pulmonary and cardiology. The healthcare center continues to search for viable and positive ways to address health care disparities in rural Washington County. A new wing was added in 2002. 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, <http://www.calaishospital.com>, 30 miles to the north, has 49 acute care beds and 8 skilled nursing beds, a 16-physician active medical staff, and a courtesy staff of 30 physicians. Calais Regional Hospital is currently planning to replace their aging building with a \$9 million modern facility.

DOWNEAST COMMUNITY HOSPITAL, <http://www.dech.org> DECH, is located in Machias 45 miles to the west of Eastport. It is a 36-bed 24-hour acute care facility and has an active medical staff of 25 practitioners.

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

AMBULANCE SERVICE. Emergency ambulance service is provided 24 hours a day by the Eastport Division of Downeast EMS, the regional ambulance service provided by Washington



County Emergency Medical Service Authority (WCEMSA). The service was created in December 2000 following the closure of McGovern Ambulance Service. The operation is licensed at EMT level but can normally provide Advance Life Support and Paramedic level service. The full time manning and advanced level is necessary to meet the demands of the growing elderly population and the distance to hospitals.

WCEMSA is a regional emergency ambulance service covering 25 communities in three counties. The service runs between 1,750 and 2,000 calls per year with between 250 and 300 of those calls originating out of the city. The service provides both emergency and transfer services, operating out of three full-time base stations plus relationships with two volunteer operations and first response units based in Alexander and Charlotte. The trademark of the service is the bright white ambulances marked "Downeast" EMS and displaying West Quoddy Headlight, the beacon of hope for a healthy community.

Extreme trauma cases are handled in the community through a working relationship between "Life Flight" out of Eastern Maine Medical Center in Bangor, Calais Regional Hospital, and the ambulance service.

EMERGENCY MEDICAL EVACUATION ("Medivac") can be provided by fixed-wing aircraft or rotocraft from Eastport Municipal Airport. However, aircraft must come from Bangor – either LifeFlight of Maine (<http://www.lifeflightmaine.org>), 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.

DIALYSIS CENTER. Fresenius Medical Care has opened a dialysis center on the site of the former Gates Fiber Extrusion plant. Formerly patients in the area had to make the grueling trip back and forth to Bangor up to four times a week. Making this level of care available on the local level is a huge step for the dialysis patients in the region. The facility opened in 2003.

EASTPORT MEMORIAL NURSING HOME at 32 Boynton Street provides care for 26 patients. EMNH is one of the very few independent not-for-profit nursing facilities operating in Maine. It has a high occupancy rate attesting to the need for such a facility in Eastport.

In 1999 EMNH substantially expanded to move all resident rooms to the first floor, achieving the goal of enhanced resident safety. The former resident rooms on the second floor of the original building were converted to office and staff space.

As existing facilities and equipment age, regular maintenance and/or replacement is required. Some of the original building, which dates to the 19<sup>th</sup> century, must be renovated to meet changing life safety and fire codes. EMNH faces financial challenges primarily due to inadequate State-funding for Medicaid residents that do not meet the actual costs of providing quality care.

The EMNH has several specific plans in the short term (0-3 years) and long term (4-7 years) including building repair and upgrade and purchase of real estate for expansion. General strategies include maintaining the nursing facility in a manner consistent with its history and

reputation of providing excellent care, and working with State officials to increase Medicare and Medicaid funding to nursing facilities.

**EDUCATION**

Eastport is a member of School Union 104, which includes the Towns of Perry, Pembroke, Charlotte, and Dennysville. The city and each town have elected school committees that 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 an extensive (\$2.6 million) remodeling, and reopened in the 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, in 1994 was 212, and in 2003 was 157.

**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, 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 (78.0%) is lower than that of Washington County (79.9%) and significantly lower than the State of Maine average (85.4%). However, the city ranks higher in college graduates (18.5%) than the County (14.7), but lower than the State (22.9%). 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, in 1994 it was 179, and in 2002 it was 169. In the 1990-2000 period enrollment in all of eastern Washington County declined (see Table below).

Population School-Age and Under - Eastern Washington County*			
Age	1990	2000	% Change
5-17	1,586	1162	-26.73%
Under 5	527	393	-24.43%

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

State financial support of local education has declined over this period and additional local funds will be required just to maintain the present level of instruction. Education accounts for the largest percentage of local budgets. As enrollment declines, communities may not be able to continue funding education at the necessary level of service to support important programs.

This should not be an issue of money, but of quality. Education is critical if the area's children are to be equipped to complete in an increasingly technological world. This is vital 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 including innovative system changes. Discussion in recent months has examined the possibility of Eastport, Calais, Woodland, and the other towns in the area forming a Consolidated School District. Consolidation would allow a more varied curriculum, would cost the individual municipalities less, and should provide a higher quality education with more options. One possibility under discussion is construction or renovation of a senior high, convenient to all towns, and conversion of Shead to a regional middle school/junior high, freeing rooms in small town schools for one grade per room.

The primary obstacle to consolidation is a desire for local control of schools even if this involves higher costs. 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. Discussions have already begun, and continue in the fall of 2004.

**Learning Results**

The Maine State Legislature adopted the State of Maine *Learning Results* in 1996, establishing learning standards for all Maine students educated at public expense. The legislation also required that a new system for assessing student progress be established.

The assessment system has both State and local components. The State component includes the Maine Educational Assessment (MEA) that is given to students in grades 4, 8, and 11. The MEA has been aligned with the Learning Results, with individual student scores being reported in five content areas. State initiatives also include assisting educators in clarifying standards for local assessment systems, developing and evaluating performance tasks and student portfolios, serving as a clearinghouse for exemplary local assessment practices, and developing a framework for alternative assessments to ensure that all Maine students reach high standards.

**MEA Average Score Scale**

- (561-580) Exceeds the Standards
- (541-560) Meets the Standards
- (521-540) Partially meets the Standards
- (501-520) Does not meet the Standards

**Maine Educational Assessment (MEA) Results 2001-2002**

<b>Subject</b>	<b>Shead</b>	<b>Lubec</b>	<b>Calais</b>	<b>W. A.</b>	<b>State</b>
Reading	537	544	532	537	540
Writing	529	539	526	529	536
Math	523	523	523	524	528
Science	524	529	521	526	527
Social Studies	524	530	519	529	530
Visual / Performing Arts	519	527	516	523	525
Health	535	536	535	535	538

WASHINGTON COUNTY COMMUNITY COLLEGE/MARINE TECHNOLOGY CENTER <http://www.wctc.org> (Until recently named the Marine Trades Center, and also known as the “boat school”) is the Eastport campus of the Washington County Community 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 multi-purpose fishing vessels that are used for instructional purposes. The facility attracts students from around the world with enrollment of 40-50. The school also provides support services to the area's expanding aquaculture industry. The school’s small, self-contained waterfront on Deep Cove, featuring a boatyard and marine-lift, is the site of cage constructing, work boats hauling for repair or maintenance, and the comings and goings of fish-farmers, fishermen, and marine researchers.

UNIVERSITY OF MAINE AT MACHIAS (UMM). <http://www.umm.maine.edu> 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 UMM system course offerings. In general, classes are three hours long, starting at either 4:00 or 7:00 pm. Associate degrees in Science, Business Administration, Liberal Arts, and other subjects may be earned without entering a “traditional” university classroom. ITV is funded by a grant and administered through the University of Maine in Augusta.

In the summer of 2004 the State proposed a massive restructuring of the University of Maine System. Proposed changes if implemented could effect the institutions above.

**SPECIALIZED AND PRIVATELY SUPPORTED SERVICES**

A variety of 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.

**THE SENIOR CITIZEN'S CENTER.** The Senior Citizen's Center, owned and maintained by the city is located on Boynton Street. It was converted from the former fire station in 1977.

The facility is operated by one staff member, and volunteers and contains a kitchen, a sitting area, game tables, a second floor meeting space and off street parking for four vehicles. There is need for more off street parking; perhaps by purchase of property across Boynton Street.

Other special services for seniors are provided by a number of organizations including: The Senior Companion Program (seniors helping seniors), operated by the Cooperative Extension Service in Machias which provides personal and support services throughout Washington County. The Eastern Area Agency on Aging provides a variety of advocacy, coordination and development services. These range from legal services to noon meals served five days a week.

The demand for services of senior day care and additional senior housing units needs to be studied.

**PEAVEY MEMORIAL LIBRARY:** Located at 26 Water Street, and anchoring one end of the Downtown Historic District, was erected by Frank Peavey in memory of his father, Albert D. Peavey. It was designed by architects Peavey, Rotch and Tilden of Boston in 1892, and was completed in 1894. In 2000 a children's wing in memory of Vance and Margaret Healey was added, initiating an ongoing restoration of roof, gutters, cupola and brickwork thanks to city funds, grants and donations from book lovers, here and elsewhere.

The Peavey is operated by the Eastport Public Library Association, formed in 1891, consisting of twenty directors and two ex-officio members, the chairperson of the city council and the school board. In addition, Friends of the Library assists with cultural and educational programs for the community. Funds to operate the library come from public subscription and city allocations.

Besides the circulation of educational and recreational literature the library also circulates videos, audios and CDs. Six computers, a photocopy machine, an Optelec reader for the visually impaired, and a micro film reader are available for public use. Some minor fees for certain items are attached.

Long range plans include converting the basement into usable space for increased library services, and re-landscaping the grounds.

EASTPORT RECREATION BOARD, a private non-profit that provides recreation activities for people of all ages in the Eastport area. Working in conjunction with the city, the school department and the Eastport Youth Association, along with other groups, this board receives support from the city and the school system, and in turn provides some assistance in maintaining the city's recreational facilities.

EASTPORT YOUTH ASSOCIATION. The Youth Center owns and maintains the corner of Staniels and County Roads. An ice skating area and a basketball hoop are outside the building and available for community use.

EASTPORT AREA CHAMBER OF COMMERCE. With a current membership of approximately 60 the Eastport Chamber includes the communities of Charlotte, Eastport, Pembroke, Perry, Pleasant Point, and Robbinston.

Since the historic downtown area of Eastport is the major attraction and commerce location of the towns in the chamber's area, the chamber will work with local groups such as historical societies, Eastport for Pride, the arts community, and others who are working to improve the historic area. The chamber will continue to represent itself at Eastport City Council meetings and other important issue meetings in the area.

The chamber supports light industry harmonious with the natural qualities of our area, including retail operations and cottage industries, but tourism is the chamber's primary focus over the next five years. Heavier industries would ideally be situated in neighboring towns within the chamber's area, or in the designated industrial zones in the city.

The chamber's activities and accomplishments include sponsoring the Festival of Lights, the Salmon Festival and the Salmon Festival Scholarship Fund, the funding and distribution of a promotional video of Eastport, a \$2000 donation to the WCTC for renovations to its campus pier, and promoting Eastport at a tourist trade show at the Bangor Mall, with help from volunteers from Eastport for Pride.

Although the chamber wishes it were more effective at attracting new industry, it is most effective in marketing the area. It will continue on this track and its efficiency should grow as internet use becomes more commonplace. The chamber established its own domain on the internet at <http://www.eastportme.net> which provides flexibility on the amount and type of current information presented to the public. The other website, <http://www.eastport.net>, has been updated and includes membership listings and an 8 minute video which promotes Eastport. The chamber distributes the Eastport Area brochures and business guides through the Maine Tourism Association distribution network. In addition, the chamber responded to approximately 1000 information requests, sending interested parties a Salmon Festival flyer, and Eastport Area Business Guide, and the glossy Eastport brochure.

The chamber's goals include working toward an expansion in membership by a minimum of 15 new members per year by the end of 2007; attracting cruise ships to our port; cooperating with local groups to coordinate activities for visitors from the ships; to improve the historic downtown area; and to encourage business to provide visitors with overnight accommodations, such as campgrounds, motels, and B&B operations.

EASTPORT ARTS CENTER. A non-profit organization, the Eastport Arts Center is a coalition of arts related programs whose purpose is to encourage and promote the cultural life of the community. Related purposes are to provide support for the programs under its umbrella and help them develop and grow and to contribute to the economic well-being of the downtown by providing cultural activities that draw visitors into the community. Its coalition of programs include Stage East, a community theater; The Eastport Gallery, a cooperative 28 member gallery of the visual arts; The Concert Series; Arts Bloom, which offers classes and workshops in the visual and performing arts; The Northern Lights Film Society which offers weekly films year round; The Eastport Puppetry Collective, and an Elderhostel Program in the Visual Arts.

The Eastport Arts Center leases space in the former Masonic Hall on the corner of Water and Dana Streets which provides them with a theater which seats 100, and meeting and classroom space. At the present time it is unheated, so the Arts Center must find a different venue for winter events. The Gallery leases a building on Water Street. The Arts Center began as The Eastport Gallery in 1985, and in 1990 reorganized as the non-profit umbrella organization it is today.

Arts Center programs include concerts, theater productions, film, poetry readings, and workshops and classes in both the visual and performing arts for both children and adults. There are as many as thirty-five events in the Arts Center in the course of a summer and the Gallery holds as many as six show openings with receptions, both of which draw people into the downtown. The Arts Center and its programs are managed and run by community volunteers. An effort is made to involve young people wherever possible and to pull participants from different parts of the community.

**Short term plans, 0-5 years:**

The Arts Center is beginning plans to purchase the Masonic Hall, or other permanent location. A Capital Fund Drive of some magnitude will be required to accomplish these goals. An Executive Director will be needed to help manage and coordinate the various programs that will be using the building, once acquired.

**Long term plans, 6-10 years:**

The Arts Center will continue to foster and support programs that provide cultural, creative experiences for community residents, young and old. It will remain committed to working with other cultural organizations in the community to provide a culturally rich environment. It will encourage the city and economic development efforts to adopt policies that will promote an active and vibrant arts community. The Arts center will maintain a continuing program of maintenance of its buildings so as to preserve it's presence as an important building in the downtown Historic Designated District, or downtown area.

**CULTURE/COMMUNITY EVENTS**

There are numerous celebrations in Eastport round the year. Many are noted in the descriptions of the activities of the community organizations above. Of particular note and state-wide fame is the annual Fourth of July celebration that takes place during Old Home Week. Efforts to extend the summer tourism season are also supported by the Salmon Festival (in September) and

the Festival of Lights (near Christmas).

**COMMUNITY ORGANIZATIONS AND SERVICES**

- American Legion
- Border Historical Society
- Eastport for Pride
- Fourth of July Committee
- Garden Club
- Knights of Pythias
- Quoddy Tides Foundation
- Quoddy Maritime Foundation
- Tides Institute
- Veterans of Foreign Wars
- Masonic Lodge

**Churches**

- Blakey Memorial United Methodist
- Christ Episcopal
- Eastport Full Gospel Assembly
- First Congregational Society
- North Baptist Bible
- St. Joseph's Catholic
- Unitarian Church
- Washington Street Baptist

**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 understanding and complying with it can be obtained from Maine Independent Living Services, Inc., P. O. Box 501, Machias, Maine.

**PUBLIC OPINION**

Respondents to the various public surveys, conducted by Eastport for Pride in 2002 and by the Comprehensive Plan Committee in 2003, indicate very strong support for infrastructure improvements downtown, including waterfront development and maintenance, sidewalks, civic space, lighting and the drinking water system. Residents also ranked police protection as important though not as high as the need to improve facilities. A large majority supports the city in providing financial support to the library. See Chapter L – City Survey Results, Section C, Facilities and Services.

**GOALS, POLICIES AND IMPLEMENTATION STRATEGIES**

<b>Goal: Eastport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Local Facilities</b>			
Local facilities will be maintained or replaced to address immediate community needs with priority assigned systematically.	The city will address future capital funding needs for replacement items through the Capital Improvement Plan	City Council; Budget Committee	Short-Term (2-5 years)
Local facilities maintenance and replacement will be coordinated with Downtown Revitalization efforts.	Water St. resurfacing, storm drainage, and water system improvements will be coordinated with façade, street lighting sidewalk, and other improvements	City Council; Downtown CDAC Passamaquoddy Water District	Immediate
The city will develop maintenance plans for existing and future facilities.	Maintenance plans to include city buildings; Quoddy Village Fire Station; city ball fields, playground, tennis courts, and tot lots;	City Council	On-going

<b>Goal: Eastport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
Funds will be appropriated yearly to adequately maintain facilities to minimize need for more expensive replacement	Maintain walkway and walkway lighting along waterfront seawall; maintain the designated senior center building and perform maintenance in designated city portion; and new downtown facility improvements	City Council; Budget Committee	On-going
	Maintain active "Adopt a Street" program.	City Council; Eastport for Pride; Garden Club	On-going
The city will develop plans for new services and facilities.	Develop street tree replacement program	City Council	
	Identify land and plan for a new cemetery. Explore potential uses for Masonic tombs.	City Council; Historical Society; Cemetery Committee	Short-term (within 2 years)
	Continue sidewalk replacements and additional street lighting	City Council	
<b>Services</b>			
Services for seniors will be evaluated, expanded and improved	The city will support local organizations and programs to supply specialized transportation and housing for seniors.	City Council; Eastern Area Aging	On-going
	Recreation planning will analyze the needs and opportunities for providing a broad range of recreation programs especially those designed for the young and the elderly.	Eastport Recreation Board City Council	As funding allows
<b>Education about Services</b>			
Local services will be visible and understood by Eastport citizens.	The city will continue to educate its citizens on the importance of recycling through the use of fliers, informational meetings and school programs.	City Manager; City Council; Cham. of Comm; Recycling Com.	On-going
	Literature on the local recycling program will be made readily available to residents at the city office.	City Manager and staff; City Council Recycling Com.	On-going
	Work to increase volunteerism; encourage clean up of yards around homes, sidewalks and streets around businesses. Enforce the junk car/ junk yard and other applicable ordinances.	City Council; CEO; Health Officer; Eastport for Pride	On-going
	Provide information on available social services.	City Hall staff	On-going
<b>Regional Coordination</b>			
The city will cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Work with Passamaquoddy Water District to improve service and quality; investigate and pursue funds to replace antiquated piping in downtown area	City Council; Passamaquoddy Water District	Immediate
	Research alternate water sources, ownership and management	City Council	Immediate

<b>Goal: Eastport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	Continue to be a leader among our communities in solid waste management including continuing clean up efforts at the old dump site	City Council	On-going
	Provide 24 hour emergency services and support grant funding efforts by Eastport Healthcare, and Eastport Memorial Nursing Home for facility improvements and staff	City Council; EHC; EMNH	Short term
	Support establishment of Adult Day Care Center and Assisted Living Facility	City Council; EHC; EMNH	Short term
	Evaluation of declining enrollments at the elementary school and the high school and participation in regional efforts to address cooperative means of reducing regional administrative costs for the school district as well as exploring ways to reduce local costs.	City Council; Union 104- School Boards Other regional Unions	Immediate

**SUMMARY**

Eastport has a rich variety of facilities and services provided by the public and private sectors. This is the heritage of a once much larger city as well as a strong spirit of volunteerism and cooperation among citizens. It is also the result of prudent investments that will continue with the priorities set in this chapter and in the Capital Improvement Plan. Past efforts at regionalizing services, in waste management and water supply, will serve Eastport well as costs drive cities to consider more cooperative ways to provide health care, education and drinking water to their communities.

## **J. FISCAL CAPACITY**

The primary funding source for municipal government is property tax revenue. In order to maintain a consistent mil rate year to year, city government must operate in a manner that is fiscally responsible. Large fluctuations in the tax rate can cause public outcry and can also discourage economic development. Although the priorities of the city may change from one election year to another, stable municipal finances are always a fundamental responsibility of city government. It is important for Eastport to handle diligently all yearly expenditures while at the same time planning for the city's long-term objectives. As is the case with any business, the physical assets of Eastport must be properly maintained through capital reserve accounts to protect the city's continued economic health.

The goal of this section, as with the Public Facilities section, is to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development, without placing an enormous burden on the city's taxpayers.

The majority of the financial information for this section was taken from city reports.

### **VALUATIONS**

As mentioned, the city's primary revenue source is through the taxation of real and personal property. These taxes are assessed to local property owners according to the fair market value of their property. This assessment is known as the municipal or city valuation and is determined by the local tax assessor.

According to city reports, Eastport's total real and personal property valuation was between \$60M to \$64M for the past 5 years.

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

The state also places a total valuation on the city. This value is known as the State Valuation. Every year the Maine Revenue Services Property Tax Division reviews all arms length sales that have occurred in each community. (An arms length sale is a sale that occurs between a willing seller and a willing buyer without any extenuating circumstances. Examples of non-arms length sales could be estate sales, interfamily transfers, foreclosure sales and auctions.) These sales are compared to the city's local assessed values to determine the assessment ratio or the percentage of market value that the city is assessing. The state's valuation is used to determine the amount of revenue sharing the city will receive and the portion of the county tax that the municipality will pay.

Although the assessor's records indicate that the city has not had a total city-wide revaluation since 1990, the city's current state certified assessment ratio is 89% of market value. The state indicates that a city should be revalued at least once in every 10-year period, and was last revalued in 1992. However, they also indicate that a revaluation must be performed when the assessment ratio falls below 70% of market value. Currently, Eastport is preparing to conduct a revaluation in the near future.

#### **MIL RATE**

After the city's budget has been approved and all applicable state and local revenues are deducted from the approved expenditures, the city arrives at the dollar amount that will be raised through tax revenues. This amount is called the net commitment or appropriation. The Board of Assessors arrives at a valuation for each taxable property in the city and the taxpayers are assessed their share of the tax burden through a mathematical calculation. The total appropriation is then divided by the total taxable or assessed valuation of the city to arrive at the minimum tax rate. This rate is usually expressed in dollars per thousand-dollars of valuation, or in decimal form, commonly referred to as the mil rate. The difference between the amount that is actually committed to the collector and the total appropriation is called overlay. Overlay is commonly used to pay any tax abatements that are granted during that tax year. Any overlay that remains at the end of the year is usually placed into the general fund. The overlay cannot exceed 5% of the total appropriations. Since the mil rate is a direct result of a mathematical calculation, fluctuations in this rate will occur from year to year if there is a change in the total valuation or the tax commitment. The mil rates have been: 1999 \$24.54, 2003 \$27.05, and 2004 \$27.80.

Maine Municipal Association (MMA) has ranked local property tax burden for all Maine municipalities. Their calculation considered municipal full value mil rate, commitment, median household income, median home value and property tax. The most recent data available is from 1999. The table below shows selected municipalities in Washington County, as well as the countywide average. A rank of 1 was the highest burden and 486 was the lowest. Eastport was listed as number 17, one of the highest in the state.

Table J1 - TAX BURDEN RANKINGS

Municipality	Tax Paid as % of Median Income	1999 Burden Rank
Lubec	6.61	15
Harrington	6.59	16
<b>Eastport</b>	<b>6.56</b>	<b>17</b>
Machias	5.78	35
Steuben	4.87	69
Jonesport	4.77	73
Milbridge	4.57	96
Addison	4.33	119
Columbia Falls	4.2	131
Calais	4.03	151
Cherryfield	3.66	202
Columbia	3.61	210
East Machias	3.34	259
Jonesboro	2.72	350
Beddington	1.32	468
Centerville	1.18	472
Deblois	0.89	479
Washington County Average	3.44	253
Source: Maine Municipal Association 1999		

## MUNICIPAL REVENUES AND EXPENDITURES

### Revenue

The table below shows the major sources of municipal revenue received for calendar years 1999 through 2001. Intergovernmental revenues consist of road maintenance funds and state park, tree-growth, veteran and homestead reimbursements. Departmental revenues are those dollars that are received through departmental user fees, photocopy charges, planning boards application fees, etc. Local revenues consist of: general assistance funds, insurance dividends, sale of city property, cemetery funds, alewives fees, cable agreement fee and interest on investment. Other financing sources include transfers from other funds, interest and municipal revenue sharing.

Table J2 - CITY OF EASTPORT REVENUES 1999-2003

Revenue	1999	2000	2001	2002	2003
Airport	2,788	5,745	3,730	3,773	2,641
Property Taxes	1,529,256	-	1,583,609	1,821,542	1,616,661
Homestead Tax Relief	85,938	-	94,498	91,123	87,777
Clam Licenses	432	-	-	-	-
Harbor	39,759	38,474	17,532	36,486	35,961
Marine Resource	-	315	959	662	503
CDBG	-	-	4,888	(110)	20,305
Administration	124,159	2,183,294	257,983	192,672	258,203
Hwy. Dept. / Public Wks.	181,025	158,500	184,191	205,825	223,664
Revenue Sharing	197,938	-	250,000	223,195	195,075
Park & Rec.	4,932	4,500	4,500	5501	0
Police Dept.	12,626	3540	2,508	3,020	1,919
Fire Dept.	-	5,796	-	-	-
Cemetery Dept.	9,711	5,115	3,141	6,752	5,794
General Assistance	117	1,227	1,632	0	31
Solid Waste	154	-	-	-	-
Sub- Total	2,188,835	-	-	-	-
Sewer	242,065	246,374	246,469	259,415	238,377
Education Est.	1,612,968	1,680,000	1,690,000	2,240,000	3,036,361
School Surplus Est.	44,025	-	-	-	-
Mill- Economic Dev. Ctr.	-	-	-	45,223	-
	-	-	-	(18,841)	-
Total- Report	4,087,893	4,356,240	-	-	-
Total- Calculation	4,087,893	4,350,206	4,251,142	5,025,115	5,723,272

Source: Eastport Financial Reports

## Expenditures

The table below illustrates the amount of money expended for each of the major departments within the city of Eastport for calendar years 1999 through 2003.

In 2003, approximately 39 percent of total expenditures went to education and county tax as compared to 44 percent in 1999. The expenditures for city administration within this same period have nearly doubled from just under 7% to 12% of total expenditures. These percentages are affected yearly, not only by the local budget but also by the amount of state revenue sharing.

It is difficult to predict municipal expenditures for the next ten years. Demands for services, county assessments, valuation, population, and many other factors all enter the very political process of determining expenditures every year.

**Table J3 - City of Eastport Expenditures 1999-2003**

Expenditures	1999	2000	2001	2002	2003
Admin: Operations	144,014	241,084	255,612	290,308	296,930
Public Works (Highway Dept.)	168,941	204,186	225,802	225,353	231,268
Public Safety (Police Dept.)	156,408	183,210	197,238	212,745	236,977
Cemetery	27,936	26,437	30,052	27,922	28,568
Fire Dept	34,521	34,756	51,567	38,161	46,867
Airport	3,626	6,310	4,539	5,894	14,899
Harbor	39,759	19,322	42,376	47,397	28,699
Insurance & Benefits*	149,410	64,473	122,590	128,079	101,453
General Assistance	4,891	2,699	3,325	4,070	494
Marine Resource	-	60	473	1,547	380
Park & Rec.	-	0	0	250	
City Debt	115,793	193,050	180,181	196,313	70,629
Capital	0	51,102	20,922	18,322	0
Admin: City Grants	24,876	32,014	36,324	38,132	23,170
CDBG		5851	976	0	0
Ambulance	-	-	32,020	3,774	25,000
Other- Street Lighting	15,149	16,853	16,663	13,952	14,593
Other- Hydrant Rental	130,981	149,769	170,424	156,222	156,222
Other- Waste Disposal	151,691	147,858	95,587	90,524	70,645
<b>Sub-Total</b>	1,379,034	-	-	1,498,964	1,370,408
Other- County Tax	106,455	106,490	106,934	109,410	122,651
Agency Grants	24,876				
School Union 104	786,007 <sup>1</sup>	786,000	783,000	842,000	757,800
<b>Total</b>	B-2,323,889 A-2,296,372	2,251,739 <sup>1</sup> -	2,326,917 -	2,447,122 -	2,253,885 -
Sewer Dept.	248,895	223,351	248,905	259,226	277,470
EEDC	-	22,712	13,281	59,662	22,557
Education Budget	-	2,538,000	2,545,007	3,082,000	3,036,361
<b>Total Budget</b>	-	4,269,587	4,368,848	5,009,263	4,557,397

1- Only budget document provided.

**CAPITAL IMPROVEMENT PLAN**

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

Capital improvements are investments in the repair, renewal, replacement or purchase of capital items which can include equipment and machinery, buildings, real property, utilities and long-term contracts. Capital improvements differ from operating expenses or consumables which are



ordinarily budgeted as operations. Capital improvements are funded through the establishment of financial reserves and generally have an acquisition cost of \$5,000 or more; usually do not recur annually; have a useful life of 3 or more years; and result in fixed assets.

For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. Each year the Budget Committee will review the funding requests and make a recommendation to city council which will hold a public meeting.

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

**A** - Immediate need. A capital improvement rated in this category would typically remedy a danger to public health, safety and welfare.

**B** - Necessary, to be accomplished within 2 to 5 years. A capital improvement rated in this category would typically correct deficiencies in an existing facility or service.

**C** - Future improvement or replacement, to be accomplished within 5 to 10 years. A capital improvement rated in this category would be desirable but is of no urgency. Funding would be flexible and there would be no immediate problem.

**D** - Desirable, but not necessarily feasible within the 10- year time frame of the current plan.

Projects previously in this comprehensive plan and existing reserve accounts are the basis for this capital improvement plan and have been incorporated into the table below.

Table J4 CAPITAL IMPROVEMENT PLAN - Eastport

DEPARTMENT	ITEM	COST	PRIORITY	RESPONSIBLE PARTY(ies)	FUNDING SOURCES
Fire Department	Replace roof on County Road Station	\$20,000	A	Eastport Fire Department	Local Taxes
Fire Department	Replace heating system at County Road Station	\$12,000	A	Eastport Fire Department	Local Taxes
Public Works	Road maintenance	\$250,000	A	Highway Department	Local Taxes
Public Works	Sidewalk maintenance	\$50,000	A	Highway Department	Local Taxes
Public Works	Backhoe	\$35,000	B	Highway Department	Local Taxes
Public Safety	Public Safety Facility	\$500,000	B	Eastport Fire Department / Eastport Police Department/ Ambulance	Grants/ Local Taxes
Public Safety	Police Cruiser	\$24,000	B	EPD	Local Taxes
General Government	City Hall Renovations	\$50,000	B	City Council	Local Taxes
Maine Street Maine	Downtown Revitalization	\$480,000	A	City of Eastport Eastport for Pride	CDBG & Matching Request
Economic Development	Eastport/Downtown Marketing Plan	\$6-20,000	A	Eastport for Pride; City Council	Local Taxes; cost-share DART
Public Works	Downtown Revitalization: parking, restrooms, signage, information services	\$50,000?	A	City Council; Eastport for Pride; Highway Department	CDBG, town taxes; SHIP grant
Harbor Committee	Infrastructure in support of commercial fishing and public access to water (land acquisition; fish pier rehab; landing facilities; others?)	Variable	A	Harbor Committee	Fees and boat excise taxes
Water District	Pipe replacement	\$5 million	A	Passamaquoddy Water District	State Revolving Loan Fund/ CDBG/ USDA Rural Development/ Rate Increases
Sewer Department	Upgrade from primary to secondary processing system.	\$2 million	B	Sewer Department	State Revolving Loan Fund/ CDBG/ USDA Rural Development/ Local Taxes
School Department	Maintenance to existing buildings, replacement of module, gym floor, etc.	\$8000	B	School Committee/ Superintendent	State, Local Taxes
Cultural and Recreation	Trail System	\$ 0	C	Recreation Board/ Airport Committee/ Others	To be determined
Cultural and Recreation	Picnic and camping area	\$25,000	C	Highway Department	Local Taxes

CDBG: Community Development Block Grant  
MITF: Municipal Investment Trust Fund (capital investments that support growth)  
MDOT: Maine Department of Transportation  
USDA: United State Department of Agriculture (Rural Development Grants)  
DART: Downeast and Acadia Regional Tourism  
SHIP: Small Harbor Improvement Program

## **SUMMARY**

Eastport has managed its finances well over the last five years and the mil rate has remained within a quite consistent range. In addition, the city (including the Harbor Committee) has created and maintained reserve funds, which has permitted implementation of unbudgeted or urgent operating or capitol projects. Consideration will be given to apportioning some of these resources among two new reserve accounts: 1) Operating Reserves 2) Capital Reserves to cover new capital projects as well as maintenance and repairs on community facilities. An oft repeated priority was adoption of a long-term commitment to preserving improvements through sustained, designated funding for maintenance of the downtown public infrastructure.

Through this Comprehensive Plan, the city is revising and updating a Capital Improvement Plan, as shown in Table J4 above, to guide the city's capital investments. Infrastructure improvements are needed to support increased tourism include parking, phones, restrooms, an information center and better signage. These are included in the CIP. Private sector improvements are also needed including more restaurants, overnight accommodations, docking facilities for different types of pleasure craft including cruise ships and some form of public transportation especially during celebrations or special events. The restoration, rehabilitation and maintenance of privately owned, downtown buildings present more difficult issues. As noted elsewhere in the plan, a façade program is being used as an incentive. Additional funding should be sought to expand both participation and grant awards.

## K. LAND USE

The City of Eastport consists of Moose Island, Carlow and Treats Island, with Moose and Carlow connected to the mainland by a causeway and several small, uninhabitable nearby islands. Rock outcroppings occur with great frequency in shoreline and inland areas. On the eastern part of the island, filling and urban development has obscured or obliterated much of the natural form of the land. Existing land use is shown on **Map 6 – Land Cover** and **Map 12 - Existing Zoning**.

### PAST DEVELOPMENT TRENDS

The existing downtown is compact and highly urbanized reflecting a much denser concentration of commercial and residential structures associated with factories along the waterfront at the turn of the 19<sup>th</sup> to 20<sup>th</sup> centuries. Incorporated as a city in 1893 Eastport has seen its share of economic boom and decline. The core of buildings in the downtown was built after the fire of 1886. They have a common set of qualities both in support of downtown revitalization and in need of restoration and renovation.

The construction of the Estes Head Marine Terminal has shifted a significant amount of commercial traffic away from the downtown. Eastport has worked on diversification of its industrial base in the past 15 years. Development within the industrially zoned western side of Moose Island ranges from the shipping terminal, boat school and aquaculture industry in the southern part of the island to service and manufacturing enterprises along Route 190.

A significant loss in population in the past 100 years has resulted in a deteriorating housing stock and high vacancy rates. Some of the housing stock in Quoddy Village was built by the federal government in the 1930s and is also in need of renovation or demolition. Commercial and second floor residential vacancy in the downtown is high.

### EXISTING LAND USE PATTERN

The existing land use pattern in Eastport has not changed considerably, with one exception, since the 1995 Comprehensive Plan was written and adopted. That exception being an increase in commercial and residential development in areas previously zoned industrial; examples being Kendall Head, Deep Cove Rd. and Staniels Rd.

Land use is described in Table K-1 Existing Land Cover and on several maps in this document including **Map 3- Eastport Streets and Public Facilities**; Figure B-1 Historic Properties and Buildings; **Map 7- Land Cover** (from which the data in Table K-1 is derived); and **Map 12- Existing Zoning**.

The city boundaries include a great deal of marine water and percentage coverage numbers are skewed when it is included in a calculation. Therefore Table K-1 describes land cover including and excluding the swamps, wetlands and open water category. In addition, the source data for Map 7 is 1993 satellite imagery and may be a little out of date. Data from city assessment records

are listed in the left columns of the table. It appears that a significant amount of forest land was converted to developed land since 1993. However building permit data only partially support this conclusion. A large portion of the difference between the 1993 and the 2004 data reflects the different way that satellite imagery and assessment data tabulate land classifications. Satellite data measures the amount of land that is observably developed or forested whereas the assessment data classifies land according to the whether the entire is developed or not developed.

Table K-1 – EXISTING LAND COVER

Land Cover	1993 Satellite Imagery Data				2004 City Assessment Data	
	Acreage (incl. water)	Percentage (incl. Water)	Acreage (excl. water)	Percentage (excl. water)	Acreage (excl. water)	Percentage (excl. water)
Forest	1431.3	18.15%	1431.3	64.2%	685	30%
Farmland and Fields	261.5	3.32%	261.5	11.7%	74	3%
Swamps, wetlands and open water	5657.04	71.72%			29	1%
Developed Land	530.6	6.73%	530.6	23.8%	1458	63%
Bare Ground	1.8	0.02%	1.8	0.1%	30	1%
Cultivated Land	4.9	0.06%	4.9	0.2%	10	0.4%
Total	7887.20	100.00%	2230.2	100.0%	2286	100%

Source: Land Cover and Wetlands of the Gulf of Maine. U.S. Fish and Wildlife Service, Gulf of Maine Program and MEGIS 1993

Federal and State maps and charts almost always show the City boundary inaccurately, excluding Treat Island from the City. The correct boundary is shown on the maps in this plan. As aquaculture of various species becomes more important, this error may become crucial.

## DEVELOPMENT PRESSURE

In 2001-2003 residential development has shown a sharp increase as evidenced by the creation of new subdivisions plus an increase in new home construction. Pressure has been shown in the form of zoning ordinance amendment requests, to utilize fringe areas of the industrial zones for residential purposes. There are other simultaneous efforts currently underway to revitalize the economy of the city. These include the numerous efforts of Eastport for Pride and its many committees (Design, Economic Re-structuring, Promotion, and Organization) to promote and invigorate the downtown core. These activities are supported by the designation of Eastport as a Main Street Maine community by the Maine Downtown Center, a recently obtained Downtown Revitalization Community Development Block Grant and the preparation of this update to the City's Comprehensive Plan.

Some of these efforts in the downtown are paying off as new investment is occurring in several structures downtown including a total renovation of the Mincton Building; several recent and pending façade improvements; and plans for streetscape renovations. Marine construction remains constant with Port, aquaculture, commercial fishing facilities completing improvements

at Prince Cove, Mearl Corp., Heritage Salmon, the Boat School and Johnson's Cove. Also marine use of existing CFMA zones continues to be in demand. In addition a new trend in the winter of 2003, reported by local realtors, is a real estate market that continues to be as busy as the summer season. Ocean front property in particular has risen sharply in the last three years. Non-residents buy many of these scenic properties as vacation homes. Residential construction on the island, long dormant, has risen sharply in the past 5 years.

### **ANTICIPATED FUTURE DEVELOPMENT TRENDS**

There are several positive indications of an improved and diversified economic base in Eastport's future. The Sunrise Dialysis Facility opened its doors in late 2003 and the Port Authority is constructing a new facility on the waterfront to house the Coast Guard and increased personnel associated with homeland security. The port is now the second busiest in Maine and the Eastport Port Authority reported its best year in 2003, shipping out 323,786 tons. They are anticipating a bigger year in 2004. There is no rail connection to the port but the city is committed to road, storage and marshalling yard improvements that will ensure the port is connected to the region that it serves. The city also recently obtained Municipal Investment Trust Fund money to purchase the former A&P building across from the Post Office. This building will serve as an Economic Development Center. Negotiations are currently in-process for use of this space by a call center.

The multiple efforts of city officials, many active volunteers and a new Downtown Director are yielding downtown revitalization improvements in both private and public properties. Education and coordination is also occurring among entrepreneurs and non-profit organizations to increase tourism and the creative economy.

Eastport's housing market is also feeling pressure from a variety of sources. Retirees, second home owners, newcomers and those who can tele-commute to other regions of the country and world are choosing Eastport for the long term. This interest is putting pressure on the sale of shorefront property and also increasing the renovation of older properties within the city.

Eastport will always face the challenges associated with its geographic isolation and a seasonal economic base. But a good cross section of effort is focused on developing year-round services and employment. Coordination among residents, decision-makers and service providers is also taking place including efforts to coordinate city re-investments with the Passamaquoddy Water District as they look to the next 10-25 years of water system needs.

Finfish aquaculture is facing its challenges with repeated outbreaks of ISA (infectious salmon anemia) in the past three years and controversy over its environmental impacts. Industry professionals from Eastport and regional resource staff from the Cobscook Bay Resource Center will continue to play a role in diversifying the aquaculture industry and seeking solutions to marine research and user conflicts issues. None the less, the aquaculture industry continues to invest heavily in facilities on and around the island. This is evidenced by the fact that Heritage Salmon was the largest taxpayer in 2003.

City of Eastport Planning Board Standards for Reviewing Land Subdivisions – Adopted in 1987 the city has its own subdivisions regulations that extend the minimum requirements of state law particularly in terms making the processes fit conditions in Eastport.

The local plumbing inspector enforces the Maine State Plumbing Code – regulating the installation of plumbing fixtures and septic systems in accordance with the Maine State Law and the Subsurface Wastewater Disposal Rules and Regulations.

The state electrical inspector enforces the National Electrical Code requiring all electrical work in Eastport to be consistent with applicable portions of the National Electrical Code.

The local building inspector enforces the IBC - International Building Code (adopted in 2003) which includes the NFPA 101 – National Fire Protection Association regulations pertaining to Life Safety, Ingress, Egress and capacity provisions.

#### **AREAS UNSUITABLE FOR DEVELOPMENT**

There are areas within Eastport that require special consideration based on the potential environmental impact that can result from various land use activities. In these areas stricter regulation or, in some circumstances, prohibition may be called for to avoid problems for both people and the town's natural resources. These areas include:

Floodplains - Flood prone areas are where flooding is frequent and can be severe. All construction must conform to the Eastport Flood Hazard Development Ordinance. All uses are allowed if constructed properly. By definition, residential, maritime activities and businesses can locate in flood prone areas and construction standards must take these risks into account.

Water Resources/Wetlands - Areas that fall under the Shoreland Zoning Laws. Development in these areas is restricted and may require review and approval by the pertinent State Agencies.

Wildlife Habitat/Conservation - Areas that fall under the provisions of the applicable mandated legislation. Development in these areas is restricted and may require review and approval by the pertinent State Agencies.

Unsuitable Soils - Areas with limited development potential because of poor soils. Larger lot sizes are often required in order to meet the requirements of the Maine State Plumbing Laws.

Slope - Areas that have a slope greater than 15 percent that preclude extensive development because of problems with erosion, runoff, and construction limitations such as allowable road grades, suitability for septic sewage disposal, and stability of foundation. Also, the Maine Plumbing Code does not permit septic systems on a slope greater than 25 percent.

## PROPOSED LAND USE DISTRICTS

Growth management legislation requires the designation of growth and rural areas in comprehensive plans. The designation of growth areas is intended to direct development to areas most suitable for such growth and away from areas where growth and development would be incompatible with the protection of rural resources. In addition, growth areas are located close to municipal services to minimize the cost to the municipality for their delivery and maintenance. The designation of rural areas is intended to protect agricultural, forest, wildlife habitat, scenic areas, and other open space areas from incompatible development and uses and for the enjoyment and sustainable use by the people.

Eastport will follow the two general growth and rural designations, brought forward from the 1995 Comprehensive Plan for inclusion in the updated 2004 Comprehensive Plan, as described fully below and shown on **Map 13 - Future Land Use** at the end of this section.

### Growth Areas

The purpose of the land use plan and map is to identify areas of appropriate size and location to accommodate future growth. The proposed land use plan does not identify specific parcels. Only detailed site-specific analysis can determine land suitable for development and at what densities. In addition, the comprehensive plan has not assessed the individual landowner's desires to sell their land for development, to develop it or to leave it undeveloped. Proposed Growth and Rural areas are shown on **Map 13: Future Land Use**

### **Zoning Districts**

**Business (B2)** – Intent is to provide moderate density, highway-oriented business use. Permitted uses: any use included in B1 (but not including dwellings and fish-processing facilities) and also retail and service business for motorists including but not limited to: drive-in theaters, drive-in restaurants, motor vehicle service stations, retail, uses involving outdoor display or storage of large amounts of merchandise, such a building supply store, commercial nursery, mobile home or motor vehicle sales (but excluding any kind of junk yard), outdoor commercial recreation or amusement facility, tavern.

Maximum lot coverage is 30 percent. Lot area minimums: without sewer, 40,000 square feet; with sewer, 20,000 square feet. Frontage minimum, 100 feet. Maximum building height, 35 feet.

**Commercial Fisheries Marine Activities (CFMA)** – Includes where the existing, predominant pattern of development is consistent with the allowed uses for this district. Permitted uses include: non-intensive recreational uses not including structures; forest management and timber harvesting; wildlife management; aquaculture; piers, docks, wharves and other structures over or below the normal high-water line, among other uses.

*Aquaculture (AQ)* – Shore-based activities for aquaculture are included as permitted uses under this zoning designation.



**Downtown Business (B1)** – The intent is to maintain and enhance the general character of the present downtown area. Permitted uses: appliance repair, bakery, dry cleaners, fish processing, hospital/nursing home, parking, public utility, restaurants (not including drive-ins), banks, shoe repair, retail businesses, one and two family dwelling units, among other uses.

**Harbor District (HD)** – Encompasses traditional downtown, which is an intensive mix of uses in a very small geographic area. Development patterns in this district were established during the early 1800s and perpetuated through time. The unique flavor which is Eastport developed from the small commercial and industrial parcels which comprise much of the section of the city. Interspersed among these are many of the early residential building, which tend to be clustered on compact lots along the bolder sections of the shoreline. The HD is intended to nurture and protect these traditional development patterns. The historic district is an overlay in part of this district, as is the downtown business district, though not depicted on Map 13.

Maximum lot coverage is 70 percent for non-historic structures; 100 percent for structures in the overlay historic zone.

**Industrial (I)** – The intent of the industrial district regulations is to encourage non-polluting industrial uses at a reasonable density, as defined in the code book. Permitted uses include: commercial laundry, commercial shipping facility; fuel tanks and other storage tanks; mail order house; manufacturing; printing and publishing; public utility building, storage yard; research or experimental laboratory; service and sale of motor vehicles; truck terminals; warehouses; wholesale businesses. Residential uses are not permitted. Maximum lot coverage is 50 percent; building height, 35 feet.

#### Current Minimum Dimensions

<b>Industrial</b>	Minimum
Lot Areas	40,000 sq. ft.
Frontage	100 ft.
Yard Depth Front	30 ft.
Yard Depth Side	20 ft.
Yard Depth Rear	25 ft.

**Mixed Use** – Recognizes the scattered pattern of roadside development established prior to zoning. Uses include residential, medical, churches, recycle center, commercial, city-truck depot, and offices.

**Residential (R)** – The intent is to encourage high standard residential development with essentially one-family homes and to prevent uses that would be incompatible with this residential use, and also to encourage a reasonable diversity in the type and density of residential development and related compatible land uses. Permitted uses single family and two family dwellings, church or temple, public recreation facilities.

Maximum lot coverage ranges from 22 percent to 35 percent, with building height limited to 35 feet throughout. Minimum frontage ranges from 50 to 125 feet. Minimum depth ranges are: front, 20-30 feet; side 7-30 feet; rear, 20-40 feet.

**Shoreland General Development (SGD)** – This district includes areas devoted to commercial, industrial or intensive recreational activities or a mix of such activities. Portion of the district may also residential development. (Harris Point is a classic example.)

Minimum lot areas: residential, 30,000 square feet; all other permitted uses, 40,000 square feet;. Minimum frontage: residential, 150 feet; all other 200 feet. Minimum yard depth: no set back for functionally water-dependent uses. 25 feet for all other uses. Maximum building height, 35 feet.

**Shoreland Limited Commercial (SLC)** – This district includes areas of mixed light commercial and residential use, which should not be developed as intensively as the general development district. Includes areas of two or more contiguous acres in size devoted to a mix of residential and low-intensity business and commercial uses. Industrial uses are prohibited.

Maximum lot coverage, 20 percent. Maximum building height, 35 feet.

### **Specific Sites**

**The Old City Surrounding Downtown** – This primarily residential area (R1 and R2) is bordered by: **Clark Street** on the north; Bucknam Head on the south; County Road on the west, Passamaquoddy Bay and other districts on the east, as displayed on Map 13. This area also contains some business sites about mid-point at its western edge, where Washington St., County Rd., Rt. 190 and Deep Cove Rd. intersect, also identified on Map 13.

Adjacent or close to the downtown, this area is of great historic and scenic interest with 19<sup>th</sup> century (or older) homes, some open lots for development, and spectacular ocean views. Emphasis should be on preserving and restoring historic homes, building new homes, and retaining housing that is affordable, all being accomplished in ways that are compatible with existing neighborhood character.

**Quoddy Village** – This area combines residential and mixed use as adjacent districts, as denoted on Map 13. It contains well-cared for R1 and R2 homes; an affordable housing project (Quoddy Farms); vacant old buildings; open spaces; commercial and light industrial uses; and beautiful shore areas. This variety of land uses should continue along with programs for rehabilitation of homes. New homes should be designed to fit with existing densities and commercial facilities strengthened. Park, playground and shorefront areas shall be re-established.

**Downtown Waterfront** – The commercial center of Eastport, the downtown waterfront includes the breakwater, marina, some small-lot residential, and the numerous historic commercial structures. Downtown should continue to be one of the priorities of the City's rehabilitation and improvement programs and will require strong cooperative efforts among private enterprise and the City.

**Airport Area** – All existing large lot sized industrial areas should continue to allow for industries to expand. A minimum buffer of 200 feet should be maintained around the boundaries of industrial parcels, adjacent to Route 190 and along the shore, while providing for mixed residential and commercial uses adjacent to Route 190 or roadways. Views should not be blocked off.

**Deep Cove-Estes Head** – Location of aquaculture facilities, Marine Trades Center, Estes Head Marine Terminal, airport, Sewage Treatment plant. Similar development should be encouraged with emphasis on marine-based industries and a mix of compatible residential uses. Care should be taken to maintain existing vistas and open those which have grown in with brush and alder.

**Aquaculture** – With land use in the CFMA zones, the aquaculture (in-water) lease sites are indicated on the **Map 9- Marine Resources** and on **Map 13- Future Land Use**. Notwithstanding recent problems within the industry, aquaculture is one of the largest employers and taxpayers and remains important to the economy of the City and region. This industry should be supported, and new and existing types of aquaculture encouraged.

**Rural Areas**

The Rural Areas consist of those areas in Eastport where minimal new development will take place to give first priority to the protection of existing resources, so that allowable, minimal development does not preclude, interfere with or distress protection of resources, including forested lands, critical habitat, wetlands, scenic areas, and open space – land uses generally incompatible with intensive development. The land use districts proposed in the rural areas are described below and shown on **Map 13-Future Land Use**, at the end of this section.

**Zoning Districts**

**Rural Residential (RR)** – The intent of the restrictions in this district is to protect rural use and character of the land while permitting low-density development. Permitted uses: agriculture, church or temple, educational institution, facilities for storage and processing of agricultural and fish products (but not including slaughter houses), forestry, public recreational facility, single-family dwelling, summer cottage. Maximum lot coverage is 25 percent; building height, 35 ft.

**Current Minimum Dimensions**

<b>RR</b>	W/Out Public Sewers	W/ Public Sewers
Lot Areas	40,000 sq. ft.	20,000 sq. ft.
Frontage	150 ft.	100 ft.
Yard Depth Front	30 ft.	30 ft.
Yard Depth Side	15 ft.	15 ft.
Yard Depth Rear	30 ft.	30 ft.

**Shoreline Limited Residential (SLR)** – Limited residential district includes those areas suitable for residential and recreational development. Maximum lot coverage is 20 percent; building height, 35 ft. Minimum lot areas are: residential per dwelling unit, 30,000 square ft.; all other permitted uses, 40,000 sq. ft.

Current Minimum Dimensions

SLR	Residential	All Other	All Uses W/Out Sewer	All Uses W/ Sewer
Frontage	150 ft.	200 ft.		
Yard Depth Front			30 ft..	20 ft.
Yard Depth Side			15 ft.	12 ft.
Yard Depth Rear			30 ft.	20 ft.
High Water Setback	75 ft.	75 ft.		

**Shoreland Resource Protection District (SRP)** – The provisions of this section apply to all land areas designated as SRP on the official zoning map that are within 250 ft. horizontal distance of the normal high water line or the upland edge of salt marshes or salt meadows. The intent of the restrictions in SRP district is to protect and preserve shoreland areas in which development would have an adverse affect on water quality, wildlife habitat or important scenic or ecological resources. This district shall also include 100 year floodplains adjacent to tidal waters (excluding areas already densely developed), as shown on FEMA’s Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Current SRP Dimensions – Maximum lot coverage is 20 percent; building height, 35 ft. Lot area minimum is 40,000 square feet; frontage minimum 200 ft; minimum yard depths, set back from normal high water mark, 250 ft.

**Specific Sites**

**Matthews Island (SLR)** – Best suited to residential or natural uses.

**Carlow Island (SLR & RR)** – Large-lot homes set well back from the shore. This area should retain its **rural nature**, designated as rural area in the zoning codes, with the intention of protecting agricultural, forest, wildlife habitat, scenic areas, and other open space areas from incompatible development and uses and for the enjoyment and sustainable use by the people.

**Treats Island (SLR & RR)** – Presently undeveloped. Future development should be limited as indicated to preserve Island’s uniqueness.

**Kendall Head, Johnson Cove (designates beach area) (SLR & RR)** – Combination of natural landscape and **low density residential** development should be encouraged and maintained.

**Peninsula Northwest of Quoddy Village (SLR & RR)** – Development should be designed to maximize the area’s **rural nature** throughout the peninsula northwest of the Tollbridge Salt Marshes, as shown on Map 13.

**Spectacle and Goose Islands, Shackford Head, Johnson’s Cove and Toll Bridge Road Salt Marshes. Radio Hill at Prince Cove (SRP) - State Parkland (Shackford Head),** designated as natural areas and “wildlife sanctuaries”, or severely limited by natural constraints to development.

### **LAND USE AND ZONING PERFORMANCE STANDARDS**

Preserving and protecting the character of the city is vital to the continued stability of the local economy and to the well being of its residents. Growth should be guided so the City can prosper and at the same time “stay Eastport”. This can be done by encouraging growth in some areas and discouraging it in others, by clearly designating areas to be devoted to business and industry; other areas where a mixture of uses would contribute to the vitality of the city; and still others areas where various types of housing will be encouraged.

The people of Eastport have expressed support for a diversified economy that includes tourism and retail development downtown; development and diversification of aquaculture; commercial fishing and a working waterfront; port development including warehousing and the regional transportation infrastructure to support it; and high wage service industries. A complete summary of survey results is provided in Chapter L – City Survey Results and in Appendix A. On land use issues, the survey indicated broad agreement that the town should do more to preserve access to its waterfront and capitalize on its historic and recreational resources.

To be fair and effective ordinances need specific standards and clear definitions. They must also meet the minimum requirements of state law and be consistent with the recommendations of the comprehensive plan. The comprehensive plan provides the legal basis for enacting the ordinances, and their consistency with the plans, goals, and policies will be a major consideration in the event that the ordinances are subject to a legal challenge.

Therefore any revisions to the zoning ordinance will: (1) create a user friendly application and permitting process; (2) assign clear responsibility for review and approval to code enforcement; (3) develop clear and consistent guidelines for obtaining approval; and (4) require the use of soil, floodplain, and wetlands maps in conjunction with future development.

The City of Eastport will review and revise its zoning ordinance to ensure that it continues to protect and preserve natural resources, property values, public safety including fire protection, health and welfare, provides for affordable housing and housing that is affordable, and ensures the proper development of the city. The following table describes public issues or concerns and the associated performance standards that will guide revisions to the zoning ordinance:

<b>Public Issue or Concern:</b>	<b>Performance Standard:</b>
<i>Access Requirements</i>	In keeping with state access management regulations (17-229 Maine Administrative Rules Chapter 299, Part A and B, and as subsequently amended), minimize the creation of strip development within the community, and minimize the creation of road hazards.
<i>Buffer Provisions</i>	Minimize the negative impacts of inconsistent development and protect water resources, wetlands, <b>wildlife habitat</b> and wells
<i>Conversion</i>	Regulate the conversion of existing structures into multi-family dwellings, to ensure the health, safety, and welfare of citizens.
<i>Historic Districts/ Scenic Vistas</i>	Use and expand ordinances to protect and preserve these defining community assets.
<i>Home Occupation</i>	Encourage home occupations with the minimum impact on existing neighborhoods.
<i>Industrial Performance Standards</i>	Ensure appropriate industrial development within designated areas of the community.
<i>Manufactured housing</i>	Ensure the safety, health and welfare of mobile home occupants and mobile home owners regardless of the date manufactured
<i>Mobile Home Park</i>	Placement and design of mobile home parks within the designated growth areas in the town.
<i>Off Street Loading</i>	Minimize traffic congestion associated with commercial development.
<i>Oil and Chemical Storage</i>	Regulate the location and containment of combustible material that can migrate to surface and ground waters.
<i>Parking Requirements</i>	Establish and regulate the number of parking spaces to be provided for different types of development.
<i>Pesticide Application</i>	Protect the public from dangers associated with pesticides including notice requirements and limits on timing of applications.
<i>Refuse Disposal</i>	Regulate the disposal of solid and liquid wastes in relation to resources that can transport them or be contaminated by them.
<i>Road Construction</i>	Develop in conjunction with the State Department of Transportation regarding road construction in new developments.
<i>Sedimentation and Erosion</i>	Minimize the volume of surface water runoff during and after development.
<i>Signs</i>	Regulate placement of signs, sign size, and sign type.
<i>Soils</i>	Ensure development is located on appropriate soils.
<i>Storage Materials</i>	Orderly storage of material in residential areas to promote and preserve the character of the neighborhoods
<i>Topsoil and Vegetation Removal</i>	Prevent soil erosion and destruction of topsoil during construction.

## REGIONAL COORDINATION

Eastport has physical boundaries with the municipalities of Pleasant Point and connections by water with Lubec. As well Eastport is dependent for its water supply on the communities within the Boyden Lake watershed – Perry, Pembroke, Cooper, Charlotte. Development in these communities will impact Eastport and our residents. None of these neighboring communities has adopted town wide zoning, except Perry has a town wide land use ordinance.

While 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. The port of Eastport is the port for Northern and Eastern Maine. 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 and growing in significance as an employment center. In 1990 Eastport employed 308 people from neighboring towns. By the year 2000 that number grew to 416. Neighboring communities will continue to be home to people employed in Eastport. Likewise more individuals are now living in Eastport and working in the surrounding region. In 1990 there were 129 people from Eastport working in neighboring towns; by 2000 there were 163 individuals doing so.

Several surrounding communities send their children to Shead High School, including Charlotte, Dennysville, Pembroke, Perry, Robbinston, and Pleasant Point. Over the years this has helped build understanding of common concerns.

The Passamaquoddy Water District obtains its water from Boyden Lake in Perry and sells most of it to Eastport and Passamaquoddy 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.

Aquaculture has become a major industry on both sides of the border. Although stricter regulations are being placed on salmon farms operating on the American side of the border, similar restrictions are not being placed on Canadian salmon farms on the other side of the bay. Legislators should push for coordinated agreements and actions.

Air quality was a regional concern in the past especially as it affected residents and tourism opportunities. At the turn of the century air quality in Eastport was terrible and until recently not good. The city Council passed many ordinances and many problem sources are no longer in Eastport. For instance, both fish meal fertilizer and protein fire fighting foam caused air quality and stench problems but are no longer manufactured on the island. As well, fish net maintenance and drying was also a source of stench. The practice of drying nets in one location passed disease to all the nets and they are now individually hauled off the island for disinfection. Air quality is now excellent. The city should be vigilant to assure air quality remains high.

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**”. To these ends Eastport participates actively in the following efforts and organizations:

- Washington County Emergency Medical Service Authority, the parent of Downeast EMS, the regional ambulance service providing coverage to 25 towns in three counties.
- Sunrise County Economic Council
- Sustainable Cobscook Project (Cobscook Bay Resource Center) funded by the Maine Community Foundation, the Ford Foundation, and other sources of funding.
- Passamaquoddy Bay Planning and Development Workshops where communities on both sides of the U.S./Canada border met to discuss common problems and opportunities
- Quoddy Spill Prevention Group
- Maine’s participation in the Gulf of Maine Initiative
- Washington County Solid Waste Management District
- Maine Municipal Association
- Downeast Resource Conservation Development District

**GOALS, POLICIES AND IMPLEMENTATION STRATEGIES**

Based on the concerns of Eastport residents, as expressed through public meetings, local surveys and city officials, the City of Eastport has developed the following policies and implementation strategies:

<b>Goals:</b>			
Eastport will preserve the character of the city that is vital to the continued stability of the local economy			
Eastport will revitalize its downtown			
Eastport will continue to be a great place to live, work and vacation			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Ordinances and Regulation</b>			
Develop necessary land (private and city-owned) use regulations, consistent with the goals and guidelines of this Comprehensive Plan.	Revise the zoning ordinance based on the goals and guidelines of the Comprehensive Plan and the surveyed wishes of the city’s residents and property owners.	Planning Board; Code Enforcement Officer; Board of Appeal	Short term (within 2 years)
	Make annual reviews of zoning ordinance, shoreland zoning ordinance, subdivision regulation, mobile home park ordinance, and floodplain management ordinance to determine any required changes and to ensure the ordinances and regulations are consistent with the Plan.	Planning Board; Code Enforcement Officer; Board of Appeal; and City council	On-going
	Update the existing ordinances to ensure their consistency with state and federal laws and the local needs.	Planning Board; City Council	
	Provide notice to landowners and Eastport residents of proposed changes to local	Planning Board; City Council	On-going



<b>Goals:</b>			
<b>Eastport will preserve the character of the city that is vital to the continued stability of the local economy</b>			
<b>Eastport will revitalize its downtown</b>			
<b>Eastport will continue to be a great place to live, work and vacation</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	regulations and implement only after they are voted on City Council.		
Prohibit or tightly control incompatible development in or adjacent to critical natural areas.	Cooperate with the state in planning for its conservation lands at Shackford Head.	Planning Board; City Council	On-going
	Make owners of unique natural areas aware of the value of these areas and encourage proper care of them. Key scenic resources, special cultural and natural features and views across coves and to the islands should be protected.	Planning Board; City Council	On-going
<b>Downtown Revitalization and Economic Development</b>			
Support downtown revitalization strategies for utilizing vacant downtown buildings.	Restrict first floors from residential use but allow them to accommodate other commercial uses (not just retail).	Planning Board; City Council	Complete
	Obtain permission from absentee landlords to allow empty windows to feature historic or artistic displays.	Eastport for Pride: CEO	Immediate
Support retail and tourism based development in the downtown core and inhibit retail and "strip" development along Route 190 in compliance with state Access Management laws and the surveyed wishes of residents.	Consider developing a downtown TIF <sup>1</sup> district.	CEO; Planning Board; City Council	Immediate
	Consider establishing an impact fee system applied to discourage retail development on Route 190.	CEO; Planning Board; City Council	Immediate
	Develop secondary access road(s) and combine accesses among commercial and industrial uses along Route 190.	CEO; Planning Board; City Council	Immediate
Support efforts to reinstate ferry service to Lubec	Support private efforts to provide passenger ferry to Lubec; assist with its promotion	City Council; Chamber of Commerce	Short term
	Support public and private efforts to reinstate car ferry service to Lubec.	City Council; Chamber of Commerce	Short term
<b>Economic Diversity/Traditional Use</b>			
Consider and incorporate diverse interests to whom marine resources are of critical importance including traditional fishermen, aquaculturalists, shipping interests, recreational	Expand small recreational boating from the breakwater to the area south of the Fish Pier and other suitable locations around the island- Boat School, Broad Cove, and Harris Cove.	Harbor Committee; Planning Board; City Council; Port Authority	On-going

<sup>1</sup> TIF – Tax Increment Finance District – a local economic development project financing program, that uses tax revenues generated from new capital investments, i.e. tax "increment," to reduce bond debt issues for a project, or to pay the investing company (developer) directly for project costs incurred. Works by "sheltering" real and property taxes against adverse adjustments to State subsidies and County taxes based on total valuation.

Goals: Eastport will preserve the character of the city that is vital to the continued stability of the local economy Eastport will revitalize its downtown Eastport will continue to be a great place to live, work and vacation			
Policy	Implementation Strategy	Responsibility	Timeframe
boaters, and those who just love the view.			
	Develop waterfront facilities that serve recreational and commercial interests	Harbor Committee; Planning Board; City Council; Port Authority	On-going
	Maintain dredging of inner basin.	Harbor Committee; Planning Board; City Council; Port Authority	On-going
	Preserve options for mooring and anchoring areas.	Harbor Committee; Planning Board; City Council; Port Authority	On-going
Ensure that shorefront residential development pressures do not overwhelm the limited land area needed for functionally water dependant commercial uses.	Amend existing Shoreland Zoning Ordinance to designate maritime districts that provide affirmative support for marine-based uses.	Planning Board; Harbor Committee	Immediate
Promote and support traditional maritime activities.	Protect and buffer new development from existing sources of noise and activity associated with maritime commercial activities by including provisions requiring new development to buffer itself from such activities. Such buffering can be accomplished through location decisions, retention of natural vegetation, planting and creative landscape or building design.	Planning Board	Immediate
	Assure significant expanses of existing commercial enterprises will buffer their expanded activity from existing residences using the same tools.	Planning Board; City Council	Immediate
Support development and expansion of all aspects of aquaculture industry including diversification of species.	Inform residents and prospective property owners of aquaculture lease site locations. (See Map 9 Marine Resources)	City Council	On-going
	Disallow residential uses within areas needed for marine uses zone (CFMA) to prevent loss of marine use/tax basis.	City Council Planning Brd.	On-going
	Continue participation with industry and Cobscook Bay Resource Center to diversify industry.	City Council	On-going
	Retain industrial districts allowing fish processing.	City Council; Planning Board	On-going
Support transportation enhancements that retain viability of the Port of Eastport	Support establishment of marshalling and warehousing areas in Ayers Junction	Port Auth.; State DOT	On-going

<b>Goals:</b>			
<b>Eastport will preserve the character of the city that is vital to the continued stability of the local economy</b>			
<b>Eastport will revitalize its downtown</b>			
<b>Eastport will continue to be a great place to live, work and vacation</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	Implement the Eastport Municipal Airport master plan.	Airport Committee	On-going
Attract new commercial and industrial development in appropriate areas.	Implement, market and provide state of the art infrastructure and services to designated Pine Tree Zones within the city.	City Council	Immediate
	Sell or lease suitable city-owned and private sites.	City Council	On-going
Retain affordable and adequate housing options for young people just starting families, elderly people, and low income people appropriate for their needs.	Encourage renovation and rehabilitation of existing properties and seek additional grant money for these purposes.	City Council; City Treasurer	On-going
	Ensure city ordinances do not inhibit construction of affordable housing, and housing that is affordable.	City Council; City Treasurer	On-going
	Designate specific areas where various types of housing will be encouraged.	Planning Board; CEO	On-going
	Continue to not discriminate against mobile homes, other manufactured houses, or elderly and low-income housing.	Planning Board; CEO	On-going
<b>Enforcement</b>			
Enforce ordinances fully and fairly.	Ensure ordinances contain proper legal language and definitions.	Planning Board; City Council	On-going
	Management and elected officials support the code enforcement department.	Planning Board; City Council	On-going
	Provide adequate time for the code enforcement officer to ensure compliance.	Planning Board; City Council	On-going
<b>Regional Coordination</b>			
Continue to cooperate and coordinate with neighboring communities on issues and opportunities which cross municipal borders.	Continue serving in a leadership role in regional groups and organizations including the Washington County Council of Governments.	City Council	On-going
	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	City Council	On-going
	Work with other communities and legislators for continued (and accelerated) improvements by the Maine D.O.T. to Routes 1 and 9.	City Council	On-going
	Work with neighboring communities to mutually improve educational opportunities for all children.	School Committee	On-going
	Work with neighboring communities to review the potential impact of heavy industrial development.	City Council	On-going
	Develop a regional municipal computer	City Council;	Immediate

<b>Goals:</b> Eastport will preserve the character of the city that is vital to the continued stability of the local economy Eastport will revitalize its downtown Eastport will continue to be a great place to live, work and vacation			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
	users group to share information of benefit to each.	WCCOG	
	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.	Port Auth.; Chamber of Commerce; City Council	On-going
	Develop a long-term solution to address solid waste disposal and illegal dumping (especially of "white goods" (refrigerators, washers, etc) and "brown goods" (TV's, stoves, etc).	Recycling Committee	Immediate
Correct City Boundary on official maps.	Research records to determine the correct city boundary from Treat Island, then steps taken to assure that changes are made by Federal and State mapping agencies that exclude Treats Island from the City limits.	CEO; Planning Board; City Council; State; Federal	Long Term
<b>Education about Land Use</b>			
Educate residents about the requirements of local and state regulations.	Provide a list of all local ordinances and when they are applicable at the city office.	City Clerk; CEO	Immediate
Educate new and prospective residents about traditional land use issues in Eastport.	Develop educational materials describing traditional uses and practices including issues such as shore access, hunting, working waterfront and commercial fishing, and community institutions.	City Council; or their designee; Historic Review Board; Historical Societies	Immediate
	Make these materials available at city offices, schools and local businesses.	City Clerk	On-going
	Encourage owners of small woodlots and agricultural areas to properly manage them.	CEO	On-going
	Encourage voluntary participation in the newly-revised Historic District.	Historic Review Board	On-going

## SUMMARY

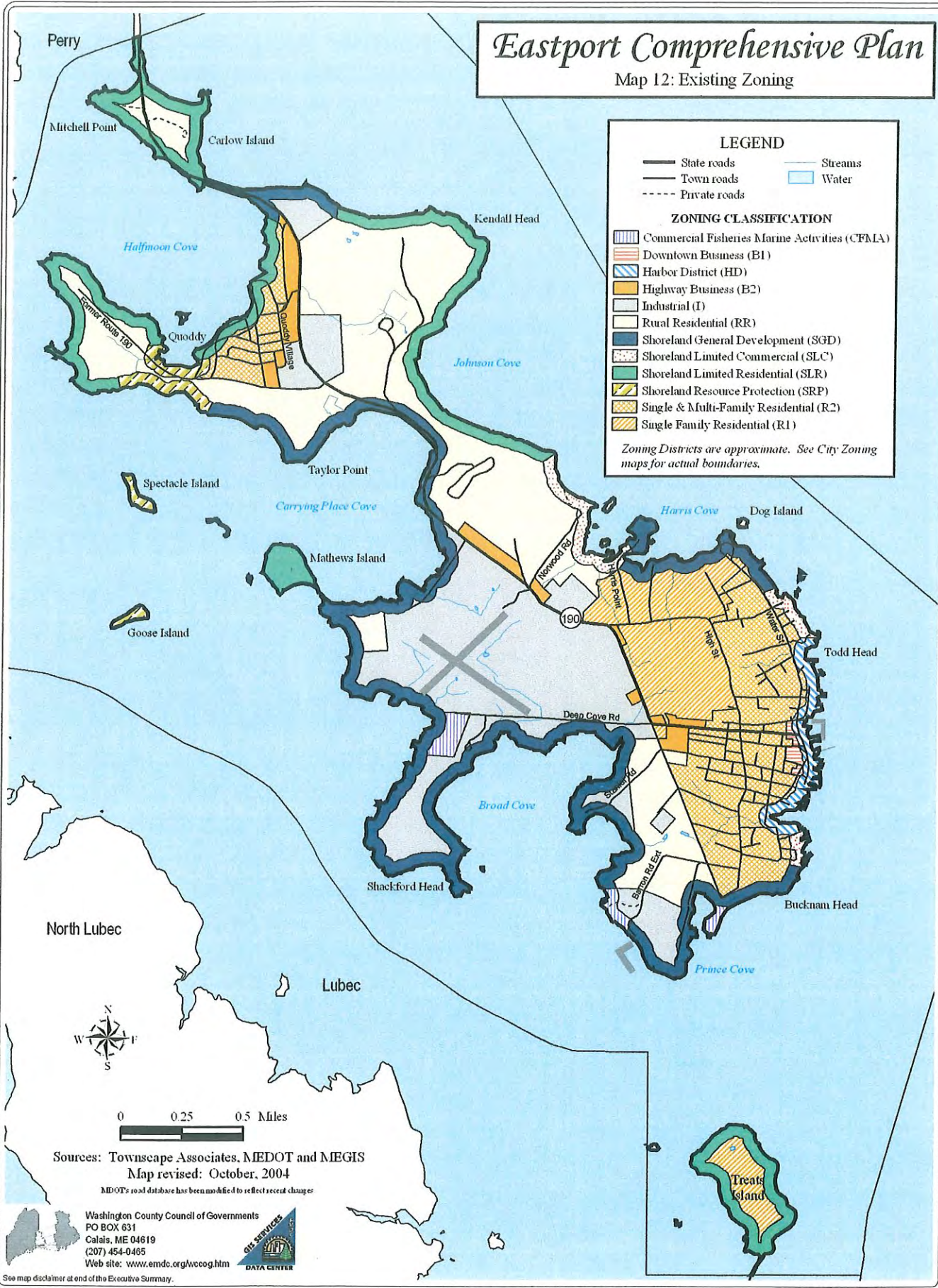
Eastport is experiencing some residential development pressure and working diligently to improve the economic opportunities available to its residents through downtown revitalization efforts, port development, and ensuring that a fair cross section of land uses are allowed in its commercial and industrial districts. Existing residential development pressure is concentrated along the shoreline or in areas that command scenic vistas. This results in increased demand for housing that is affordable in non-shore line land areas, and potential loss of shoreline access and public use. Evidence of renovation/ preservation of historic residences can be observed throughout the city neighborhoods.

Minor changes, and the addition of CFMA zones in areas currently utilized for marine activity,

are proposed for designated future land use districts. These changes will protect several resources areas that are unsuitable for development and allow some flexibility to residential, especially affordable residential, and commercial landowners along Route 190. The Comprehensive Plan committee has been guided by the vision expressed by those attending the public meeting in September 2003 as well as the survey responses from 2002 and 2003 to plan for our future. This plan is intended to protect our city's character and to direct residential, commercial and industrial activities to appropriate areas. It also seeks to ensure that residents can continue to support themselves with a mixture of activities necessitated by seasonal and diverse livelihoods.

# Eastport Comprehensive Plan

## Map 12: Existing Zoning



**LEGEND**

- State roads
- Town roads
- - - Private roads
- Streams
- Water

**ZONING CLASSIFICATION**

- ▨ Commercial Fisheries Marine Activities (CFMA)
- ▨ Downtown Business (B1)
- ▨ Harbor District (HD)
- ▨ Highway Business (B2)
- ▨ Industrial (I)
- ▨ Rural Residential (RR)
- ▨ Shoreland General Development (SGD)
- ▨ Shoreland Limited Commercial (SLC)
- ▨ Shoreland Limited Residential (SLR)
- ▨ Shoreland Resource Protection (SRP)
- ▨ Single & Multi-Family Residential (R2)
- ▨ Single Family Residential (R1)

*Zoning Districts are approximate. See City Zoning maps for actual boundaries.*

North Lubec

Lubec



0 0.25 0.5 Miles

Sources: Townscape Associates, MEDOT and MEGIS  
Map revised: October, 2004

MEDOT's road database has been modified to reflect recent changes

Washington County Council of Governments  
PO BOX 631  
Calais, ME 04619  
(207) 454-0465  
Web site: [www.emdc.org/wccog.htm](http://www.emdc.org/wccog.htm)



See map disclaimer at end of the Executive Summary.

# Eastport Comprehensive Plan

Map 13: Future Land Use

**LEGEND**

— State roads  
 — Town roads  
 - - - Private roads  
 ~ Streams  
 □ Water

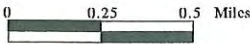
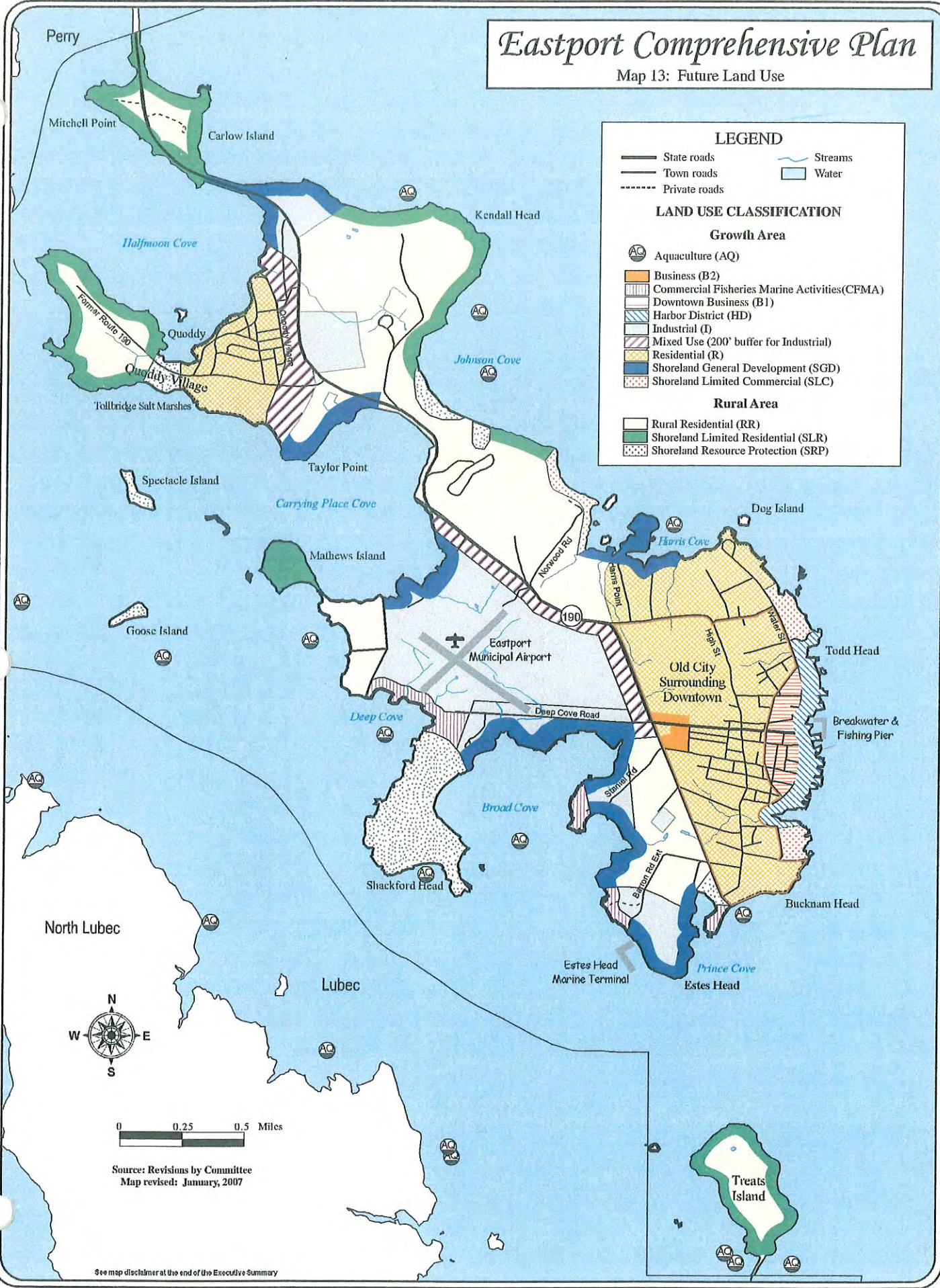
**LAND USE CLASSIFICATION**

**Growth Area**

- ⓐ Aquaculture (AQ)
- Business (B2)
- ▨ Commercial Fisheries Marine Activities (CFMA)
- ▨ Downtown Business (B1)
- ▨ Harbor District (HD)
- ▨ Industrial (I)
- ▨ Mixed Use (200' buffer for Industrial)
- ▨ Residential (R)
- ▨ Shoreland General Development (SGD)
- ▨ Shoreland Limited Commercial (SLC)

**Rural Area**

- Rural Residential (RR)
- Shoreland Limited Residential (SLR)
- ▨ Shoreland Resource Protection (SRP)



Source: Revisions by Committee  
Map revised: January, 2007

See map disclaimer at the end of the Executive Summary

## **L. CITY SURVEYS**

Eastport has conducted several surveys of residents and visitors since 2002. In the fall of 2002, 106 Eastport residents were interviewed by Eastport for Pride. Another 147 residents were polled for their opinions on the synopsis of the interview data. Called the Common Ground survey, questions focused on downtown facilities, businesses and overall vision.

In September of 2003, a survey for the Comprehensive Plan update was distributed to city residents. There were 100 surveys mailed randomly to residents and the survey was published in the Quoddy Tides in advance of a public meeting to which all residents were invited. Eighty-one surveys were returned. There were numerous written responses to the many open ended questions within and at the end of the survey.

Both surveys are reproduced along with all of the written responses in Appendix A. Summaries of the written comments are noted with the charted data here and throughout the document as the issues they address are raised. The raw data is available at the city office and graphical summaries of the responses are provided here.

### **SURVEY RESULTS**

The Comprehensive Plan survey asked questions in several substantive areas – business and tourism; development district designations; transportation support to the local economy; ferry services; access to the water for the public and the fishing industry; public services and priorities for physical improvements and public investment; opinions on libraries and schools; affordable housing and wage levels; drinking water supply and watershed protection; and the current priorities of the policies in the 1995 Comprehensive Plan.

Questions in the Common Ground Survey focused on downtown services and issues. The structure of the survey was limited in that answers were simply yes, no or neutral on a specific service, type of business or approach to downtown revitalization. As a result the vast majority of answers were simply “yes” with little sense of prioritization or strength of opinion. Thus only those results that give a clear picture of a range of opinions are interspersed throughout the following summary.

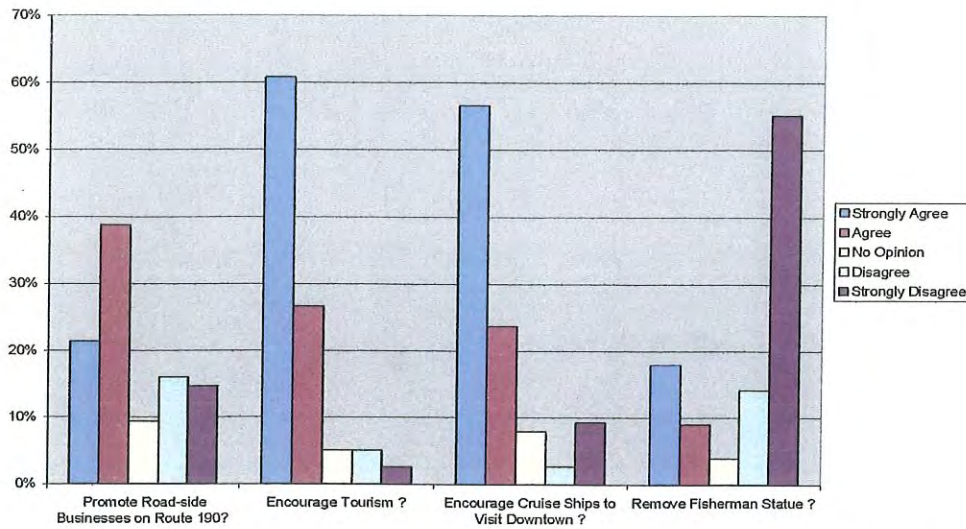
Survey results are presented here in charted form as the raw data is voluminous and not very instructive.

#### **A. Business, Development and Transportation**

More support was shown for tourism and cruise ships than support for road side businesses on Route 190.

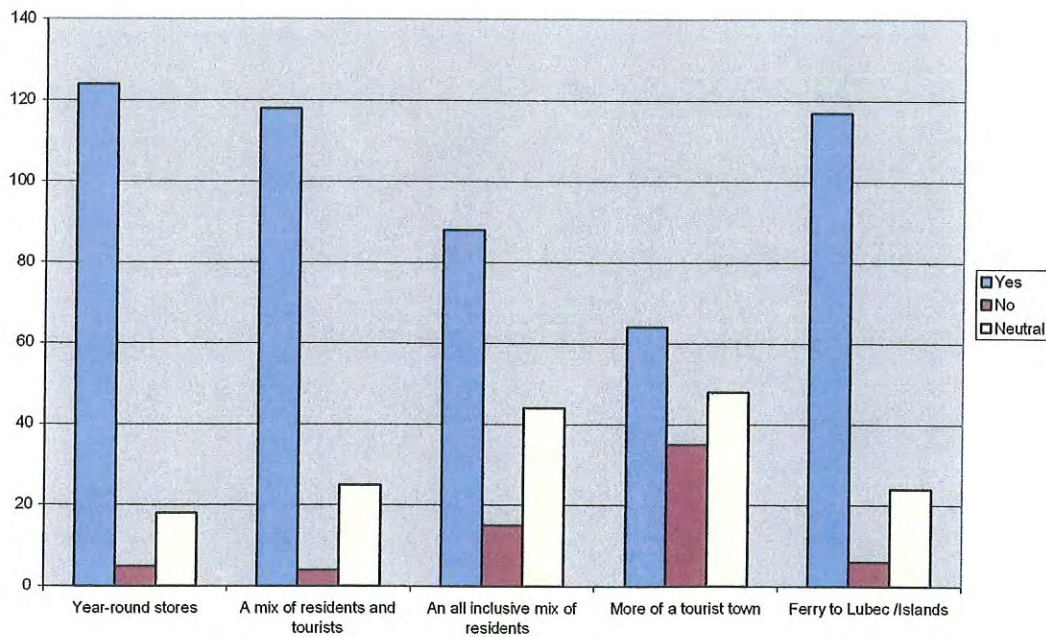


Should the City...?

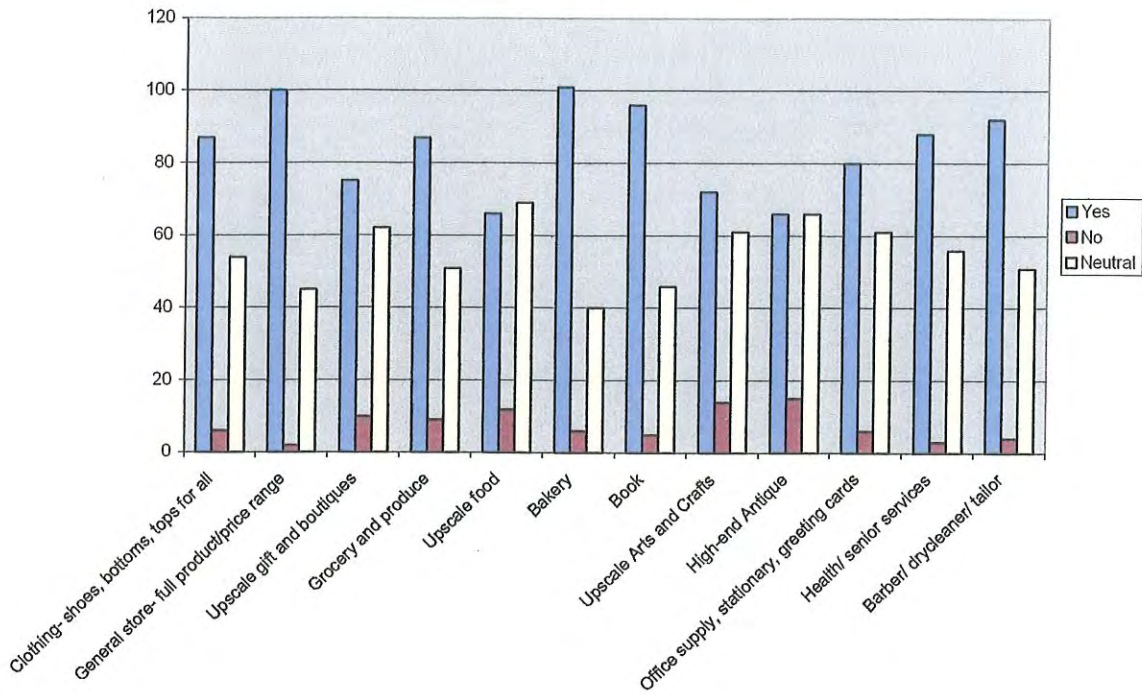


The Common Ground Survey reflected more ambivalence about tourism in respondents' vision for downtown Eastport as seen in the following charts, and a vision of businesses in a revitalized downtown:

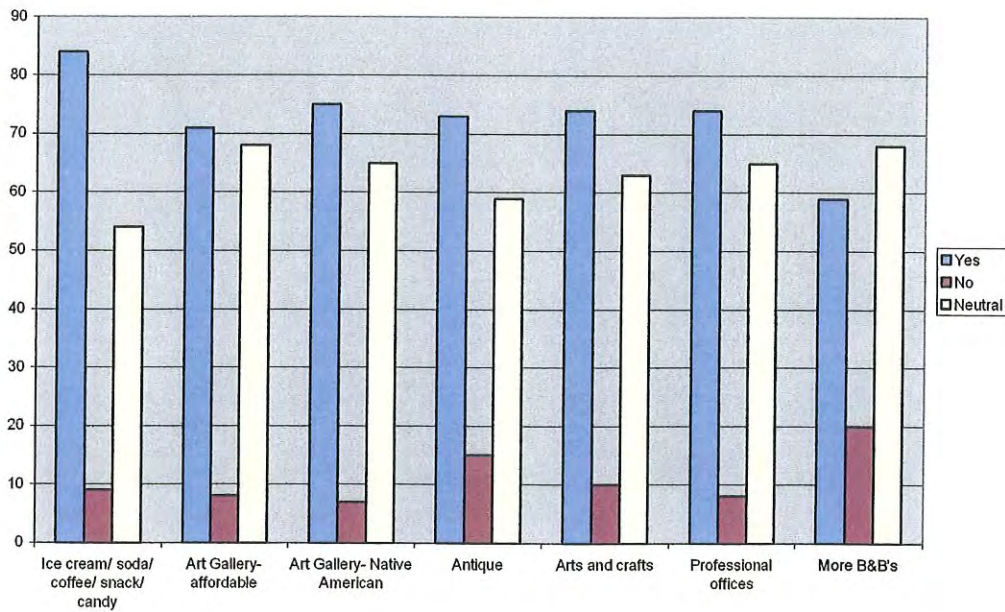
General Visions - Community Composition



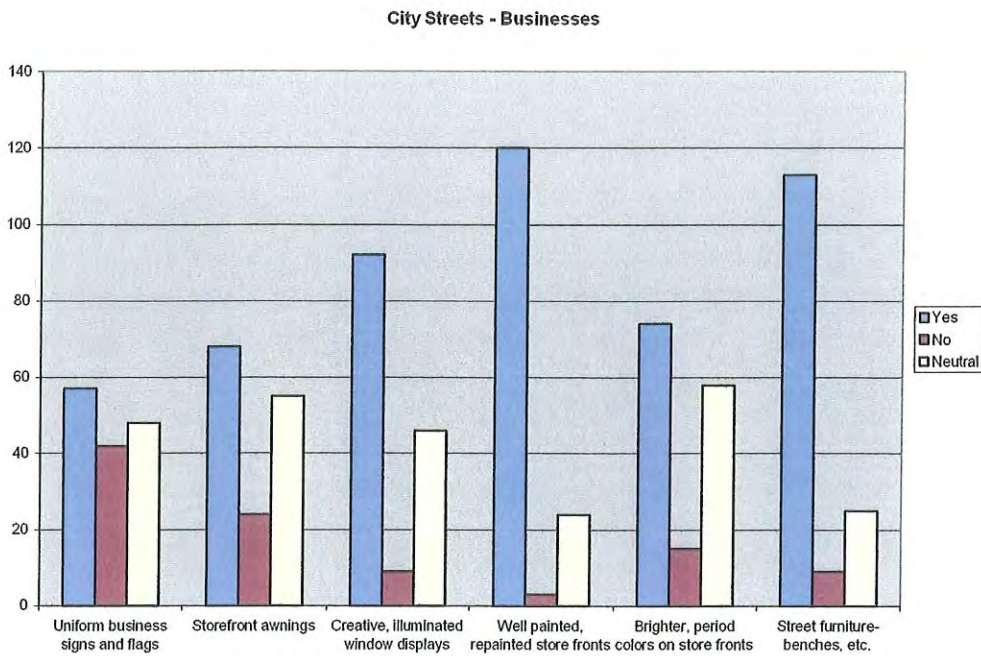
New Stores, Shops and Services



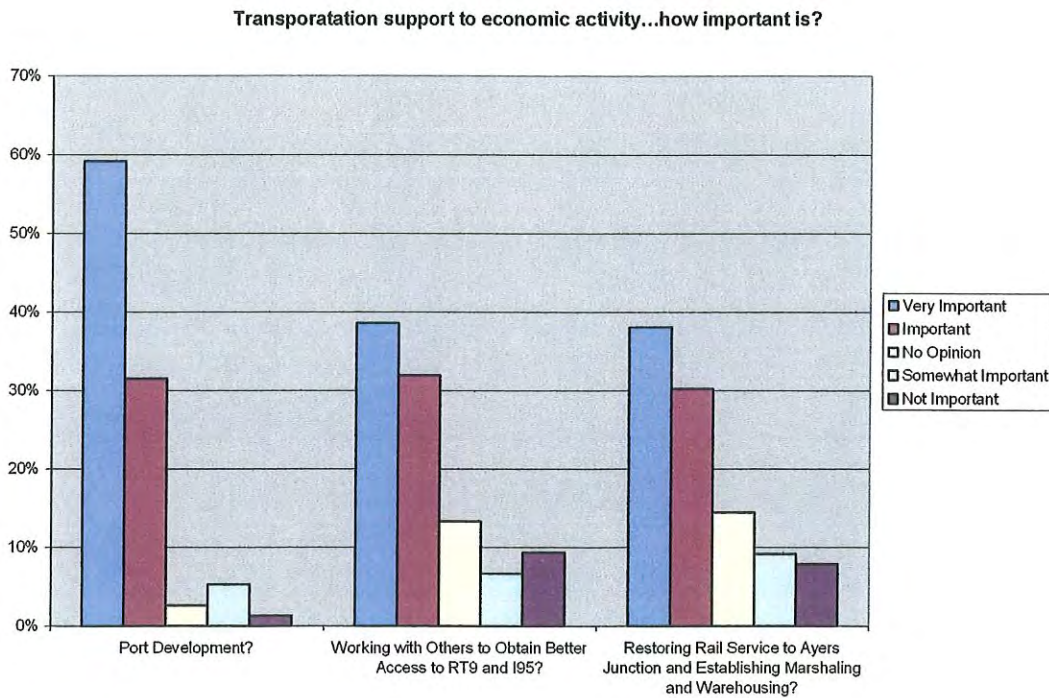
More of Same Type Stores



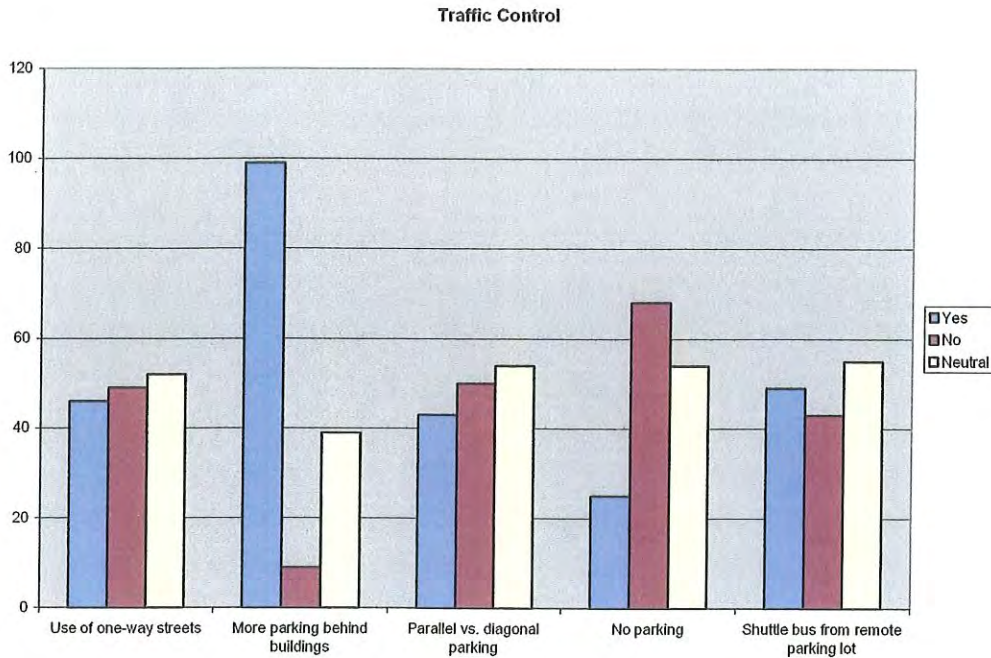
Respondents to the Common Ground Survey supported both public (described later in Section C – Facilities and Services) and private improvements that would facilitate downtown visitation:



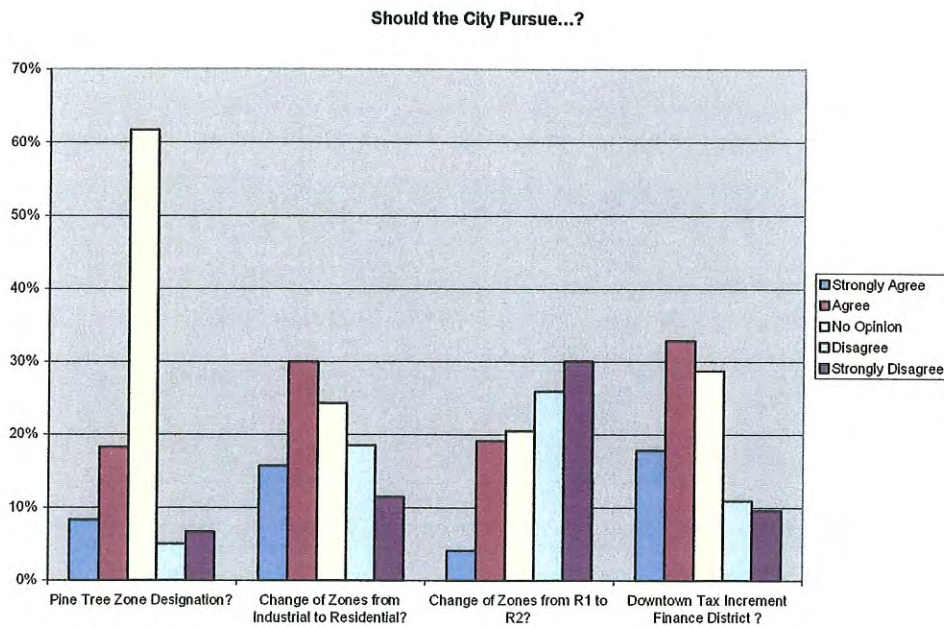
In addition to support for downtown revitalization there was very clear emphasis on the importance of port development to the city.



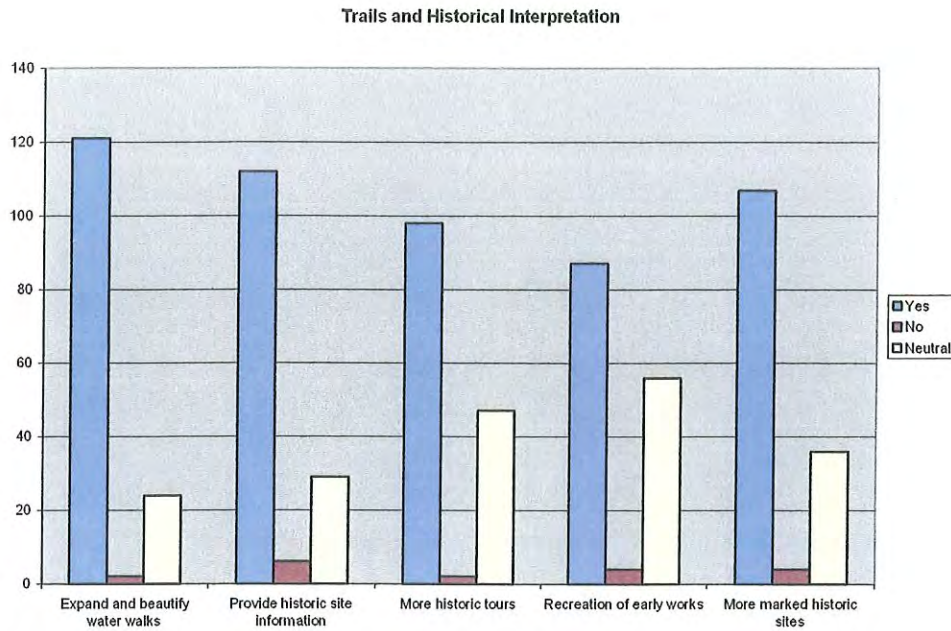
Less clear in the Common Ground survey were solutions to traffic issues downtown:



As for development districts that would encourage additional development districts the answers are also unclear. The structure of the questions may have led to confusing results. Many respondents had simply never heard of Pine Tree Development Zones.



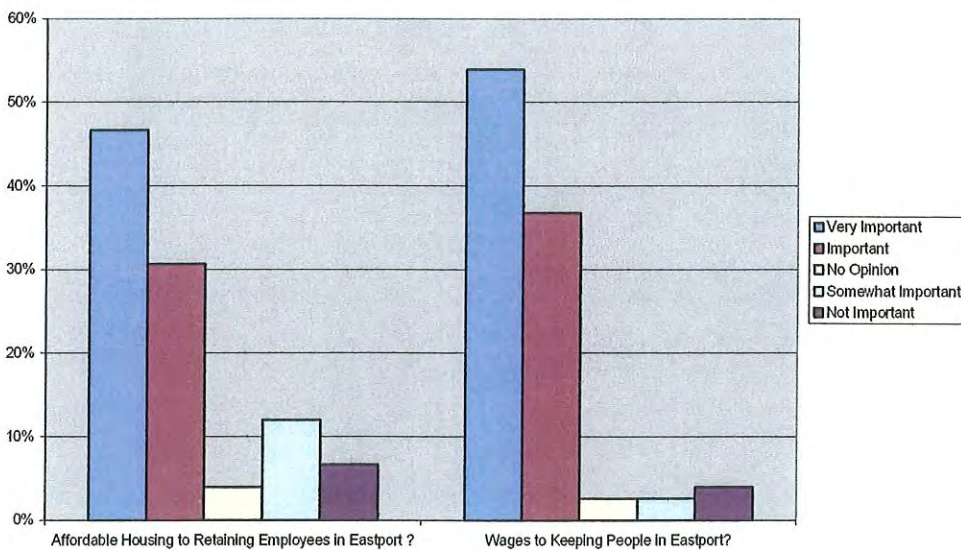
However, support for Heritage Tourism opportunities are seen clearly in the Common Ground survey results:



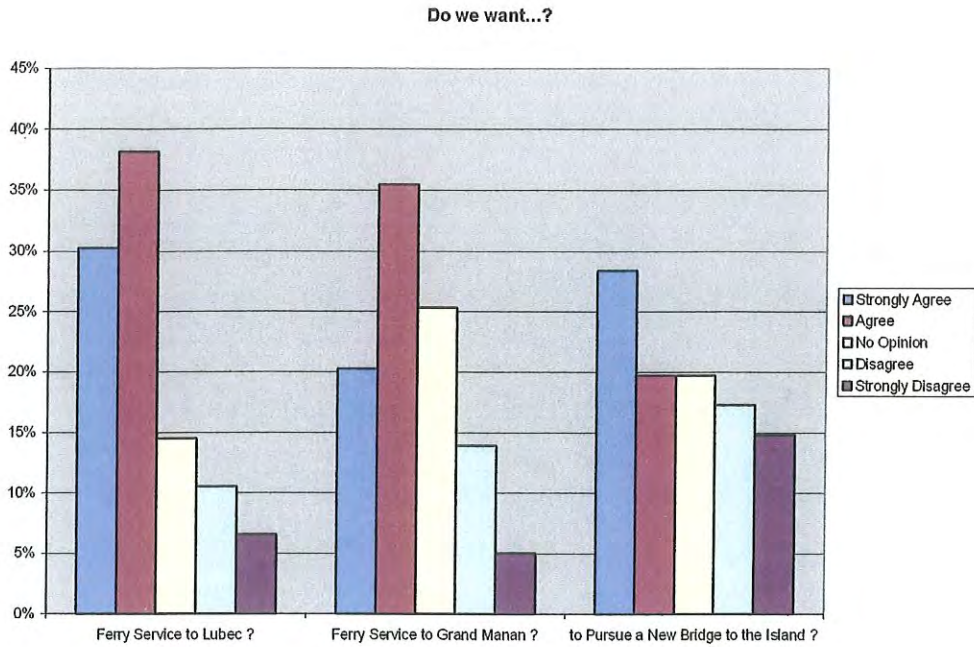
Appendix C provides a full exploration of heritage tourism opportunities in Eastport.

The Comprehensive Plan survey indicates a real need to stay abreast of rising real estate values even in light of limited economic options:

**Land Assessment has doubled in Many Zoning Districts Since 1995  
How important is/are...?**

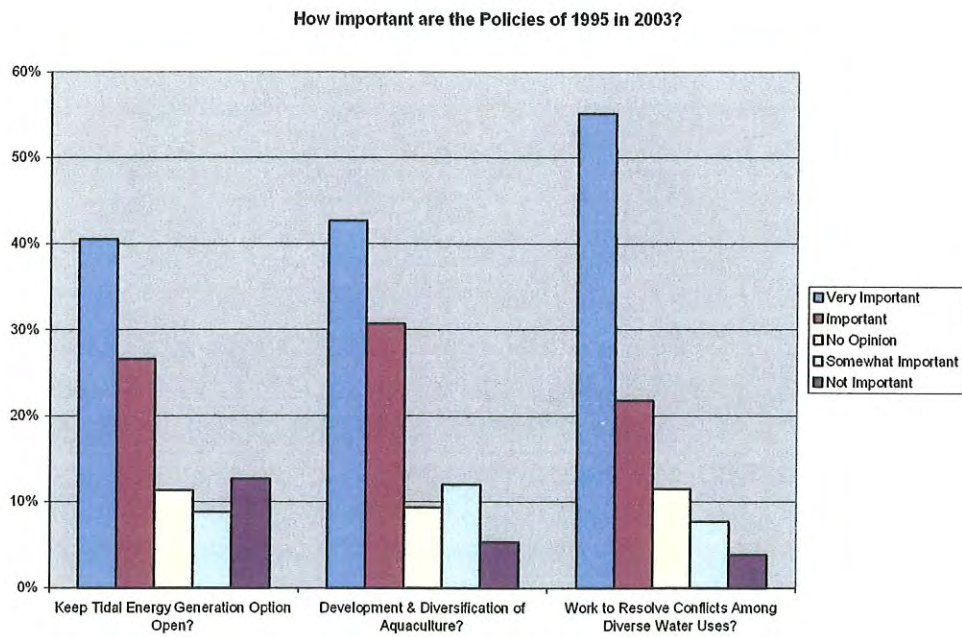


Support for ferry services is very strong with a majority of opinion also in favor of a new bridge to the island.



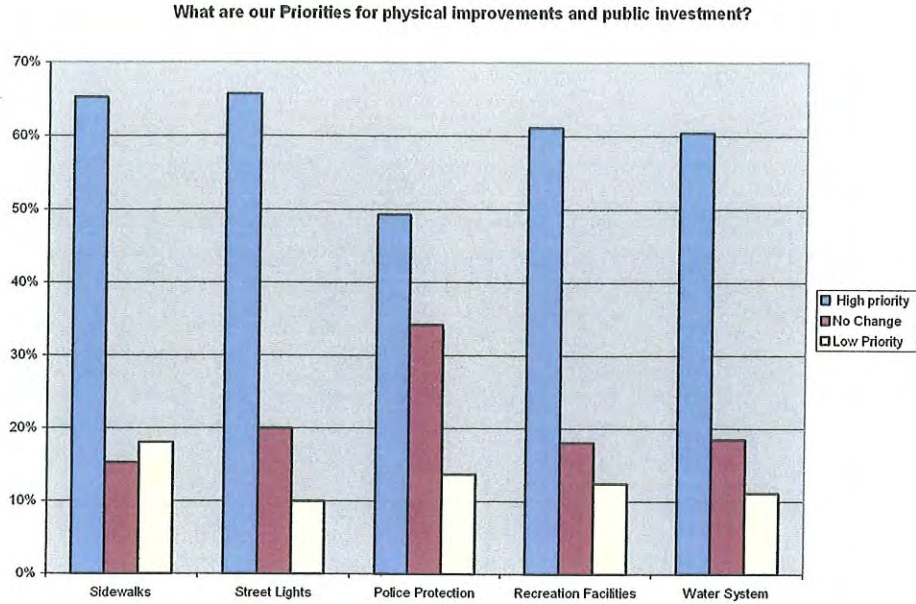
### B. 1995 Policies Today

The survey asked several questions about whether policy priorities in 1995 still have relevance today:

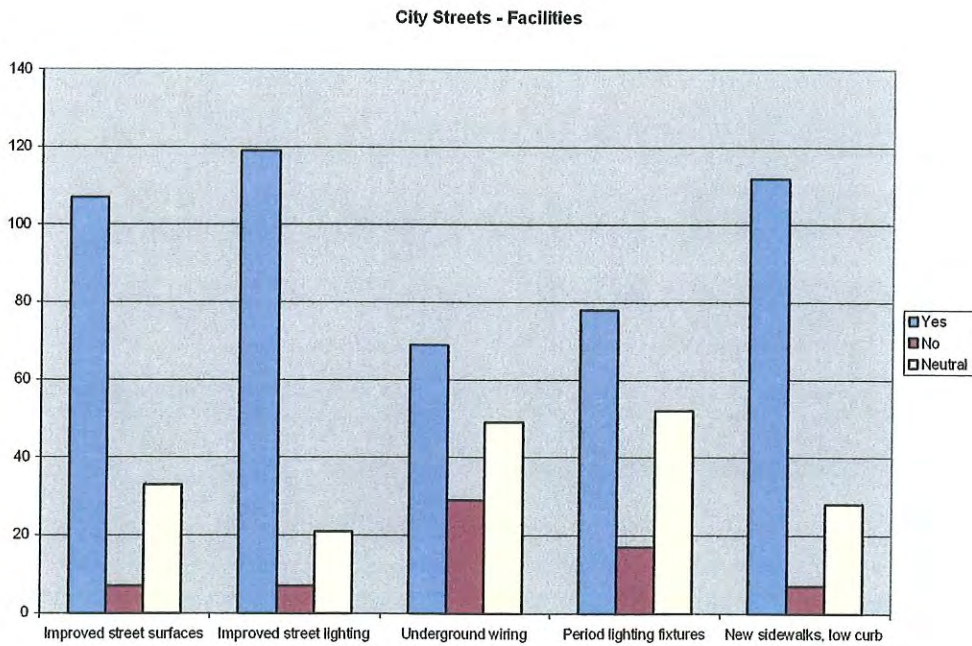


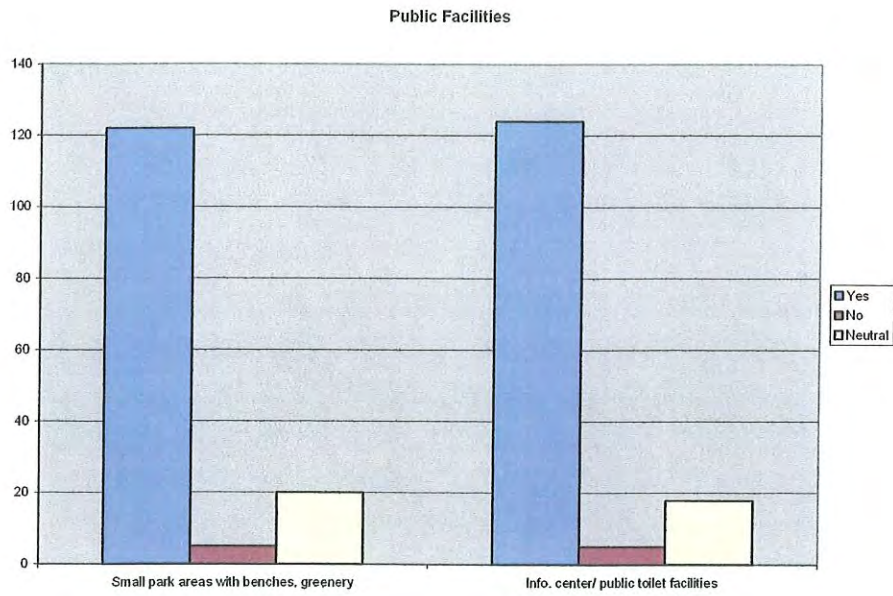
**C. Facilities and Services.**

Priorities for physical improvements and facilities were weighted most heavily on:

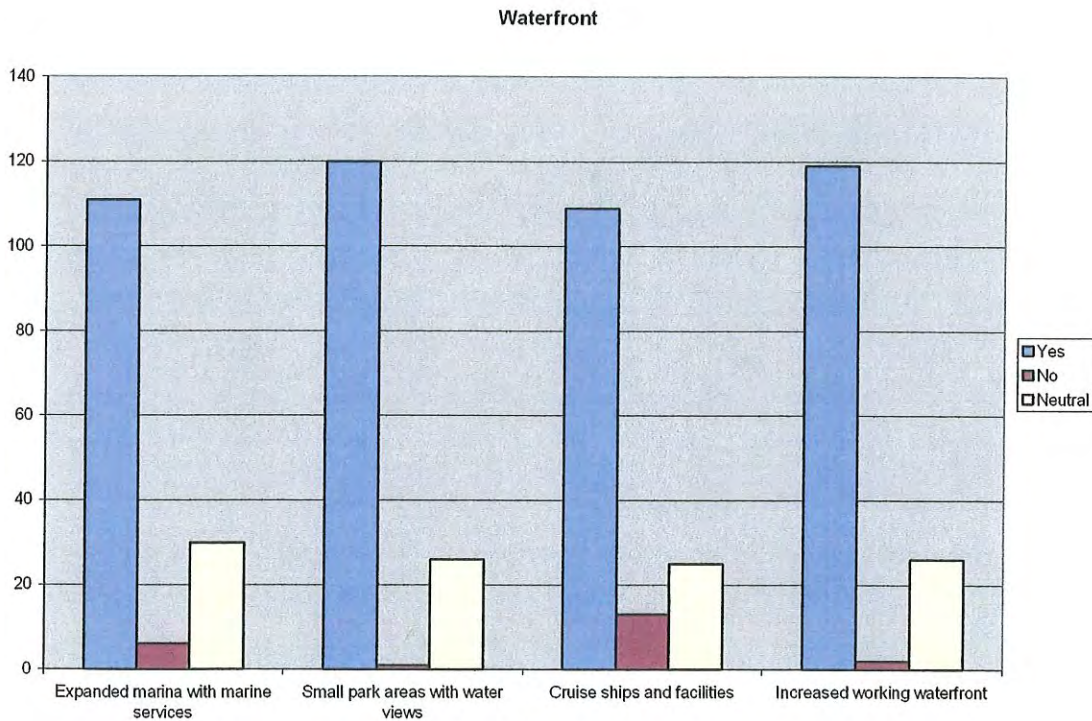


The Common Ground survey provided additional information about facilities that residents perceive to be important for downtown revitalization.



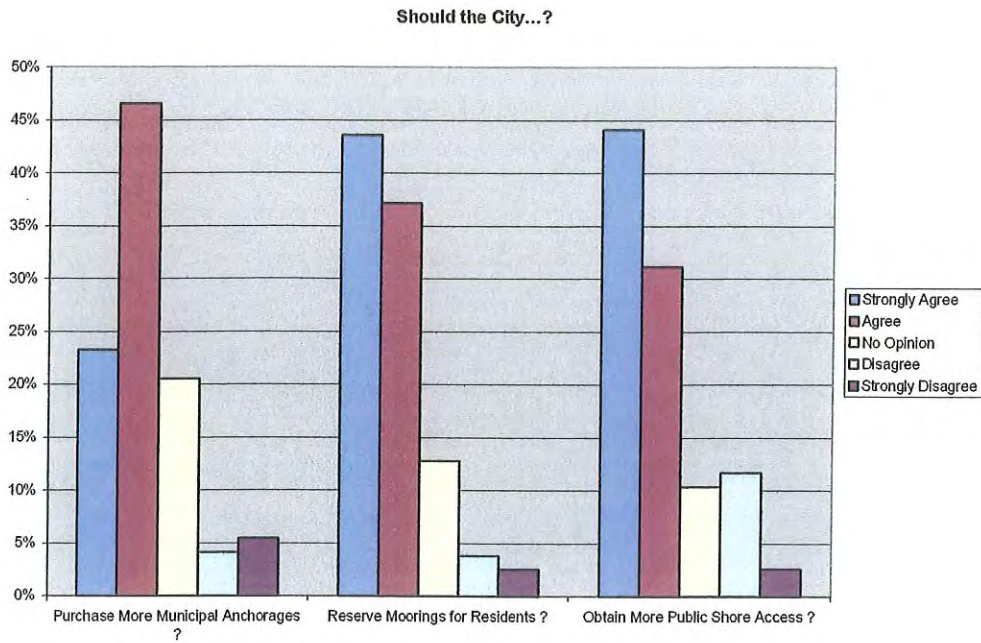


Waterfront facilities were also clearly supported in the Common Ground Survey as part of downtown revitalization efforts:

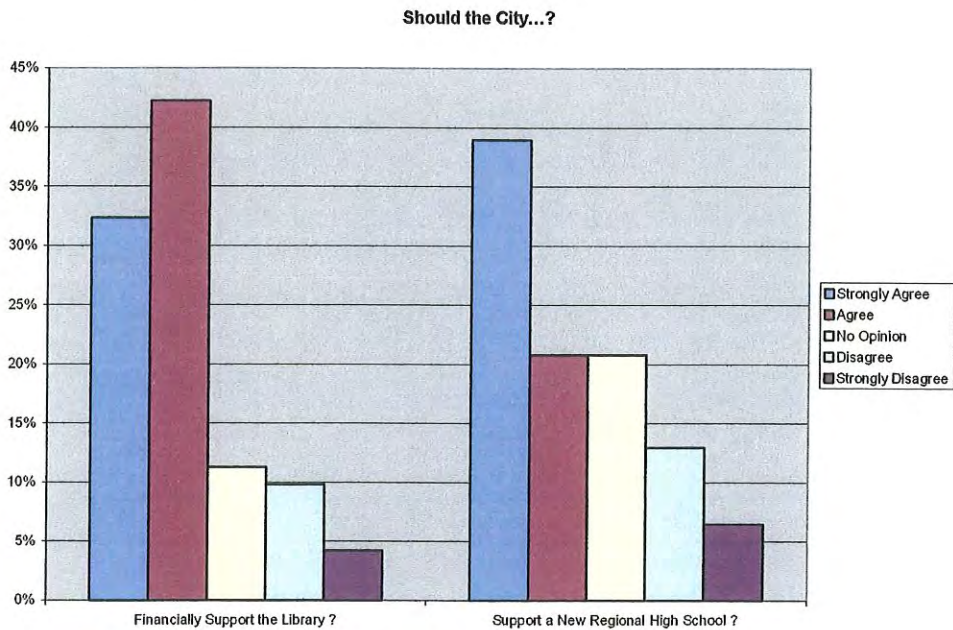


While public accesses in Eastport are well defined and protected, additional accesses and support services to use the water are desired.

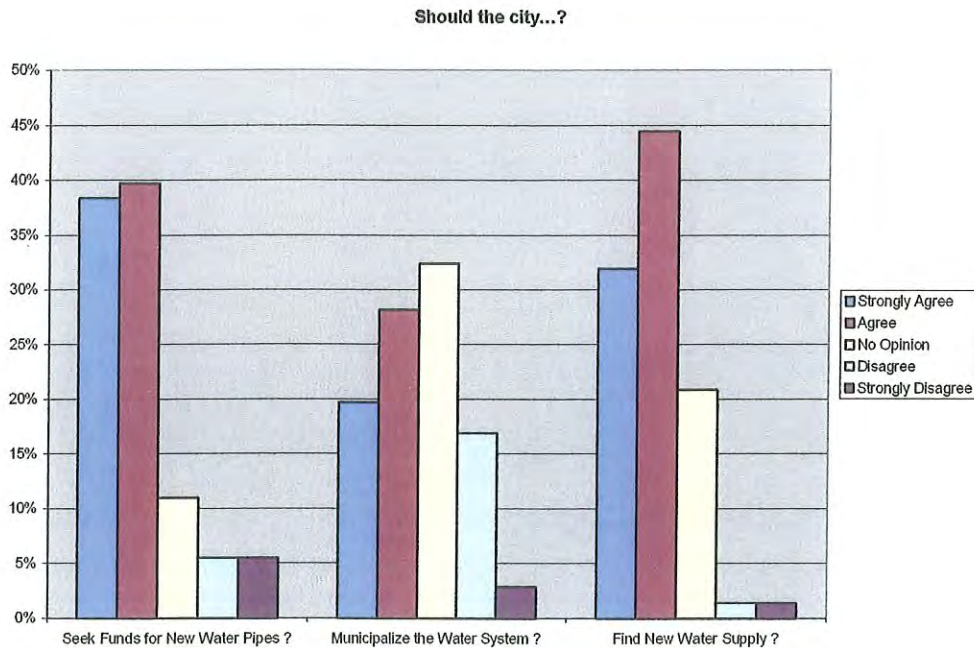




Support for the library was evident as well as regionalizing education services.

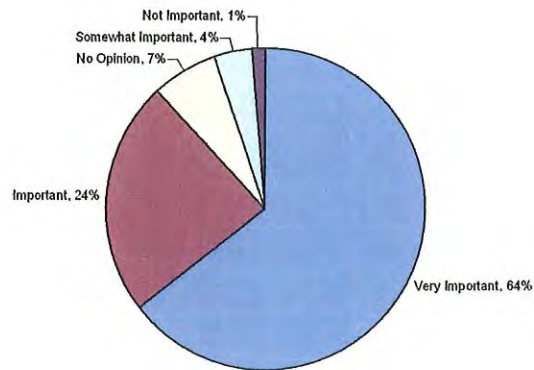


The water system engendered strong opinions and suggests the need for communication among city officials, the public and the water district on future solutions.



This need for communication was explicitly supported in another question:

**How Important is it for Eastport to be Involved in Regional Decision Making in the Boyden Lake Watershed?**



**SUMMARY**

Eastport has canvassed its citizens for their views several times in the last two years. The Common Ground Survey solicited input about downtown revitalization and the Comprehensive Plan survey sought to expand that input to the entire city and all of its economic activity. The results of those

surveys are provided in charted format but the reader is directed to Appendix A - Town Survey and Written Comments for a full transcript of the many written comments provided to questions throughout the survey. In addition Appendix E provides the full transcript of the Community Vision meeting that was held on September 29, 2003 at the Elementary School.

Respondents and participants in these various efforts expressed a great deal of affection for Eastport's historic downtown as well as support for its revitalization. Tourism was a supported activity in 2003 but less enthusiastically supported in 2002. Less support was indicated for road-side businesses on Route 190 though results indicate that severe restrictions on such development will be met with some resistance. This is an area to address with care in the interest of maintaining access to affordable properties while also not starving the downtown area from needed investment. The need to maintain Route 190 as a transportation corridor for the city and the port is very well supported and it may be that access management along Route 190 and incentives in the downtown could strike the balance needed here.

The structure of the questions about where and how to encourage development led to confusing results and there is clearly very little general understanding about Pine Tree Development Zones. Support for heritage based tourism is very high and Appendix C provides information about how these opportunities might be developed and promoted.

In terms of keeping people in Eastport, land assessment, affordable housing and livable wages ranked very high in the minds on respondents. Another bridge to the island was both supported and Chapter H – Transportation recommends that one be pursued. Ferry service to Lubec was particularly important as was a ferry to Grand Manan, although not as enthusiastically.

A variety of public improvements were supported but the written comments spoke most clearly about the water system, downtown rehabilitation (including streetlights, lighting, sidewalks and sidewalk maintenance, public washrooms and facilities in support of the working waterfront), and recreation for residents but for young people in particular. Many think the city should financially support the library as well as work towards a regional high school in the very near future.

**COMPREHENSIVE PLAN SURVEY FOR EASTPORT, ME**

**City of Eastport Public Opinion Survey**

- in Preparation for September 29, 2003 Public Meeting  
to Provide Input to Comprehensive Plan Update

Please come to a public meeting at the **Eastport Elementary School Cafeteria, September 29 5:30 PM,** hosted by the Eastport Comprehensive Plan Update Committee to provide your input to the 2003 update of the 1995 Comprehensive Plan. Refreshments will be provided.

The Comprehensive Plan Committee has already asked for input from the following organizations in the city: Historic Review Board, Eastport for Pride, Airport Advisory Commission, Port Authority, Library, Planning Board, Zoning Board of Appeals, Harbor Committee, Recreation Board, School Union 104, Eastport School Board, Healthcenter, Senior Citizens Center, Eastport Memorial Nursing Home, WCTC, Passamaquoddy Tribe at Pleasant Point, Cobscook Bay Resource Center, Board of Assessors.

We have received some good data and direction from many but there are some gaps and we are now drafting policies. This is the city's plan. The Committee needs guidance and direction from those who will be affected by the plan. We especially urge participation from municipal committees such as the Planning Board, Zoning Board, the Port Authority, harbor master, and service providers to Eastport citizens.

Several downtown surveys have provided opinions about downtown revitalization but the Comprehensive Plan is city-wide, and maximum citizen input is needed.

At the September 29<sup>th</sup> meeting in the Elementary school we will be asking many of the questions that are included in the survey below. We will have maps on the wall for people to visualize their answers and discuss the city's future.

We urge you to come to the meeting but would like your input in written form as well. One hundred of the following surveys will be sent randomly to homes within Eastport.

Please tear the survey out of the paper, or pick up a copy at City Hall and return the mailed or loose sheets to City Hall by September 24<sup>th</sup>, 2003.

Thank you for your time and valuable contribution to the future of Eastport.

**Eastport Public Survey**

**Should the city promote road-side businesses on Route 190?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should we encourage tourism?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should we encourage the visitation of cruise ships to our downtown?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should we remove the fisherman's statue in downtown?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should the city actively pursue acquisition of municipal anchorages and mooring spaces?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**If yes, where?**

**Should the city reserve some moorings for use/lease by residents?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should the town obtain more public accesses to the shore?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**If yes, where?**

**What inhibits boats from using the moorings or harbor?**

**Should Eastport pursue designation of a Pine Tree Development Zone in Eastport?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Where should a Pine Tree Zone be located in Eastport?**

**What are our priorities for physical improvements and public investment?**

Sidewalks      High Priority      No Change      Low Priority      No Opinion

Street lights      High Priority      No Change      Low Priority      No Opinion

Police protection      High Priority      No Change      Low Priority      No Opinion

Recreation facil.      High Priority      No Change      Low Priority      No Opinion

Public water system      High Priority      No Change      Low Priority      No Opinion

Other (please comment and assign priority): \_\_\_\_\_

**Should the city financially support the library?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should the city seek funds to replace old deteriorated water piping throughout the city?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should the city municipalize the water system?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Do we still want ferry service to Lubec??**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Do we still want ferry service to Grand Manan?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should a new bridge to the island be pursued?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should there be a regional high school?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Where should it be?**

**How soon should it be constructed?**

The value of land (assessment) in Eastport since 1995 has doubled in many zoning categories.

**How important is affordable housing to retaining employees in town?**

Very Important      Important      No Opinion      Somewhat Important      Not Important

**How important are wages to keeping people (residents) in Eastport?**

Very Important      Important      No Opinion      Somewhat Important      Not Important

**Should more of the land now zoned for industrial be changed to allow for residential use?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**Should areas currently zoned RR- 1 (1 acre lots) be rezoned to R-2 (4 house lots/ acre)?**

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**How important is port development?**

Very Important      Important      No Opinion      Somewhat Important      Not Important

**How important is it to work with towns and regional groups in the area to obtain better access to Route 9 and the Interstate system?**

Very Important      Important      No Opinion      Somewhat Important      Not Important

*In 1995 a long range policy was to work to have rail service restored to Ayers Junction, and to establish a marshaling yard and warehousing. Is this still important for Eastport?*

Very Important      Important      No Opinion      Somewhat Important      Not Important

*In 1995 a long term policy was to keep in mind the potential for tidal energy generation as new environment-friendly techniques are developed. Is this still important for Eastport?*

Very Important      Important      No Opinion      Somewhat Important      Not Important

*In 1995 Eastport agreed to support development and expansion of all aspects of aquaculture including diversification of species (not limited to fin fish but including seaweeds and shellfish culture. Is this still important for Eastport?*

Very Important      Important      No Opinion      Somewhat Important      Not Important

*In 1995 Eastport recognized 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. The stated policy was to work to resolve or avoid conflicts among these interests. How*

**important is this issue now?**

Very Important      Important      No Opinion      Somewhat Important      Not Important

*Development is occurring within the Boyden Lake watershed – Eastport's water supply. There are minimal restrictions on camps and some lake uses. How important is it for Eastport to be involved in regional decision making in the Boyden Lake watershed?*

Very Important      Important      No Opinion      Somewhat Important      Not Important

*Should Eastport and the Passamaquoddy Water District explore use of aquifers in Pembroke as alternative sources of drinking water?*

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

*In 1995 Eastport policy was to consider assessing impact fees to new developers. The recent Downtown Revitalization Plan recommends a Tax Increment Financing District (TIF) downtown. Do you agree with this shift in policy?*

Strongly Agree      Agree      No Opinion      Disagree      Strongly Disagree

**What are the things about the City of Eastport that you like and would preserve?**

\_\_\_\_\_  
 \_\_\_\_\_

**What are the things about the City of Eastport that you would like to see changed?**

\_\_\_\_\_  
 \_\_\_\_\_

**Describe how you see the City of Eastport of the future.**

\_\_\_\_\_  
 \_\_\_\_\_

**Real estate pressures are rapidly coming up the coast – how should Eastport prepare itself?**

\_\_\_\_\_  
 \_\_\_\_\_

**What other important questions have not been addressed?**

\_\_\_\_\_  
 \_\_\_\_\_

Eastport for Pride  
**Common Ground Survey**  
*A Community's Vision of Downtown*

The Interview: Over 100 members of the community were interviewed and asked to describe their vision of a perfect downtown. The Poll: Using this data, more members of the community will have their turn. Please indicate your opinion on the visions of our downtown listed below. Mark Y for agreement, N for disagreement, or leave blank if you have no opinion.

<p><b>General Visions</b></p> <ul style="list-style-type: none"> <li>Buildings restored to historic look</li> <li>Buildings occupied, stores open</li> <li>A thriving downtown area</li> <li>Busy, happy, prideful people</li> <li>More businesses providing jobs</li> <li>Buildings well maintained</li> <li>Year-round stores</li> <li>A mix of residents and tourists</li> <li>An all inclusive mix of residents</li> <li>More of a tourist town</li> <li>Ferry to Lubec /Islands</li> </ul> <p><b>City Streets</b></p> <ul style="list-style-type: none"> <li>Improved street surfaces</li> <li>Improved street lighting</li> <li>Underground wiring</li> <li>Period lighting fixtures</li> <li>New sidewalks, low curb</li> </ul>	<p><b>New Stores/ Shops and Services</b></p> <ul style="list-style-type: none"> <li>Clothing- shoes, bottoms, tops for all</li> <li>General store- full product/price range</li> <li>Upscale gift and boutiques</li> <li>Grocery and produce</li> <li>Upscale food</li> <li>Bakery</li> <li>Book</li> <li>Upscale Arts and Crafts</li> <li>High-end Antique</li> <li>Office supply, stationary, greeting cards</li> <li>Health/ senior services</li> <li>Barber/ drycleaner/ tailor</li> </ul> <p><b>More of Same Type Stores</b></p> <ul style="list-style-type: none"> <li>Ice cream/ soda/ coffee/ snack/ candy</li> <li>Art Gallery- affordable</li> <li>Art Gallery- Native American</li> <li>Antique</li> </ul>
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<p>Uniform business signs and flags                  Storefront awnings                  Creative, illuminated window displays                  Well painted, repainted store fronts                  Brighter, period colors on store fronts                  Street furniture- benches, etc.</p> <p><b>Public Facilities</b>                  Small park areas with benches, greenery                  Info. center/ public toilet facilities</p> <p><b>Traffic Control</b>                  Use of one-way streets                  More parking behind buildings                  Parallel vs. diagonal parking                  No parking                  Shuttle bus from remote parking lot</p> <p><b>Waterfront</b>                  Expanded marina with marine services                  Small park areas with water views                  Cruise ships and facilities                  Increased working waterfront</p> <p><b>Walkways and Trails</b>                  Expand and beautify water walks                  Provide historic site information</p> <p><b>History of Island</b>                  More historic tours                  Recreation of early works                  More marked historic sites</p>	<p>Arts and crafts                  Professional offices                  More B&amp;B's</p> <p><b>Restaurants</b>                  Other specialty foods                  Gourmet fare                  More ambiance                  Extended hours</p> <p><b>Entertainment</b>                  Bowling alley                  Movie theater/ theater                  Skating rink                  Playground/ athletic facilities</p> <p><b>Government</b>                  More policing                  More cooperation/ interest in downtown                  Zoning to support revitalization                  More public services- cleaning, snow</p> <p><b>Community Activities</b>                  Create teen center-arcade/dancing                  Scouting/ Big-brother/sister                  More community clean-up, fix-up, plant                  More youth/ senior recreation</p>
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**Written Comments on Surveys**

The full transcript of written comments provided by the 81 respondents to the survey are reproduced here. As noted in Chapter L City Survey Results summaries of the written comments are provided with the charted data and throughout the document as the issues they address are raised.

**Comments to specific questions within the Survey  
 and additional comments found on submitted surveys:**

**Should the city actively pursue acquisition of municipal anchorages and mooring spaces?  
 If yes, where?**

Wherever applicable re: tides/currents etc.  
 Near the present moorings downtown.  
 In places of safety and access.  
 Off of Sea Street-to north of breakwater.  
 Breakwater.  
 Anywhere possible.

On the water.  
 Unsure.  
 Broad Cove, Deep Cove, all coves!  
 Near breakwater.  
 Would prefer to see private enterprise.  
 Boat School? Breakwater? New location?



Wherever there is an abandoned/dilapidated building, there must be deep water access.  
 For professionals to decide (i.e.-What does Bar Harbor, Rockport do? Learn from others and their mistakes. Also, there must be a balance for the haves and have not boat owners.  
 Broad Cove.  
 Adjacent to breakwater, fish pier, ferry landing.  
 Near-off breakwater.  
 Off Boat School ramp.

On the water!  
 Everywhere available.  
 Breakwater.  
 Broad Cove and Deep Cove along Water Street.  
 To the north and south of the breakwater.  
 Wherever possible.  
 Broad Cove, Deep Cove.  
 Nearby to the area of the downtown piers that are there already.

**Should the town obtain more public accesses to the shore?  
 If yes, where?**

Close to Shackford Head.  
 Near Shackford Head.  
 Public viewing of "Old Sow".  
 Dog Island area—acquire property and build a park.  
 Former "tire burning area" right above/near Dog Island.  
 Prince Cove, Deep Cove.  
 Overlook for "Old Sow".  
 Everywhere.  
 North end.  
 Availability would probably determine that.  
 Dog Island or anywhere feasible.  
 Dog Island, Kendall Head areas, Quoddy Village area.  
 Dog Island.  
 Wherever available.  
 Boat School? Breakwater? New location?  
 Any remaining.  
 Broad Cove, Deep Cove.  
 The beach areas-Dog Island, cannery, Wass's factory, Boat School, Shackford Head, beaches.  
 Where available.

Wherever suitable property for access is available.  
 The big question is how and where.  
 Steps should be installed from the Shackford Head parking lot to beach.  
 Sea Street, Dog Island, Custom St.  
 Where there are usable beaches.  
 For professionals to decide.  
 There need to be several places where people can relax and enjoy the water view, not to launch a boat!!  
 Dog Island—Sand Beach at South End.  
 Any where possible.  
 Any place that has parking, clean, usable for picnics, etc.  
 Ends of streets that come to water.  
 Downtown and various bays on the island.  
 Dog Island, Clark St, Caper Ave, Sea St. Between Battery and Customs St.  
 Where feasible.  
 If there is a space or spaces available-then yes.

**What inhibits boats from using the moorings or harbor?**

Possibly price?  
 None known.  
 Cost!  
 Don't know. Maybe fog and cold discourage yachts user?  
 Not a large enough marina.  
 Don't know what you have.  
 Tides, no fuel, no facilities.  
 It is not appealing. Few consumer facilities nearby. A dumpster is right by the dock!  
 Availability (space).  
 Nee more moorings and boat slips, also signage.  
 Lack of space and cost of tie-up.  
 ?  
 Access. Lack of signage. Lack of promotion.  
 Tides. Downtown toilets and showers.  
 No public facilities and nothing to do here.  
 Easy access to parking and dinghy trailering.  
 Not enough of them and gear conflicts.  
 Too few moorings. Minimal service available.  
 Access from land. Cost. Punt location.

Not enough space. Possibly vandalism.  
 ?? no space ??  
 No public facilities. Nothing to do.  
 A lack of electrical and water supply hook ups.  
 Too cheap to pay the fee!  
 They have no way of knowing that they exist or that they are welcome.  
 Don't know  
 Weather. Currents. Fog.  
 Possible fees?  
 Nothing.  
 Safe, convenient moorings and services.  
 Over crowding.  
 Prices too high.  
 I don't know.  
 High tide. Winds.  
 You can't get one.  
 No idea.

**Where should a Pine Tree Zone be located in Eastport?**

Pine Tree Development ?  
 What is it?

Quoddy Village.  
 What is Pine Tree Zone?

Don't know.	N A
?? What is it??	(What is it?)
On Rt. 190.	Don't know about this issue, so don't feel I can comment.
Wherever it is practical.	? How much space is needed and where is the land?
?	I don't know what this means.
What is it?	What are you talking about?
All downtown (business area block up from Water. St.).	Wherever there is room.
Rt. 190.	Agree-although I need more information on what this entails.
What is this?	What is a Pine Tree Development Zone?

**Should there be a regional high school? Where should it be? How soon should it be constructed?**

Which ever present structure is the safest/largest, etc.--ASAP	Use Shead High School.
Eastport.	Never.
Need more information.	?
Pembroke.—very soon.	Pembroke/Dennysville-ASAP
Perry.Now	Rt. 1 Perry area-3-5 years.
Perry-ASAP	Perry- Rt. 1 or expand Shead-2005-2006.
Perry - 2005	Eastport! –use Shead.
The current high school is like many elementary schools in other areas of the nation. Providing less opportunities at such a small size.-	N/A-never.
ASAP	Calais-immediately.
Central to all towns.-ASAP	Immediately.
Meddybemps.-soon.	Charlotte area, Round Pond-whenver is practical.
Use the one we have.	Perry-within 5 years.
In the most economical location.-ASAP or <u>add</u> to an existing <u>centrally</u> located school.	Eastport-ASAP using Shead building.
In partnership, near by WCCC. Give the kids at least a local vision of future careers. Turn Shead into a major recreational facility and art and community rooms.-5-7years.	?-as soon as possible
Do not know what is available. A Committee should be appointed.	Eastport.
N/A	Shortest distance to all schools in area. Possibly Perry-within 5-10 years.
Eastport-soon.	Charlotte.-ASAP
Location and timing based on regional planning.	Centralized Meddybemps. -immediately.
Centrally located.	Centrally located.-as soon as possible.
Eastport-bring families in-help lower taxes. Old Shead had to go, tear this one down!-now.	?-soon.
Along US 1 in Perry.-3-5 years.	Calais/Machias-NOW!
	Central location?
	Calais? -NOW!
	Based on distance and numbers of students.

**What are our priorities for physical improvements and public investment? Other (please comment and assign priority):**

All are important but need to prioritize. Youth need a sense of future where they fit in. Water and youth most important. Too many street lights obliterate the stars.	Directional signage along US 1 and Rts 190
Efforts to promote curb appeal throughout the city .ie <u>clean it up!!!</u>	Marina and public restrooms high priority.
Fix pipes before streets and sidewalks.	Plan and execute paving all city streets (high) . Get in on volume purchase with others.
Must have shops by pulling in an “anchor” store that’s useful year round.	SIDEWALKS-Use granite curbing only-cement and asphalt get chopped up by snow plows and trucks. Replace along waterfront.
Up keep is always important. Add road to the airport.	STREETLIGHTS-Replace along waterfront and walkway. POLICE PROTECTION-New training in enforcing city and state laws.
Drinkable tap water! (high priority)	PUBLIC WATER SYSTEM-Need larger for community use.
Curb cuts on corners.	Drinkable water high priority.
More civic spaces downtown.	Downtown and waterfront revitalization.
Get the weeds out of the gutters.	Need public restrooms.
Swim pool for all like Calais Motor Inn. Physical, arthritic pain, E.H. care patients.	Facility for youth.

**Final five open-ended questions:**

What are the things about the City of Eastport that you would like to preserve?

- Busy summer seasons and mellow fall, winter and spring seasons.
- Its total beauty. Its feel of community and family. You don't have to be related to someone to feel like family.
- Minimal tax for any retail. Water ST. revitalized.
- The old Quoddy building (Grossman's). This building and land has a lot of potential. It could be used as an old folk home, low income efficiency or a community rec hall or museum to history of Quoddy Dam project and the Stand Tower as a lookout over Cobscook Bay and Passamaquoddy Bay.
- The downtown.
- That which makes Eastport a place that people wish to come.
- Historical landmark and preservation of old architecture. View of harbor. NO fast food chains-chains of any kind.
- The natural beauty
- Small town atmosphere. Single homes or no more than duplex. Beauty-serenity.
- Quiet nature. Reserved atmosphere.
- Waterfront. Historic buildings. Small city flavor.
- Blend of working waterfront and visitor attractions. Amenities. Quiet. Dark. Fresh air. Views. History.
- As much as we can preserve of this old town.
- Fisherman's statue.
- Air quality. Low crime. Friendly. Helpful. A real community. Old buildings. Quiet streets. Access to nature. Sense of history. Sense of integrity and humanity.
- Fishing. The arts. Sense of community. The old buildings. AIR QUALITY!
- Small town atmosphere. Easy and laid back way of life. Quiet, peaceful and friendly.
- Some of the charm although much is missing.
- Beauty. Small town feeling.
- Architecture and way of life.
- Nothing.
- Working waterfront, artist community, affordable housing.
- Small hometown community. Not over developed. Active business district.
- The feeling of home, slow living, lack of traffic, the beauty of a fishing community.
- Small population, low traffic, access to the water.
- The beauty of our bay and water.
- Preserve the friendly, small town atmosphere. Some of the old buildings but NOT all of them!
- Working port. Small community. Coast guard to keep us safe. Fishing and boat community.
- The architectural integrity. Its art and culture. Its mixture of people, working people, retired people from here and away, artists, entrepreneur. Its history.
- Access to shore, piers, paths. Police on foot. Views. Access-access-access.
- Historical and architectural heritage.
- Natural beauty. Original buildings downtown (good job)
- Keep city pretty much as is but update bay(sic) ordinances (sic).
- Fisherman statue.
- Downtown. The waterfront. City building (great job). Looking for more work opportunities such as small businesses such as are in the mill.
- Eastport is my home. I love it. The homes ad businesses are being fixed up and preserved. If we could just get more stores open. Things for the young people.
- Slow pace of living.
- Breakwater. Store fronts. Harbor.
- To continue to walk the streets without fear of this or that or whom. The downtown quality to come together for each other and a community.
- The easy uninhibited way of life and dealing with neighbors-personally, not through lawyers, if there is a problem.
- God knows there's enough boards to figure that out. Not important to me.
- Historical merit of the downtown. Open spaces. Shore access.
- Low traffic. No high-rises. No strip malls. No fast food.
- Historical character. Access to the water. Its culture.
- Its architecture and the lifestyle it represents. The overall goodwill of its citizens.
- Natural beauty. Historic buildings. Keep things "the way Maine should be". Don't allow ugly minimalls or fast food restaurants. Keep tasteful architecture design.
- Its beauty. Peacefulness. Not overpopulated.
- Historic buildings.
- Historic and charming character of the downtown.
- The architecture and down town.
- Scenic views. Small town ambience. Small shops on Water Street.
- My life is here. Leave buildings repaired and homes not torn down. Have destroyed too much.
- Whether or not you like the fisherman statue is not an issue. It has become a tourist attraction. It needs to be fixed to become a permanent attraction.
- Downtown architecture. Water based culture. Safe and friendly.
- Small town charm. View.
- Quality of life. Beautiful harbor. Old homes and buildings. No stop lights.
- Its old timers. They are the heart of Eastport. Listen to them. Sort if out, develop the best strategy, initiate ad communicate a plan. Then finish it (measure targets ad objectives). Don't get side tracked with BS
- Clean air, scenery, friendly people, cultural amenities, ships, fishing boats, attitude of helpfulness and care for neighbors.
- People. Neighborhoods. History. Adequate public open space.
- Its small town way of life. Historical buildings and homes should be preserved along with their history.
- Library grounds and bandstand. Breakwater.

What are the things about the City of Eastport that you would like to see changed?

- Glad to see changes in the past year or so in the downtown. Fill up business spaces.
- Its police department needs to be a police department. There is too much vandalism and if Eastport grows, crime will be rampant.
- Make vacant lot owner's maintain lots of homes (mow vacant lots)
- A new city manager, one who isn't just for himself and his good old boys. The new pier at Estes Head Inner Basin could house hundreds of vessels since the Inner Basin never ties ships there.
- More jobs.
- Young people taking over Water St and other areas.
- Would like to see vacant brick buildings on Water St in downtown commercial area used.
- New business development. More employment with better pay and benefits for the local people.
- Fill up storefronts on Water St. maintain sidewalks on Water St. and all presently paved streets.
- Increase in employment. Good jobs. More effort to attract "good" businesses.
- Less vandalism. More flowers, landscape. Attractive city to visit and live.
- Inability to work easily together. Release of negative attitudes. Support for one another.
- I would like to see a change in the public attitude against the workers of town hall and workers altogether.
- More open mind democratic city government.
- City government more open, less cliques. No diesel engines downtown.
- Occupation of downtown stores and opportunities. Movie theater maybe.
- Curb appeal. Trash removed from public view i.e. junk cars. This looks like a depressed area.
- Abandoned properties.
- Work together. Information shopping(sic). Fair pay and production for a fair day's work. Labor costs add up, when people are too laid back—"time is money".
- Nothing.
- Condemn unsafe buildings, tear them down. Remove junk cars.
- Stricter code enforcement on dilapidated property. Less focus on port authority and harbor committee.
- Employment opportunities (improved).
- Local bus service. I feel that the downtown should cater more to the local people. City owned or acquired property should be used for local organizations.
- I like it the way it is.
- Work here for the people trying to stay and raise a family.
- Property values, wages and revenues to increase, more and better jobs. A major clean-up campaign. People taking more pride in their homes and property.
- More things to do.
- Lack of focused co-operation between groups.
- More industries/ jobs.
- More jobs. Better pay. Small movie theater. Bowling alley (teens need this).
- Change Salmon Festival name to Eastport (Island City) Festival. Needs viable year round business—Reny's i.e.
- ATV's on people's property—none within city limits. Change ordinances against junk cars, trash. Employment kept within city codes.
- Public investment in infrastructure and downtown/ waterfront.
- More school age young people having more to do in town. Get them involved in some of the things that are happening around town. Our waterfront is our most popular resource, make it look that way!
- More employment (like a teleservice center). Shoe store. Clothing stores. Household supplies store.
- Bids should be solicited for any and all work (electrical, carpentry, plumbing, etc.)
- Remove city manager. Vote for a mayor and vote for police chief.
- Remove city manager. Replace with a mayor who is voted in.
- More businesses. Increased ship activity at old pier. Increased shipping.
- For us to come closer together to work together for the betterment of the community overall—in that, an improved and better Eastport will come.
- (Nothing) people come here for the beauty and relaxed way of life. Keep it that way.
- Changes are going on and more will in the future.
- A structured approach to public facility maintenance. More recreation coordination between providers.
- More police presence to preserve downtown.
- Better economic conditions for the people.
- Like it fine as it is.
- Downtown revitalized. Learn environmental ways to deal with red ants or have Red Ant Festival.
- Local businesses should be provided more city assistance. Fewer and lower taxes, special financial encouragement.
- No opinion.
- Upgrading of buildings and infrastructure.
- New city government.
- Using St. Stephen, St. Andrews and Bar Harbor models, rejuvenate the shops and port.
- None
- More employment for local people without adopting policies that panders to tourism.
- Lack of pro-business and tourism attitude.
- More effective leadership. Recycle program.
- New city management.
- Get out of real estate business. Be pro-active, not reactive. Lead, follow or get out of the way!
- More decent jobs for residents, even if they must commute to them. Development of the port to bring trade and other cargos besides wood pulp.
- Stronger enforcement of existing laws (ordinances) with fines if repeated violations (use common sense. If change in laws is needed). Enforce existing.
- People should take pride in their community and do a little work in their yards—CLEAN UP the junk
- A better school system.
- Downtown needs a face-lift. A change in attitude amongst some local residents towards newcomers and new ideas.
- Remove snow from narrow streets.

## Describe how you see the City of Eastport of the future.

- Healthy mix of small business with city buildings and property looking well kept.
- I would love to see Eastport similar to St. Andrews, N.B. NOT Bar Harbor.
- Small Bar Harbor.
- If the city does not start helping and listening to its people and their ideas. I see no future here. We need cruise ships and something for those people to do when they get here. We need the stores downtown opened up.
- More of a city where the port interest and fisherman can co-exist. Also, cruise ships and tourists.
- Bustling shops on Water St., a variety of shops, restaurants and galleries. More activity on water. Schooner, kayaks (sic) etc. more festivals.
- Eventually, a retirement community unless progress is made in attracting new industry.
- A healthy Water St. district. A high school which prepares each student to their potential.
- Dynamic, but retain the unique qualities present in the community.
- Artistic waterfront community with positive growth.
- A clean, quiet entrepreneurial (sic) and lots (sic) based community with strong, diverse (sic) fishing, engaged youth, healthy residents.
- Hopefully things will stay some what the same but a little change here and there would be nice.
- Retirement home.
- Hopefully much as now but with increased prosperity. A viable downtown and the heritage of fine old buildings preserved. A real place still affordable to a wide range of people.
- Hopefully as much like the present as possible. Extend public pathways all along the shore (as in parts of Europe). Hopefully fish will remain a mainstay of the economy.
- Finished roads and sidewalks. Maybe a bus service to and from Perry corner.
- A small town with charm and more self sufficiency where all enjoy a better standard of living.
- Either revitalized through cooperative hard work or a ghost town.
- Better.
- More visitors for eco-tourism and the arts but not another Bar Harbor
- No change in population with more job opportunities. Less vandalism modern buildings
- More business friendly.
- When the local people lose interest because of all the high faluting (sic) changes. I see devastation of our quaint community.
- More land value on the shore. More summer homes for commuters.
- Families moving away to find work. Houses falling apart.
- Steady moderate growth of tourism with a mix of seasonal and full time residents.
- Thriving port town. Good safe clean waterways. Warm and safe community with opportunity to grow.
- Thriving waterfront and downtown. Water related industries, i.e. aquaculture and commercial shipping, thriving. An arts and cultural mecca.
- More ships in port (for export import) viable downtown business that local people use regularly. Water taxis, tall ships, a fish and chip stand at the pier, a bakery.
- We see the community developing in the arts, theater. Quality entertainment. Tourism. Retirement with a continued focus and support on the children.
- A community which offers jobs and opportunities to all ages.
- Opportunities to keep people here. Not another Bar Harbor but our small town with beauty and self-sufficient.
- A great tourist town (big money). Ships. Has an activity building with indoor swimming pool for use year round for town's people and tourists.
- Resort community.
- As a retirement community with a good tourist business. Also try to keep our traditional businesses i.e. fishing, aquaculture, scalloping, clamming. More small businesses with jobs.
- Busy, but not too much change as far as people helping one another and caring.
- I see people from outside running our city. Perhaps it's a good idea to have a fresh view of problems that arise.
- In all reality, I do not see a whole of industry to keep graduates in the area. However, I hope to be proved wrong.
- Possibly more businesses and employment. Keep young people from leaving town.
- At the turn of the century, Eastport had 5,000 or more population. We lost them as the old factories went down so did the population.
- A city with more self-sufficiency, created by planned strategies toward an enlarged market for goods and services.
- A destination for the discerning tourist who want a quiet vacation with natural beauty.
- More tourist centered, summer residents. Some small light industry.
- Crystal balls are notoriously cloudy.
- More jobs due to tourism, environmental, nature, art themes.
- Population growth and increasing tourism eventually driving natives and long time residents away by higher costs of living.
- Bar Harbor 2, unless we are careful.
- Our future is obviously in tourism and as a retirement and leisure community.
- Primarily a tourist and retirement area.
- Along same lines as Bar Harbor and St. Andrews.
- Tourism.
- More boats. More shops.
- More tourism and more local business year round. A good blend.
- Unique tourist town.
- With leadership, measured progress, less input-more results. Defined credentials of those involved with taxpayer dollars.
- This will depend a lot on what happens in the rest of the United States.
- Good growth-not too fast. More young families. Renewal of retail businesses. Moving of home businesses to downtown.
- A place where families can live and enjoy being an Eastporter.

## Real estate pressures are rapidly coming up the coast—how should Eastport prepare itself?

- State has to keep tax valuation in pace with inflation and increase tax when property changes hands.
- I'm not sure but **DO NOT** allow anything to happen that would force the people who have lived here forever, out.
- Make sure we have sufficient water, power and sewage for potential development.
- Start making money off of Federal Marine. The city should be making money off the storage of paper pulp and docking fees from the ships that enter port.
- Restrictions to keep downtown with its flavor of artistic blend and water interests.
- Increasing real estate values are everywhere. Due to the economic situation in Eastport, values on property will not become what they are elsewhere. No problem for this community.
- Housing, building, electrical codes fees inspectors.
- Mainstay property taxes so more local families can keep their homes. Be careful on overall restrictions.
- Zoning.
- With a plan to protect existing residents, limit development, keep access to shore, protect fishing.
- Local development. Small scale development. Keep it financially viable for fishermen. Small business and home owners of modest means.
- Make sure that out buildings are not priced out of sight of the ordinary people. Discourage high power development, condos, etc. and water front land grabs.
- Keep our houses and yards looking pretty and welcome year-round "from away".
- It is Not rapidly coming, perhaps slowly! I would go after it while Lubec is asleep!
- Comprehensive zoning planning. Keep some open space. Hold inflation and taxes.
- It will change it.
- Zoning against high density house and big box development.
- Encourage new residents home construction to increase the tax base.
- It should have a re-evaluation of our property so that her locals don't end up losing.
- Zone property re vacation estate.
- Stop it from coming in the area. People struggle now to pay taxes.
- First it is not occurring rapidly but Eastport needs to stay ahead of Lubec if it is to remain viable. Take full advantage of the market conditions.
- Tighten zoning rules and regulations. Protect our public shorelines.
- Careful zoning and good enforcement of same.
- Critical review of all zoning laws, including clean-up policies for landlords, renters, owners. Update property maps. Get the drug dealers OUT. Locals see them and know who they are.
- Quality traffic control without losing the quaintness of the city, especially in the residential districts.
- Have the city maintain enough industrial zoned property for future industrial development.
- Preserve what we have-expand outward. Entice more business/jobs.
- Work together for your city. The name of the game—tax money. But stay within limits.
- Try not to make it impossible to live here for the working people. More planning before the wave hits the beach.
- Beware!!
- Grandfather clause or exemption property taxes existing full time residents. Restrict shorefront development.
- Not to seclude the sales only to prospects of a "Bar Harbor" look alike community. Economic development is good, but remember—we are what are and have because of our hard work coming together as a community.
- Possible re-evaluation now before prices go any higher.
- Looks to me like they have their own ideas. It seems every other house has "For Sale" sign on it.
- By planning for the presence of these pressures.
- Develop and enforce strict zoning ordinances to prevent (a) dense developments (b) height limits to prevent high rises—3 stories max. (c) limit ability to raze an existing dwelling and build a huge structure on the land. Ensure that zoning Board of Appeals understands the vision and will enforce the ordinances.
- ? good question
- Get some zoning laws in place to protect the nature of the city. NO DEVELOPMENT WITH GRANDIOSE SCHEMES.
- Keep and maintain old buildings. Don't allow ostentatious homes.
- Restrict housing developments. Discourage building of expensive mansions.
- Restrain reassessing older properties until they are resold.
- Welcome development within a framework of good but reasonable controls.
- A stronger Historical Society to preserve the buildings. The island should be declared a historical place with emphasis to restoration and not demolition.
- Prepare a detailed long-term plan to respond to economic pressures exerted by development.
- Discourage subdivisions and sprawl.
- Institute same effort as California i.e. taxes don't go up more than cost of living index unless SOLD.
- Promote local development to protect the historic town.
- Stronger historical committee. Preserve old homes and buildings.
- Growth can be managed and enjoyed and it is not death dealing. Take charge—might prove to be a significant improvement.
- Change property tax structure. People remaining in their homes pay taxes according to current rules. Property sold at a high price should be assessed at that price. There is a big difference between one's home and property for sale. Proposition 13 has worked in California.
- Keep adequate space between houses. Privacy important and sound (loud noises) when houses too close creates bad neighbors. Invite family physicians, dentists and other professionals to come to Eastport.
- The city should not be pressured into doing anything before it has been thoroughly investigated.

## What other important questions have not been addressed?

- Places for children and teens to “hang out”.
- None known.
- Police department for many years, we have hired so many officers to this city and it has hurt us in many ways. 1) We send them off to police academy so we then get done there they get jobs elsewhere on tax payer expense. We need just a few good men for this job. People who will show a little respect for people and maybe they will get more respect back from people. 2) We need more community watch assisting the police. 3) For years I have heard people out of the area say they will not come to Eastport because it’s like going through a gauntlet. The police there treat people like “shit”. They act like the Gestapo of Nazi Germany. I believe this has hurt our economy a lot. 4) I think we could scale back the size of our force since down the road at Pleasant Point, there are many police officers that could assist Eastport since they seem to be here anyway. We should use them. Quoddy Village behind Grossman building could be a good place for a water tank and drill a few wells to feed the system. There seems to be a fairly large aquifer in the village. This could feed houses, buildings and hydrants and ease some of the burden on our high hydrant bill to the city. I’m glad to see that there are people trying to take interest in this city before we go down the TUBES. THANK YOU!!!
- A center for young people. Build a skate board section. A computer center or café for young people’s interest.
- If Eastport is going to promote tourism and cruise ships, we should ask ourselves several questions: 1) Why would people want to come here? 2) What do we have to offer? 3) What services can we provide? I do not see cruise ships stopping in Eastport. We have no shopping, very few gift shops, very few places to eat. What would make you think cruise ships would want to stop here?
- Care of elders. Ease of car transportation. Telecommunications services. Public facilities for visitors. Airport.
- Lower taxes if you live here year round.
- Attracting development money but keeping local control and focusing on local use for local people. b) Keeping this a “real” place-a working town. c) Putting pressure on owners of vacant or deteriorating properties to get their properties back in use. d) Avoiding strip malls and tacky, tacky uncontrolled development and sprawl. e) Careful planning for future downtown parking. Keeping pedestrian scale of the business area. f) Careful development of industrial areas-industrial parks- that are comfortably accommodated in the city fabric. g) A comprehensive plan for land development for Moose Island-keeping current town area compact. Avoiding suburban sprawl. Carefully integrating the city with open land-nature and ecological. Preserve land with attractive and functional business/industrial/port areas.
- Hope to see businesses using Water St. buildings. Not build a lot of mall sprawl. Parking areas behind front streets and an eventual shuttle bus to downtown. Avoid tacky gentrification and cuteness. More nuts and bolts practical businesses down town. Not every store a gift shop. We need drug store, small department store, basic clothing store, shoe store, book and news store. In effect, the downtown area itself could have the best qualities of a mall with all the charm of the old buildings and pedestrian convenience.
- Can something be done to improve the trailer house park where visitors drive into Pleasant Point? (on the right) There’s a burned
- The general appearance of the city is very important to preserve the city, promote tourism and improve the real estate market.
- Snow plowing-remove build up on narrow streets. A ferry directly to and from Campobello. Eastport needs to first be a working city, the tourists will continue to flow in as long as the views remain as they are. Tourism is must one part of Eastport’s future. Tourism can never sustain it on its own. Local people must benefit first from the town.
- You have done a great job addressing the issues. Thanks! We are excited to see Eastport grow in a way that most of its residents will be happy.
- Real estate tax increases which may prohibit residents with minimal wage earnings to stay in the area.
- City should hire young people during summer to help around the city. Put large sign on Rt. 1 to sell your city (whale watching, ole sow, camp ground, diners, tourist attractions, etc.). Imagine the people that just drive by and miss our Eastport the “sun rise city”. People up here are great. Let’s work together.
- Historical importance of shipbuilding in Eastport. Signage at points that were shipbuilding spots.
- I would like to see Shackford Head Park improved. Access to the beach. I remember Cony Park. We have been overcharged on our hydrant rental, undrinkable water and sewer operations. We should have more representation on the Water Board.
- Over development and catering to the rich will destroy the quality of life for most resident of Eastport.
- Handicapped accessible entertainment center.
- Let’s not forget those that live here as people who have been raised here and not succumb to the entire ways to those who have moved here from away, but this is not to say we do not welcome them but that the reason for moving here and what we have as potential within our reach and what is reality given the economy.
- Properties are being bought for summer homes. I see the trend continuing and prices growing.
- Is economic development being given the correct priority? Is the correct effort being applied? Does the community want to enlarge the market size by programs to attract tourists and recreational boaters, more artists, more residents?
- Cruise ship discharge. Limit to Canadian or US registry to protect our waters.
- As many residents are retirees on fixed incomes, costs must be closely controlled.
- Jobs-jobs-jobs.
- Port waterfront. Public dock with fuel. Restrooms. Shore power and hookups.
- Roadway and port infrastructure-are they sufficient for traffic and pleasure crafts.
- Yes-out of state people coming and taking over land they don’t own, just do with it what they want, not for city use or over boundaries, and first thing they do from away is put up fences, spoil look of the street, of/as in the past streets look better mowed, flowers, is more beautiful, than overgrowth of trees, old bushes into trees, and the like. Should be an ordinances against swimming pools, and next neighbors get the water, was out foundations, post damage, etc. for noise, get rid of skateboarding kids, even on Sundays, you cannot be quiet, have a special place just for them, so anyone can live quiet.
- Port Authority should run Inner Basin-not city. Harbor Management Committee should be picked by City Council and

- out one that could be moved out to improve first impressions of the area into Eastport.
- This survey misses the great importance of curb appeal to potential investors and visitors.
- Overhaul the charter. Make sure public meetings are advertised in advance. Take some pride in the town clean up: roadsides-liter, grass growing in sidewalks and parking areas; downtown liter, snow/ice removal, attitude, water run off problems, sand in street problems.
- Disaster planning.
- More local participation in local government.
- Open stores on Water St. so people don't spend their money in Calais, Machias, Bangor.
- serve under Port Authority.
- Uniform tax appraisal system
- Immediately set an ordinance that eliminates ATV dirt bikes from being on public/private land. No activity in city or Eastport unless on ATV owners' land.
- Parking downtown, neighborhood commons (open space) cluster housing. 100 foot frontage for all lots. One driveway from each house to street. Mini acreage lots. Perhaps a long area with less acreage for lots.

#### Additional comments from Eastport survey:

##### *Should the city promote road-side businesses on Route 190?*

- Strongly disagree—view coming into Eastport is invaluable—only one chance—first opportunity to impress visitors and residents.
- Strongly disagree— put business in town. Keep pristine and pull people into town (unless year round hardware and lumber store.

##### *Should we encourage tourism?*

- Strongly agree—create a mini Freeport, get in an anchor store like Reny's, LL Bean. They need places to spend their money. Locals will come too.

##### *Should we encourage the visitation of cruise ships to our downtown?*

- Strongly agree—only when we are ready—until ready, perhaps small ships (under 25 passengers)
- Strongly agree—need more stores—Target, Walmart, K-Mart, Mardens.
- Strongly agree—this brings in MONEY\$\$\$

##### *Should we remove the fisherman's statue in downtown?*

- Strongly disagree—it promotes a sense of the fishing industry.
- Strongly disagree—movie left it to city.
- Strongly disagree—keep any claim to fortune and what and does draw lookers.

##### *Should the city financially support the library?*

- Support is necessary but not from taxes-yard sales, donations, etc.
- Disagree—they have own money.

##### *Should the city seek funds to replace old deteriorated water piping throughout the city?*

- Strongly agree—this is pretty obvious. PWD should get grant.

##### *Should the city municipalize the water system?*

- Agree—but need much more information about available water, its costs, its limitations.
- Agree—make it so it is drinkable.
- Strongly agree—purchase own.
- Strongly agree—if the water supply is perpetual, develop a filter system or create a small water business to help with taxes. Ship water right out the port on these outgoing freighters to Far East etc. No trucking needed.

##### *Do we still want ferry service to Lubec?*

- Strongly agree—Yes! So much traffic could be obtained from Campobello, ie. MONEY!!
- Strongly agree—shared cost.

##### *Should a new bridge to the island be pursued?*

- Strongly agree—help shipping, etc.
- Strongly agree—yes—put toll bridge back!
- Agree—only to Lubec.
- Strongly agree—to take trucking off 190 and bring rail in. Growing trucking will not be good for Pleasant Point or Eastport if growth is on 190.
- Can't afford other changes—where is funding?
- Strongly agree—to Quoddy Village?



*How important is affordable housing to retaining employees in town?*

- Somewhat important—should be left to private sector.
- Not important—now.
- Very important—if there are jobs to have.

*Should more of the land now zoned for industrial be changed to allow for residential use?*

- Disagree—with port development, these may be needed in the future.
- Strongly disagree—depends on growth. Use current. Don't bring industrial downtown or in residential areas.
- Strongly agree—many abandoned buildings.

*Should areas currently zoned RR-1 (1 acre lots) be rezoned to R-2 (4 house lots acre)?*

- Disagree—remove many of the existing “shacks” and space will be available as it is now!
- Strongly disagree—too much too soon. Try 2 lots/acre.

*In 1995 a long term policy was to keep in mind the potential for tidal energy generation as new environment-friendly techniques are developed. Is this still important to Eastport?*

- Very important- also solar and wind.
- Somewhat important-wind power!
- Important-also wind power. Lord knows we have wind aplenty!

*In 1995 Eastport agreed to support development and expansion of all aspects of aquaculture including diversification of species (not limited to finfish but including seaweeds and shellfish culture. Is this still important to Eastport?*

- Important-small scale.
- Important-only if it contributes a significant number of good jobs (not minimum wage) jobs.
- Very important-yes and world.

*In 1995 Eastport recognized 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. The stated policy was to work to resolve or avoid conflicts among these interests. How important is this issue now?*

- Very important-Eastport must keep all doors open and never depend on one economic area or they'll repeat the past.
- Very important-worse than ever.

*Should Eastport and the Passamaquoddy Water District explore use of aquifers in Pembroke as alternative sources of drinking water?*

- Agree-thought Pembroke vetoed this.
- Strongly agree-but continue program for Eastport independence (operating own)
- Strongly agree-do not cause problems. again!

*In 1995 Eastport policy was to consider assessing impact fees to new developers. The recent Downtown Revitalization Plan recommends a Tax Increment Financing District (TIF) downtown. Do you agree with this shift in policy?*

- Strongly agree-reasonable °.
- Strongly agree-business cannot be penalized in any form when bringing a town back to life.
- Agree-however, if they do not stay a specified amount of time, they must cover any tax revenue lost to incentive.

*Additional comments:*

- Establish a “sister city” on the coast of England and re-institute the very wonderful and rich history of Eastport’s past. I can envision cruise ships from England-an exchange of tourism as a small part of reshaping Eastport economics.
- Do not keep people from living on Water St. but don't allow it to be low income housing area. instead allow shop owners/renters to live above their shops.
- Susan Graves-Eastport walking tours for mystery fans. (et al)
- Why are Eastport kids and some adults littering so much? Can't the school promote “no littering” a bit more regularly?

The State policies that are found in the Comprehensive Planning and Land Use Regulation Act (30-A MRSA §4311 et seq.) are reproduced in this Appendix. The Act requires that a municipality will specify what approaches they will take to address them. The city of Eastport has tailored these policies to the specific circumstances of Eastport as they are raised in each of the major substantive areas (chapters) of this Comprehensive Plan. The city's policies can be found at the end of each chapter, in the body of the Capital Improvement Plan in the Fiscal Capacity chapter, and in the Land Use Plan that is mapped and described in the Land Use Chapter.

#### A. STATE POLICIES

1. 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.
2. to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development;
3. to promote an economic climate that increases job opportunities and overall economic well-being;
4. to encourage and promote affordable, decent housing opportunities for all Maine citizens;
5. to protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas;
6. to protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas;
7. 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;
8. to safeguard the State's agricultural and forest resources from development that threatens those resources;
9. to preserve the State's historic and archeological resources and;
10. to promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

#### B. STATE COASTAL MANAGEMENT POLICIES

1. to promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation, and recreation;
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;
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;
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;
5. to encourage and support cooperative state and municipal management of coastal resources;

6. to protect and manage critical habitats 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;
7. to expand the opportunities for outdoor recreation, and to encourage appropriate coastal tourist activities and development;
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; and
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.

**APPENDIX C – INTERPRETIVE MATERIALS IN SUPPORT OF HERITAGE, NATURE, AND CULTURAL BASED TOURISM**

This introduction is provided as background to many specific recommendations to attract and allow visitors to share the experiences available in our community from our historical, natural and cultural resources.

What do tourists want from the place they visit ? Put yourself in their position. They want what could be called The “5Ws” of tourism. 1.) What is here ? 2.) Which way to the local sites ? 3.) What am I looking at ? 4.) Where are the places to eat ? 5.) Where are the places to stay ?

Eastport should develop a tourist friendly economic model that would show off its historic, natural and cultural history. It must develop a public infrastructure such as parking, phones, restrooms, information center and signs giving directions to see what is in the area. The city should encourage the opening of restaurants, construct docking facilities for different types of pleasure craft including cruise ships and encourage some form of public transportation especially during celebrations or special events.

Tourism has always played a large role in the economy of Eastport. With the changes in the local economy, tourism will play a much larger role in the future. Heritage/Historical, Nature and Cultural based tourism in recent years have become very popular. Given the 3-4 million tourists, that go yearly through Ellsworth to Acadia National Park, it is critical for Eastport’s tourist economy to capture some of this attention. Efforts must be made to create the curiosity or incentive for travelers to make the two hours or 100 miles trip beyond Ellsworth to Eastport.

To encourage this tourism the city should work with the Maine Tourism Office and locally with the Downeast Heritage Center in Calais along with other organizations including ones on the Canadian side of the border. With a combination of grants from private, state and federal sources, Eastport could develop its own tourist market and make it an attractive stop for tour buses, cruise ships and visitors traveling by car.

Eastport is part of a region, eastern Washington County, it must think regionally and work with the other towns to capitalize on the expanding tourist market. Overall Eastport needs to be made more tourist friendly to attract the many tour buses and cruise ships thereby boosting the economy of the city.

**Detailed inventory of interpretive materials in support of heritage, nature and cultural tourism:**

<b>BACKGROUND:</b>	<b>INTERPRETIVE SIGNS/EVENTS:</b>
<b>HERITAGE TOURISM</b>	
Middle Street (built by the British during the occupation of Eastport), corner of Kilby and Boynton Street (site of ceremony of Eastport’s return to the U. S.) Fort Sullivan/Fort Sherbrooke on High Street and other identified areas	Encourage the placement of interpretive signs at various sites to explain significant historical events that had not just local, but national and international impact.
In Bayside Cemetery, William Metcalfe is buried. He is one of three Americans who received the Victoria Cross in W.W. I, the highest military decoration of Great Britain.	Encourage the addition of signs to Hillside and Bayside Cemeteries noting those buried there and their significance to local, state, national and international events.
Eastport has the distinction of being the last piece of American territory to be occupied by foreign forces from the War of 1812. The British retained control of Eastport until June 30, 1818. When the British give up control of Eastport (Moose Island) it partially solved an important part of the northeast border problem remaining from the end of the Revolutionary War.	Celebrating the anniversary of the capture (1814-2014) and evacuation (1818-2018) of Eastport you would attract a number of visitors to the city.  Encourage the celebration of the 200 <sup>th</sup> anniversary in 2014 of the capture and occupation of Eastport by the British 102 <sup>nd</sup> Regiment of Foot. Research the history of this regiment and include what the British forces accomplished for Eastport during their four year

<b>BACKGROUND:</b>	<b>INTERPRETIVE SIGNS/EVENTS:</b>
Reconstruction of the Fort Sullivan Blockhouse for the bicentennial events and an ongoing tourist destination.	military occupation. Locate behind the auditorium, not far from the original site, with proper historical signs. Hold a yearly "occupation and evacuation event" in July or August.
A Calais bank was the site of a Confederate robbery on July 18, 1864 during the Civil War. The Confederate bank robbers were held at the jail and courthouse in Machias.	Tie in to Machias & Machiasport events that also have Revolutionary and War of 1812 fort sites.
Civil War ships were burned on Cony Beach during the early part of the 20 <sup>th</sup> century.	encourage the Bureau of Parks and Lands to promote the "Civil War Ships Memorial" at Shackford Head State Park.
	The city will encourage the Maine Department of Transportation to have signs posted along Route 1 and Route 190 noting the unfinished world's largest tidal project the Passamaquoddy Tidal Dam. Signs on the causeway section of Route 190 will designate the Pleasant Point and Carlow's Island dams.
Quoddy Village. This housing development was built by the Army Corps of Engineers to house the offices and workers for the uncompleted Passamaquoddy Tidal Dam project. It was then taken over by the National Youth Administration until the start of W. W. II when the U. S. Navy took over the entire village. During the war it became home to a Naval Construction Battalion that housed over 3,000 Seabees and was called Camp Lee-Stephenson. The navy renamed all of the streets in the village after servicemen. After the navy abandon the base the city kept the name of the streets.	The city will encourage the Maine Department of Transportation to have signs posted along Route 1 and Route 190 noting the significance of
The US Post Office building has an important location on the corner of Water and Washington streets and is the northern anchor to the downtown local historic district which is on the National Register of Historic Places.	The city will encourage the U. S. Postal Service to continue with its plan to restore the Post Office building, which also contains the offices of the U. S. Customs and U. S. Coast Guard, to its original 19 <sup>th</sup> century appearance and to bring it up to date to modern accessibility standards. 14.
Presently and from time to time the weather service seeks locations along the Maine coast for new weather stations. From the 19 <sup>th</sup> century till the last part of the 20 <sup>th</sup> century the weather service had an office in Eastport which was located at the post office. Not only was this weather station the most eastern it was home to one of the earliest weather stations in the United States. This local weather museum would serve two purposes: an additional historic destination for visitors and make the building attractive to the U. S. Postal Service for restoration.	The city will encourage the U. S. Weather Service to locate a new weather office in Eastport at its former location in the U. S. Post Office building.  The city will encourage the U. S. Weather Service to open a local weather museum in the Eastport Post Office building. "Eastport to Block Island" was a phrase familiar to people along the east coast of America.
<b>NATURE BASED TOURISM</b>	
<b>BACKGROUND:</b>	<b>INTERPRETIVE SIGNAGE/EVENTS</b>
Old Sow whirlpool overlook, located at the end of Clark street this area can be made into an attractive stop. The overlook offers scenic views of the whirlpool and the surrounding Canadian islands.	Encourage efforts to secure a grant(s) from state, federal and private sources for the Old Sow whirlpool overlook.  The parking area, for example, could be graveled over and large wooden guardrails with large rocks placed near the edge of the overlook. Sign(s) could be placed nearby explaining the whirlpool

<b>BACKGROUND:</b>	<b>INTERPRETIVE SIGNS/EVENTS:</b>
	and view from the overlook. Solidly anchored vandal proof benches and picnic table(s) would make a nice addition.
Shackford Head State Park.	<p>At the parking lot a bulletin board should be constructed with a map showing the trails with mileage. Signs are needed for the “Cony and Crescent Beach Trails. Year round maintenance should be started. A flagpole should be placed at the Civil War Ships Memorial or at the entrance to the park.</p> <p>A gravel, stone or cement steps should be built leading down from the edge of the field to Cony Beach and this field should also be landscaped. Twice a year the field should be bush hogged to keep it free of bushes and alders. Once or twice a year the gravel road leading to the parking lot should be graded. The main trail to Shackford Head Overlook should be graveled over for safety and erosion control. To take advantage of the scenic view that this overlook offers an observation deck should be built with interpretive panels.</p> <p>From Shackford Head Overlook to Ship Point people must walk down the present path of loose rock which is located next to the pile of rocks blasted from the ledge. For the safety of hikers a set of stone steps should be constructed possibly using the nearby stone. Some of the other trails in the park must be improved for public safety because they are located near ledges.</p>
Encourage the creation of a walking trail linking the pier at Estes Head in the south end to the Old Sow Whirlpool Overlook in the north end. This foot path will take advantage of the scenic views that Eastport has to offer and make Shackford Head State Park the focal point. The trail will start near the cargo pier at Estes Head, go around Broad Cove to Shackford Head State Park, proceed to the airport and onto the old Eastport camping ground at Carrying Place Cove. From there it will go to “Prince Regent’s Redoubt” on top of Redoubt Hill, the Battery Field, through Hillside and Bayside cemeteries and to the Old Sow Whirlpool Overlook.	Work with private property owners to gain their cooperation to complete this walkway, where necessary.
Encourage the public use of a large section of land on Treat’s Island. Several of the owners have a special tax status with the city under the state’s “Farm and Open Space Tax Law.” This allows public access and use of the owners property for lower taxes. Treat’s Island has the family grave site of Revolutionary War hero Colonel John Allan, the last Fort Sullivan Civil War artillery battery earthworks and a section of the unfinished Passamaquoddy tidal dam project that connects Treat and Dudley islands.	Treat’s Island along with nearby Burial Island could be used by sea kayakers, tour boat operators and others for day trips and overnight camping.
The City of Eastport is at the entrance to the Bay of Fundy and is strategically located between Cobscook and Passamaquoddy Bay. The two bays support numerous wildlife such as eagles, porpoises, whales, seals, etc. which makes an ideal combination for Windjammers and other tour boat operators to use Eastport.	The city will encourage schooner operators, known as Windjammers, along with other tour boat operators to make Eastport their base of operations. This mixture of vessels could make Eastport the center of a Downeast tour boat fleet. By having them locate at Eastport it will increase the number of visitors to the city and thereby boost business downtown and along the waterfront.

<p><b>BACKGROUND:</b></p>	<p><b>INTERPRETIVE SIGNS/EVENTS:</b></p> <p>The city will encourage the Marine Technology Center campus (the Boat School) of the Washington County Community College to use Cobscook and Passamaquoddy Bay for recreational and training uses.</p> <p>The city will encourage the Marine Technology Center in developing a “challenging water trail” using sea kayaks, much like the foot trail described on page App C-2. Starting at the Boat School, on Deep Cove, the kayakers will have two options depending on the tides to enter Passamaquoddy Bay either at Carrying Place Cove or Carlow’s Island. Once in the bay they would proceed to paddle around Eastport to Treat’s Island then back to their point of origin.</p>
<p><b>CULTURAL BASED TOURISM GOALS:</b></p>	
<p><b>BACKGROUND:</b></p> <p>The very popular summer art school of the New York Grand Central School of Art was located in Eastport. This school was started by the noted artist George P. Ennis and was based in Eastport from 1927-36. The original headquarters of this school was at the former Boynton High School.</p> <p>According to Mr. Ennis the open space on the second floor of the former school was perfect for displaying 200 pieces of art. Mr. Ennis advertised the summer art school in popular national magazines. He called Eastport and the area “the Brittany of America.” If it was not for his untimely death this summer art school would have grown and prospered.</p> <p>To catch the imagination of the public a two-masted “Eastport Pinkie” could be started. Up to W.W. I this workhorse of the local fishing fleet was a common sight along the wharves of Eastport. These vessels carried herring for the sardine factories and transported dry goods up and down the coast. After construction, the “Eastport Pinkie” might be put on display at the Downeast Heritage Center.</p> <p>Over the centuries many sailors, fishermen and passengers from Eastport have lost their lives to the ocean. Hillside Cemetery has several gravestones erected to the memory of loved ones lost at sea. Eastport is home to the deepest cargo port on the east coast and has a long history of maritime activities such fishing, shipping and passenger service. There is no Mariners memorial statue in Downeast Maine and the most eastern city in the United States would be a good choice for one.</p> <p>Over the years many sightings of a sea serpent near Eastport and the area has been reported. Through out the 19<sup>th</sup> and early 20<sup>th</sup> centuries the local newspaper reported on this sea creature and in 1868 it reported that it was seen swimming near Carrying Place Cove.</p> <p>The Passamaquoddy Indian Tribe have a legend of the great sea serpent they call “Aputmakin.” The legend says “you had to watch out for this monster</p>	<p><b>INTERPRETIVE SIGNAGE/EVENTS</b></p> <p>Encourage efforts to promote the arts in Eastport.</p> <p>Local organizations should work with the city to secure state, federal and private grants to enhance their operations to attract visitors to Eastport.</p> <p>Encourage efforts to secure a grant(s) from state, federal, and private sources for example a Humanities grant to have an art school located in Eastport. Public or private colleges could be invited to establish this art school. An artists in residence could possibly use the second floor of the Eastport City Hall (the former Boynton High School) for an exhibition area.</p> <p>Encourage the Marine Technology School (the Boat School) and the Downeast Heritage Center in Calais to have a working demonstration of traditional wooden boat construction. For example with a grant(s) from state, federal and private sources a boat-builder in residence program could be started to show visitors wooden boat construction.</p> <p>Encourage the construction of a suitable Mariners memorial statue with one or more figures and be built on the waterfront where it will attract visitors. The city will encourage efforts to secure a grant(s) for example a Humanities grant from state, federal or private sources.</p> <p>This memorial should express compassion, empathy, the sense of loss and reflect the historic maritime nature of Eastport.</p> <p>Encourage the building of a 40 to 60 foot sea serpent statue that would be placed on or near the waterfront. The city will encourage efforts to secure a grant(s) for example a Humanities grant from state, federal and private sources. This statue would probably be the only one of its size and kind in the United States.</p>

<b>BACKGROUND:</b>	<b>INTERPRETIVE SIGNS/EVENTS:</b>
<p>because it would tip over your canoe if you were not careful.” The city should invite the Passamaquoddy Tribe for their support and in the spirit of cooperation this statue will be named “Aputmakin” in honor of our neighbors and their legend.</p>	



Analysis of 1995 Comprehensive Plan Action Steps for *Downtown Revitalization*

1995 Action Step	Priority in '95 (Priority in '03) <sup>1</sup>	Status <sup>2</sup>	Inventory and Policy Response for 2004 CP Update
<b>Priority 1 – Critical Projects</b>			
<b>1. UTILIZE VACANT BUILDINGS.</b> 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.	C (C)	PI/OG	Adopt recommendations of Revitalization Action Plan & EFP work plans; support Downtown Director and Main St. Maine designation; monitor response to façade program
<b>2. BUSINESS EXPANSION</b> 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.	C (C)	PI/OG	Adopt recommendations of Revitalization Action Plan & EFP work plans; support Downtown Director and Main St. Maine designation; monitor response to façade program; multiple sectors still a priority
<b>7. CAPITAL IMPROVEMENT PROGRAM</b> Prepare, adopt, maintain, and follow a five-year capital improvement program, including replacement schedules for Public Works, Fire, and other major equipment.	C (C)	I	Research status of implementation; identify needs for next 5-10 years.
<b>12. ACCESS TO SEA</b> Take action to assure public access to shore is not lost.	C (C)	NI	Much has been lost; some steps being taken now; inventory losses; Identify additional needs
<b>Priority 2 - Important Projects</b>			
<b>18. SUMMER PEOPLE</b> Make special preparations for influx of "summer people" – especially on the fourth of July weekend.	I (I)	PI	Parking, public restrooms, traffic still issues
<b>20. STREET IMPROVEMENTS</b> Update and maintain street and road improvement program. Maintain, improve, and expand City street and road system in accordance with that program.	I (I)	PI	Scaled back since '95 due to budget; street light improvements made; sidewalks are critical; inventory sidewalk needs beyond the downtown
<b>31. HISTORIC RESOURCES</b> Undertake a comprehensive survey of Eastport's historic resources; encourage voluntary participation in newly-revised Historic District.	I (I)	I	Document achievements ('98 walking tour, EFP, Historical Societies, Historic Review Board); identify continuing need
<b>32. VIEWS</b> Take steps to protect key scenic resources, special cultural and natural features and views across coves and to the islands.	I (I)	I	Document achievements (Old Sow, welcome sign, Carrying Place Cove); Gateway Grant Program; identify add'l steps
<b>Longer Range Projects</b>			
<b>38. WATERFRONT WALKWAY</b> Maintain walkway along waterfront – along with its lighting.	LR (C)	NI	Walkway exists, but not maintained; Include in Designated Historic District.
<b>45. WALKING TOURS</b> Encourage walking tours to historic sites.	LR (C)	I, OG	'98 walking tour

<sup>1</sup> **C CRITICAL ACTIONS.** Planning or implementation should begin now

**I IMPORTANT ACTION.** Action can wait one or two years

**LR LONGER RANGE ACTIONS.** Action can be deferred.

**NLP NO LONGER PRIORITY.** Action eliminated from plan

<sup>2</sup> **I** Implemented

**PI** Partially Implemented

**NI** Not Implemented

**OG** On-Going

Analysis of 1995 Comprehensive Plan Action Steps for *Economic Development*

1995 Action Step	Priority in '95 (Priority in '03) <sup>3</sup>	Status <sup>4</sup>	Inventory and Policy Response for 2004 Update
<b>Priority 1 – Critical Projects</b>			
<b>3. INDUSTRIAL DEVELOPMENT</b> Encourage industrial development by working to sell or lease suitable City-owned and private sites.	C (C)	PI; OG	Support Downtown Manager and City Manager in attracting businesses to city
<b>4. PORT DEVELOPMENT</b> 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 Manan.	C (C)	I; ferry svce NI	Restructure policy to identify change in conditions
<b>6. AQUACULTURE INDUSTRY</b> Support development and expansion of all aspects including diversification of species (not limited to fin fish but including seaweeds and rejuvenation of clamming.)	C (C)	PI	Restructure policy with change in conditions; inventory change in conditions
<b>9. SCHOOL IMPROVEMENTS</b> Support needed school improvements.	C (C)	PI?	Refine policy with consolidation efforts; inventory recent needs
<b>11. MARINE RESOURCES</b> 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.	C (C)	OG	Need to examine current status; seek input from Cobscook Bay Resource Center and Project SHARE
<b>13. FACILITY MAINTENANCE</b> Appropriate funds necessary to adequately maintain City facilities, recognize that maintenance is far less expensive than replacement.	C (C)	PI	New city garage, new city bldg; adequate roads; re-work action step with current needs
<b>14. GRANTS</b> Continue to utilize State and Federal financial assistance programs for needed projects and programs to maximum extent possible.	C (C)	I	Identify add'l needs with CIP
<b>15. DRINKING WATER</b> Work with Passamaquoddy Water District to improve service and quality.	C (C)	OG	Some upgrades complete (inventory); aging infrastructure within City needs attention; regional coordination within Boynton Lake watershed; need input from Passamaquoddy Water District
<b>Priority 2 - Important Projects</b>			
<b>16. GUIDING GROWTH</b> Guide growth so the City can prosper and at the 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.	I (C)	NI	Examine data; where building permits issued; where growth has occurred; where lot by lot exemptions to the regulations have occurred; Move to critical due to lack of administrative follow through
<b>17. DATA AND INFORMATION</b> 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.	I (I)	I?	Research status with Carl; adjust inventory with web enabled information; input form Port Authority
<b>21. COST EFFICIENT SERVICES</b> Continue policy of providing the services needed by City's people	I (I)	I?	Document how implemented

1995 Action Step	Priority in '95 (Priority in '03) <sup>3</sup>	Status <sup>4</sup>	Inventory and Policy Response for 2004 Update
by most efficient and cost-effective methods.			
<b>22. IMPACT FEES</b> Consider assessing impact fees to new developers.	I	NI	TIF in the downtown instead
<b>23. CLEANUP CAMPAIGN</b> Cleanup around homes and businesses, sweep sidewalks.	I (I)	PI	Document in inventory: Adopt a street; p/u days by city, water in sweepers; Need add'l incentives for downtown businesses
<b>24. RECREATION</b> Support offering of broad range of recreation programs – especially those designed for youth and elderly.	I (I)	I	Document achievements; change names of resp. parties to Recreation Board and Youth Association
<b>25. RECREATIONAL BOATING</b> Relocate small recreational boating from breakwater to the area of former Cannery restaurant.	I (I)	I	Document implementation in different location; need to hear from harbor Committee; identify new activities eg Waco pier
<b>26. INNER BASIN</b> Continue plans to dredge inner basin.	I (I)	I	Document completion; identify maintenance needs
<b>27. MOORING AREAS</b> Preserve options for mooring and anchoring areas.	(I)	I	Document achievement; is there a continuing need; input from Harbor Committee
<b>28. MARINE TRADES CENTER</b> Expand the Center's role in aquaculture training and research.	I (I)	I; OG	Document achievement; identify continuing needs (check with WCCC)
<b>29. SHACKFORD HEAD</b> Cooperate with State in planning for this area.	I (I)	I; OG	Document achievement; identify continuing needs Remove Land Trust as resp party
<b>33. REGIONAL COORDINATION</b> 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".	I (I)	PI	Source protection of drinking water; trails; needs additional discussion
<b>34. CITY ORDINANCES</b> Revise City ordinances based upon recommendations of this plan.	I (C)	NI	Zoning Ordinance never updated; lots of work done on Site Plan Review and Zoning Ordinance but needs to be completed and reviewed for adoption given 2003 deadline for Ordinances to be consistent with Comp Plan
<b>Longer Range Projects</b>			
<b>35. FREE TRADE ZONE</b> Continue exploration of establishing Free Trade Zone in City.	LR		
<b>36. HIGHWAY TO NEW PORT</b> a- Work to have road to Estes Head accepted as a State highway, b- work with towns and regional groups in the area to obtain better access to Route 9 and the Interstate system.	LR (C)	NI	a- Complete b- No action on access to Rt. 9
<b>46. RAIL YARD</b> Work to have rail service restored to Ayer Junction. Establish marshaling yard and warehousing there.	LR (I)*	NI*	City should promote continued public access of right of way. *Need Port Auth. inputs
<b>41. TIDAL ENERGY</b> Keep in mind potential of tidal energy generation as new environment-friendly techniques are developed.	LR (NI)	OG	
<b>43. INTERPRETIVE SIGNS</b> Install interpretive signs at Fort Sullivan and Prince Regent Redoubt	LR (PI)	OG	Delete PR Redoubt,
<b>44. WOODLOTS AND FARMS</b> Support proper management of small woodlots and agricultural areas.	LR	NI	

1995 Action Step	Priority in '95 (Priority in '03) <sup>3</sup>	Status <sup>4</sup>	Inventory and Policy Response for 2004 Update
<b>Other Projects Not Identified Above</b>			
<b>5. AFFORDABLE HOUSING</b> Encourage, support, and promote a variety of affordable and adequate housing appropriate for young people just starting families, elderly, and low-income people.	C (I)	PI	Inventory and identify status of going need
<b>8. SOLID WASTE MANAGEMENT</b> Continue to be a leader in solid waste management.	C (C)	I	Document in Inventory. Process works smoothly.
<b>10. SENIOR SERVICES</b> Work to expand and improve services for seniors: specialized transportation, health care, and housing.	C (C)	PI	Add action step to provide information
<b>19. HOUSING FOR ELDERLY &amp; LOW-INCOME</b> Continue to not discriminate against mobile homes, other manufactured houses, or elderly and low-income housing within the City.	I (I)	PI?	Three facilities available, two allow single and low income residents. Waiting lists sometimes include elderly?
<b>30. NATURAL AREAS</b> 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.	I (I)	OG	Seek input from Clam Committee, Cobscook Bay Resource Center, Project SHARE
<b>37. RAIL YARD</b> Work to have rail service restored to Ayer Junction. Establish marshaling yard and warehousing there.	LR (-)	NLP	Seek input from Port Authority
<b>39. CITY LANDFILL</b> Clean up old dump site.	LR (I, PI)	OG	Partially complete
<b>40. SWIMMING POOL</b> Support efforts to construct a year-round swimming pool for teaching young people to swim, therapeutic purposes for seniors, scuba instruction, and recreation.	LR	NLP	
<b>42. ARCHEOLOGICAL RESOURCES</b> Explore mechanisms for further archeological surveys, including determining if there are significant sites of early French settlement which should be protected.	LR	OG	
<b>45. WALKING TOURS</b> Encourage walking tours to historic sites.	LR (C)	I/OG	
<b>46. AIR QUALITY</b> Take steps to maintain air quality.	LR (C)	OG	Permits required for open burning

## APPENDIX E – COMMUNITY VISION MEETING NOTES

The Comprehensive Plan Update Committee hosted a community visioning meeting on September 29, 2003 after the distribution of the survey. Preliminary results from the survey were made available and participants helped to craft the vision statement for Eastport:

### **Eastport, an Island Community Living, Working and Growing Together.**

Working in small groups participants also ranked their most favorite or special places in Eastport. This effort yielded Map 2 – Treasures of Eastport and provided direction to the policies and implementation measures distributed throughout the plan.

The large group also provided answers in an open forum to several questions about their vision for Eastport. These are reproduced here and a list of participants at the community Vision meeting is provided at the end of this section.

#### **What you love about Eastport:**

- Downtown
- Sense of community
- People
- “Eastport’s Time Has Come”
- Home
- Walking downtown
- Open hearts
- Open minds
- Pier, watch people fish
- Access to private land
- Encouraging tradition of access to land-public & private
- Charm, views, friendliness
- Not a danger: becoming Bar Harbor
- Wealth/abundance of energy of all types
- BEAUTIFUL city
- Intimacy; risks possible
- Talent (emerges)
- Arts community
- “Hooked” on Eastport
- Magical beauty of landscape and people
- Energy is palpable
- Natural beauty
- Water
- Charm, cute yes, but we need more for business development

#### **Why are you here tonight?**

- To represent Eastport for pride
- Listen to what people have to say
- Happy to be a part of the process
- Want to be a neighbor-resident
- Don’t want an “Antique Town”
- Curious about Eastport’s future
- Pay attention to tourism opportunities
- Would like to see town cleaned up
- Protect investment in community
- Because I love the value of a vision
- Find out what people want
- I want to know where I fit and where we are going
- Want to be sure historical heritage is preserved
- Interested in what is going on
- Here to represent the city’s business interests
- Fundamental changes occurring
- Marine development needs and residential development demands
- Interested in how Eastport is developing
- Interested in seeing more shops
- To protect property values

**Your connection to Eastport:**

- CDBG Advisory
- CPC Committee
- City Council
- Cemetery Committee
- Downtown Community Development Advisory Committee
- Eastport for Pride
- Budget Committee
- ZBA
- Code Enforcement/Building/Plumbing
- Downtown business owner
- Visitor-now owner
- Retirement
- Business owner
- Congregational Church
- Health Center
- Value of a vision
- Americorps
- Ecumenical group
- Stage East
- Born here/away/back
- Because interested in the future

**The perfect Eastport is/has:**

- Diversified
- More self-sufficient (economically, socially, culturally)
- Has more historic districts
- More quality jobs
- Singularly unique
- Authentic
- Intellectually & creatively stimulating
- Drug free
- Young families
- An active harbor (ships, water taxis, ferries)
- An active marina (gas/restrooms)
- Small cruise ships
- Well promoted airport
- A working harbor
- Political clout
- All economic levels
- Water access-useable, walkable, public space
- Potable water (new source)
- High standards of education at all levels
- Well cared for senior citizens
- Some form/appropriate form of public transportation
- Telecommunications –broad band access
- Recreation-4 seasons-all ages
- Rail/harbor link
- Protected sea views
- Preserved heritage (built environment)
- 2<sup>nd</sup> route into town
- movie theatre
- family entertainment
- Snow removal on sidewalks
- Restricted commercial development on Route 190
- Signs directing visitors to our features
- An entrepreneurial center
- A variety of residential and commercial development
- Tasteful T-shirts
- Sufficient space to allow commercial activity to support the port and other economic activities
- Financial incentives for historic preservation
- A variety of housing options
- Mixed uses (residential/commercial/retail) in neighborhoods besides downtown
- Knows its goals, limits, optimum size (defined by jobs that support the next generation)
- Reasonable growth: seasonal & year-round/income/wages/housing that grows synchronously
- Efficient use of infrastructure
- No traffic and parking problems
- Gathering places
- Continues the good planning of past efforts.

## Community Vision Meeting Sept. 29, 2003

## Sign- In List

David Addison	13 Middle St.	853-0911
Mike Cloven	5 Pleasant St.	853-4059
John Brunkowski	5 Pleasant St.	853-4059
Francis Drabick	6 Pleasant St.	853-4060
Carl Young	190 Water St.	853-4034
Wayne Wilcox	36 High St.	
Paul E. Thompson	234 Hersey Rd. Pembroke	726-5290
Larkin McGarvey	5A Pleasant St.	853-2318
Meg McGravey	5A Pleasant St.	853-2318
Alice Cares	24 Middle St.	853-4222
Sarah Talbot	2 School St.	853-4576
Linda Godfrey	19 Water St.	853-6036
Marie Terry	56 Washington St.	853-2620
Russ Terry	57 Washington St.	853-2621
Stephen Collins	32 Boynton St.	853-7481
Whitney Mauser	27 Boynton St.	853-4752
Jim Rieder	42 Shackford St.	
Maurine Small	41 Boynton St.	
Jean Wadman	161 Water St.	853-2674
Richard Wadman	PO Box 107	853-4172
Philip Desmond	24 Capen Av.	853-0882
Lora Whelan	35 Key St.	853-2400