

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



**The 2018 Comprehensive Plan &
Age Friendly Community Action Plan**



THE CITY OF EASTPORT MAINE

2018 Comprehensive Plan & Age Friendly Community Action Plan

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

...Seneca, first century Roman philosopher

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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

The city of Eastport chose to update its 2004 Comprehensive Plan to update relevant statistics, to incorporate better digital mapping information, and to establish a sound policy basis for grant applications to support city needs and services. Simultaneously with the Comprehensive Plan Update, the city has prepared an *Age Friendly Community Action Plan* and worked with a team of technical assistance providers from Smart Growth America, using a *Cool and Connected* grant, to envision a digitally connected and vibrant economic future.

Public Participation Summary

Community members were consulted through a city wide (resident and non-resident) survey and on-going invitations to participate in monthly meetings of the Comprehensive Plan Update Committee that spanned an 18-month period. The activities and draft documents of the Comprehensive Plan Committee were posted on the web site of the Washington County Council of Governments (<http://www.wccog.net/eastport-comprehensive-plan-update-2016-17.htm>) who provided consulting support to the city in the preparation of the Update. The results of the survey are summarized in Chapter N – Public Survey Results and written comments are reproduced in their entirety in Appendix 1 – Public Opinion Survey and Written Comments. Survey input informs policy development throughout the document.

A required element in any local Comprehensive Plan is a Vision Statement that summarizes the community’s desired future character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region. A vision statement for the city was generated from the collective input provided by the survey, particularly written comments, the *Age Friendly Community Action Plan*, and the *Cool and Connected* visioning process.

City of Eastport Vision Statement

As the easternmost city in the contiguous United States and with its proximity to Canada, Eastport attracts visitors to appreciate its arts, culture, working waterfront and geography. Eastport has a vibrant walkable downtown, a diverse community both young and old, and festivals that attract residents from around the world. Eastport will adhere to a lesson learned from Age Friendly NYC as it prepared its *Age Friendly Community Action Plan* to “Design for the young and you exclude the old; design for the old and you include the young”. With reliable broadband service, there is a large community of people who can appreciate the rich community amenities, raise families, and support the local economy as telecommuters. The downtown center will continue to be the center of civic life where residents obtain local access to public and commercial services. There will be growth in commercial activity to provide more retail, food, and tourism-based services. The Eastport Schools will continue to provide primary and secondary school education. Regulations will be enforced and historic structures and cemeteries will be preserved and celebrated. Route 190 will continue as the primary transportation corridor serving the island city and the Port of Eastport.

EXECUTIVE SUMMARY

The purpose of a Comprehensive Plan is to provide a community with the information and a process to make choices about its future. The city of Eastport has involved its resident and non-resident

community members in the development of this plan. It has also made use of extensive resources available through the US Census, a grant from the American Association of Retired Persons (AARP), a Cool and Connected grant from the USEPA, several agencies of state government, the Washington County Council of Governments, and geographic information system (GIS) mapping. The document will serve the city for a 10 to 12-year time horizon and, as a living document, will be revised and updated as new information and understanding develops.

The following provides the summary of key findings and goals from each section of the document. Readers are directed specifically to Chapter M – Plan Implementation for all policies and implementation strategies and the *Age Friendly Community Action Plan* contained therein, for considerably greater detail about the choices Eastport is making about its future growth and development.

Cultural and Social Resources

For a little city Eastport has a tremendous variety and depth of social and community organizations that support its citizens. Most health services are available to allow elders to remain in their homes though some services must be obtained at regional facilities in Calais, Machias, Ellsworth or Bangor. There are non-profit and volunteer organizations supporting the local economy, a rich artistic and cultural tradition, healthy activities and foods, and many support services. Associated with, and in addition to, these organizations there are several opportunities for people to find community information.

Recreation opportunities are numerous and supported by non-profit organizations like the Youth Association and Sprocket Society. Recent work has identified very specific recommendations for improvements to enhance bicycle and pedestrian safety. Public access to the water that surrounds the island community is extensive and described in the chapters on Natural Resources and Employment & Economy.

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.

Key Findings and Highlights

Inventory and Analysis

- A network of local and regional institutions provides community and health services in Eastport and to the region relying on professionals and volunteers
- Demand for health and residential care services is high and growing
- Access to specialist services requires long travel and poses significant transportation challenges
- A rich variety of community institutions provide opportunity for education, recreation, exposure to multiple forms of visual, auditory and dramatic art, local food, volunteer service, and connection to the history and culture of the city and the region.

- Community information and networking is supported by a widely read and well respected local newspaper, The Quoddy Tides, an excellent municipal web site, a telecommuter web site that also promotes the city and the region, a vibrant library, and a strong social media presence.
- Recreational facilities are modest and associated with the schools, some playgrounds, a private Youth Center, trails, and water access.
- Eastport's historic and archeological resources are magnificent, many of which are the subject of recent, on-going or planned restoration.
- There are two active historical societies (Border Historical Society, Quoddy Maritime Museum) and a Historic Review Board.

Goals

- 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.
- As part of Eastport's ***Age Friendly Community Action Plan*** the city will ensure aging members of the community, whether year-round or seasonal, will have access to health care and services to support aging in place, and feel welcomed and respected for the contribution they make to the economic, social and civic life in the community (See ***Age Friendly Community Action Plan*** Community Support and Health Services, Respect and Social Inclusion, and Communication and Information Implementation Tables)
- Eastport will maintain and improve access to recreational opportunities, particularly water access.
- As part of Eastport's ***Age Friendly Community Action Plan*** the city will ensure aging members of the community, whether year-round or seasonal, will have available to them safe and accessible recreational facilities (See ***Age Friendly Community Action Plan*** Outdoor Spaces and Buildings Implementation Table)

Population

The population of Eastport has decreased significantly over the long term, with a slightly lower rate of decline in the past 5 years. The population is also aging. There are fewer school age children and the city has seen a decrease in the average household size. Numbers of retiree and perhaps single parent households are increasing. A seasonal influx of approximately 667 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.

Key Findings and Highlights

Inventory and Analysis

- Population is declining in Eastport but at a slower pace (-4.43%) between 2010-2014 than occurred between 1990 and 2000 (-16.5%) and between 2000 and 2010 (-18.8%)
- Continued population decline is forecast by the Maine Office of Policy and Management
- Seasonal population is rising as seen by an increase to 247 seasonally vacant housing units in 2010, up from 75 in 2000
- The population is aging. Median age has increased by 11.3 years to 56.1 in the last 15 years; the proportion of the population below 35 is much lower and the proportion above 55 is significantly higher when compared to those population proportions in Washington County and statewide (see chart on page 3)
- Household size continues to decrease as families shrink and childless retirees move into Eastport
- School enrollment is declining particularly at the secondary level; however, those that remain are both graduating high school and continuing with post-secondary education in higher numbers

Goals

- Eastport will use complete and current information about its population when making administrative and policy decisions for the city.

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. Living in 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, during a 2004 community visioning session attendees merged 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.

Eastport currently offers protection to its natural resources with locally adopted shoreland zoning and floodplain regulations, zoning and subdivision regulations. These ordinances are regularly 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.

Key Findings and Highlights

Inventory and Analysis

- Eastport is a cluster of marine islands with extraordinary scenic beauty
- Farmland and forestry are limited though soils will support agriculture; the island is 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
- Public water is provided to most residents by the Passamaquoddy Water District from a source below Boyden lake in the town of Perry
- A variety of fisheries provide close to \$5,000,000 of landings annually
- Avian wildlife – Bald Eagles and many sea birds – is abundant and the island is part of the Cobscook Bay Statewide Focus Area of Ecological Significance

Goals

- Eastport will protect and preserve the natural resources on which its economy and quality of life depend.
- As part of Eastport's ***Age Friendly Community Action Plan*** the city will ensure aging members of the community, whether year-round or seasonal, will have access to healthy food (See ***Age Friendly Community Action Plan*** Community Support and Health Services Implementation Table)

Economy and Employment

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; aquaculture, once thriving, is recovering from challenges of a decade past. Both are a critical part of Eastport's future and are 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.

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 is bringing visitors to the area; support for telecommuters and new residents; and support for the light industrial sector that will provide higher wage jobs to residents and the region.

In 1995 and again in 2004 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 more recently, tidal energy production; and a scenic gem to attract visitors. Another sector, small to light industry, was identified as adding diversity to the economic base. Recently, the city is capitalizing on its scenic and cultural assets by promoting itself as a place to live and telecommute to anywhere in the world. This effort is consistent with the *Age Friendly Community Action Plan* that recognizes both the needs of an aging population as well as the economic potential of attracting early retirees who bring investment, talent, and appreciation for the things that a safe, walkable, small city can provide.

Key Findings and Highlights Inventory and Analysis

- After a decline in the number of those who live in Eastport and work elsewhere between 2000 and 2010 this number has increased in recent years, perhaps a reflection of an increase in telecommuters.
- The Port of Eastport is the deepest natural port on the eastern seaboard, and also the easternmost port in the US. It has sufficient space and capacity to accommodate even the largest oceangoing vessels, and existing infrastructure includes bulk warehousing, a bulk conveyor, and livestock handling systems, unique to the northern Atlantic seaboard.
- Eastport had an increase in total taxable sales (12.2%) for the period of 2010 to 2014. A significant driver for this growth is "General Merchandise and Retail Sales"
- Launched in 2016 Eastport's telecommuter web site (<https://www.telecommute-maine.com/>) is a deliberate effort to attract people and investors to the city.
- The top three sectors of employment for Eastport are 'Management, business, science and arts occupations'; 'Service occupations' and; 'sales and office occupations'
- Eastport's median household income increased considerably (41.5%) since 2000 but is still less than the median income for both the County and the State.
- Over 13 percent of Eastport families were listed as having incomes below the poverty level. This is lower than for the entire county but close to 43% of these families have children under 5 years of age.

Goals

- Eastport will have full employment and a prosperous downtown.
- As part of Eastport's ***Age Friendly Community Action Plan*** the city will encourage aging members of the community, whether year-round or seasonal, to participate in paid or volunteer work and in municipal boards and committees (see ***Age Friendly Community Action Plan*** Civic Participation and Employment Implementation Table)

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 only affordable for about half of the population of Eastport and 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. 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.

*Key Findings and Highlights**Inventory and Analysis*

- Eastport's housing stock is very old even compared to Washington County where two thirds was built before 1979 and nearly one third was built before 1939.
- Nearly 78 percent of Eastport's housing stock was built before 1980. Indeed, 67 percent was built before 1940.
- The occupancy rate for Eastport's vacant units for seasonal or recreational use is 247 units (72%), triple what it was in 2000 when there were 75 vacant units for seasonal or recreational use.
- Eastport has a higher proportion of multi-unit structures (15.2%) than in Washington County (~8%), a reflection of older homes that have been renovated into several apartments/structure and 4 subsidized multi-family housing facilities (Boynton Manor, Follis Place, Quoddy Farms, and Waterview Terrace).
- Monthly housing costs for many Eastport households exceed 30% of monthly income: 43.5% of households paying a mortgage and 57.3% of households paying rent.
- More than half (54.4%) of households in Eastport are unable to afford the Median Home Price in the Calais LMA Housing Market.

Goals

- Eastport will encourage and promote affordable, decent housing opportunities for Eastport residents.
- As part of Eastport's ***Age Friendly Community Action Plan*** the city will ensure aging members of the community, whether year-round or seasonal, will have access to a range of housing options, home-modification programs (See ***Age Friendly Community Action Plan*** Housing Implementation Table)

GIS Mapping

GIS, or Geographical Information System, is a computer mapping system designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data. A geographic information system (GIS) lets us visualize, question, analyze, and interpret data to understand relationships, patterns, and trends.

GIS applications are tools that allow users to create interactive queries (user-created searches), analyze spatial information, edit data in maps, and present the results of all these operations on one or more maps. This enables people to more easily see, analyze, and understand patterns and relationships.

*Key Findings and Highlights**Inventory and Analysis*

- An online GIS mapping service (<http://gro-wa.org/planners-maps.htm>) is maintained as GIS data changes and provides Eastport access to their parcel maps and the spatial information available in the city
- Efforts to maintain, update and provide Eastport's parcel mapping data to the UMM-GIS Services Center are rooted in the dynamic nature of spatial information and the speed with which our culture, economy, and infrastructure are changing.
- There are written and video training resources available geared to different learning styles and levels of experiences (<http://www.wccog.net/online-gis-written-instruction-guides.htm>)
- Several state agencies also maintain a variety of online web-viewer mapping tools including the Maine Drinking Water Program, the Maine Department of Transportation, and the Beginning with Habitat program

Goals

- Eastport will use current spatial information to inform its land use and transportation policy choices.

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. Increases in tourism related traffic, from cars to cruise ships to ferries and bicycles, are anticipated into the future.

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. This will improve safety and help to diversify economic development opportunities.

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.

*Key Findings and Highlights**Inventory and Analysis*

- Overall, Eastport's roadways are in good condition with 3 long local roads (High, Clark, Adams) that have several locations with deterioration that are in need of attention.
- **2016-2018 Work Plan** entries for Eastport include, at a total estimated cost of \$1.1 million:
 - Safety and infrastructure improvements at the Eastport Municipal Airport that may include construction of a snow removal equipment building and terminal, and a Master Plan update (reviewing wildlife hazards)
 - An economic analysis of proposed port, rail, and highway improvements to Eastport
- A repaired and expanded Eastport Breakwater re-opened in 2017 and serves the commercial fishing fleet, the US Coast Guard, and visitors from land and sea.

- The Eastport Police Department reported 20 vehicle accidents involving deer during 2015 at an estimated cost of \$40,000. A special hunt is proposed for antlerless deer for 2 weeks in December over 3 consecutive years.
- To relieve parking congestion downtown, the city has identified two city-owned parking areas on Sullivan St. and Washington St. Space marking/delineation and signage (already purchased) is planned to direct motorists to them.
- A comprehensive assessment of bicycle and pedestrian facilities was conducted throughout downtown Eastport in 2013 to support the Eastport Sprocket Society in their efforts to enhance the walking and bicycling experience of residents, especially school children, and visitors alike. The full report may be accessed online via <http://www.wccog.net/bikepedplanning.htm#Eastport>.
- Building on success of BikeMaine2016 the city and businesses will work on bicycle friendly businesses and services to promote bicycle tourism.

Goals

- Eastport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our city's anticipated growth and economic development.
- As part of Eastport's ***Age Friendly Community Action Plan*** the city will ensure aging members of the community, whether year-round or seasonal, will have access to safe and affordable transportation in order to get to needed services and desired activities (See ***Age Friendly Community Action Plan*** Transportation Implementation Table)

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 cities to consider more cooperative ways to provide health care, education and drinking water to their communities.

Key Findings and Highlights

Inventory and Analysis

- Eastport maintains multiple appointed and elected Boards and Committees; two are newly formed: Parks and Recreation Committee and ***Age Friendly Action Eastport***
- The city owns roughly 65 parcels of land amounting to 274 acres and valued at a total of \$22,615,600. While some properties stayed in the city's inventory in the past, current city managers divest of all that can be sold in a timely manner.
- Eastport maintains its own fire and police departments and cooperates regionally with Downeast EMS for emergency response.
- Marine Rescue is provided by a US Coast Guard station housed in a new facility next to the recently reconstructed Breakwater on the downtown waterfront.
- Water and sewer systems have seen significant upgrades in recent years.
- Greater recycling and a negotiated reduction in tipping fees to the Marion Transfer Station has decreased annual tipping fees to the city to ~\$150,000 from nearly \$200,000.
- Eastport has completed a recent planning grant to expand broadband within the city; another grant provided technical assistance in late 2017 to seek to implement the findings of the planning study.
- School enrollment in both the Elementary and Shead High School has declined precipitously in recent decades from nearly 600 in the 1980s to less than 400 in the early 2000s to less than 200 in 2017.

Goals

- Eastport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
- As part of Eastport's *Age Friendly Community Action Plan* the city will ensure aging members of the community, whether year-round or seasonal, will have access municipal services, access to information in online and written formats, and support in the event of extreme weather and disaster events (See *Age Friendly Community Action Plan* Outdoor Spaces and Buildings, Community Support and Health Services, and Communication and Information Implementation Tables)

Fiscal Capacity

Eastport has managed its finances well over the last five years and the mil rate has remained within a consistent range. In addition, the city (including the Harbor Committee) maintains reserve funds, which permit implementation of unbudgeted or urgent operating or capital 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 has revised and updated a Capital Improvement Plan (CIP) to guide the city's capital investments. Infrastructure improvements are needed to support increased tourism include parking, and better signage. These are included in the CIP. Private sector improvements are also needed including more restaurants, and overnight accommodations. Since the 2004 Comprehensive Plan the city has improved docking facilities for different types of pleasure craft including cruise ships and the Port now offers public transportation during celebrations or special events. The restoration, rehabilitation and maintenance of privately owned, downtown buildings in on-going by several owners.

Key Findings and Highlights

Inventory and Analysis

- The mil rate in Eastport was \$21.75 per thousand in 2012 and has held steady at \$23 per thousand in 2013, 2014 and 2015 and increased to \$25.25 in 2016
- A city-wide re-valuation was completed in 2017 and Eastport's state certified assessment ratio is 98% of market value

Goals

- The city has prepared a Capital Improvement Plan that has prioritized public improvements over the next ten years.

Land Use

Eastport is experiencing modest development pressure. While new construction and new subdivision has declined, the amount of renovation and redevelopment of existing structures has been and continues strong. Between 2012 and 2016 eleven new homes were permitted (6 stick built and 5 mobile) while 70 permits were issued for additions, decks, storage sheds and garages. The number of commercial building permits issued, five between 2012 and 2016, belies the significance of that activity. The Eastport Breakwater was reconstructed during this time period and now hosts cruise ships, as strategy sought for in the 2004 Comprehensive Plan. The Port of Eastport also saw construction of a new access road, a bulk container loading system, and several other onshore improvements. Likewise, downtown businesses and organizations have renovated several historic buildings creating new galleries, artists spaces, restaurants, and retail spaces. The recommended

land use plan is shaped by this analysis, public survey input, and by the inventory and policies from each section of the comprehensive plan. This plan is intended to protect the character of the city and to direct residential, commercial, industrial and maritime activities to appropriate areas. It also seeks to support economic activity in the fishing industry and with a mixture of activities necessitated by seasonal and diverse rural livelihoods.

Key Findings and Highlights

Inventory and Analysis

- Eastport is a small island city with a compact residential and commercial core oriented along its waterfront
- Housing density and former waterfront factories reflect a population that was several times higher a hundred years ago than today
- The Estes Head Terminal has shifted the majority of commercial/industrial activity out of the downtown core though the commercial fishing fleet, Coast Guard, and tourism activity are very active at the Breakwater downtown.
- Eastport has a variety of local ordinances very conveniently posted on its web site. The zoning ordinance, most recently revised in 2017 is accompanied by downloadable PDF copies of the of the zoning maps. The zoning districts are also posted to the online Planners Maps (<http://gro-wa.org/planners-maps.htm>) for Eastport.

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 and continue to be a great place to live, work and vacation.

City Survey

A survey in both paper and online format was circulated in the Fall of 2017. Paper copies of the survey were mailed to all property owners. Appendix 1 – Public Opinion Survey and Written Comments provides all of the written comments it generated as well as a copy of the blank survey. Chapter N Public Survey Results provides charts and diagrams where respondents chose from among a variety of answer choices. Planning Committee members worked to encourage participation through word of mouth. The survey was both very long and respondents took great care in offering their responses. Thus, the following summary of key findings is separated by general subject area and the reader is encouraged to explore the full text of Chapter N and to Appendix 1 containing all of the written comments.

Key Findings and Highlights

Inventory and Analysis

Demographics

- Respondents were disproportionately older than the general population with 87% greater than 50 years of age compared to ~half the population being greater than 50
- The vast majority of respondents, 81%, live in Eastport year round
- For more than a quarter of respondents, their nearest family relative is more than an hour away or living in another state or country.

Quality of place as one ages

- Most respondents (64%) rated Eastport as good or excellent as a place for people to live as they age. Later questions tease out the reasons for those who did not share this sentiment.
- For many (55%) it is extremely important to remain in Eastport as they age.

Access to information

- Respondents were evenly split down the middle over the ease with which they can find services and resources to support aging in place indicating opportunity for improvement.
- Information about community events and local activities was rated as somewhat easier suggesting a network that can offer better access to information about services and resources to support aging in place.
- There are many sources of local information, the one of greatest importance is the Quoddy Tides newspaper.

Factors affecting choice to age in place

- The most influential factors that would impact whether to leave Eastport as one ages are based on access to transportation options, access to specialty medical care, and to live near friends and family.
- The most important housing improvements that would enable respondents to stay in their homes as they age include more affordable energy costs (thus housing improvements to improve energy efficiency would also help) and the installation of modifications to allow living on the first floor and to improve safety.
- Resources most commonly used by those as they age are, in the order most often noted are the Internet, Family and Friends, doctor or health care provider, and, from the city, Peavey Memorial Library and City Hall.
- Those who are aging indicate most strongly that in the next 5 years they will need home maintenance, library and house cleaning services.

Feeling valued

- There appears to be a core of one quarter of respondents over 55 who do not feel valued or encouraged to remain in Eastport as they age.
- While the number of respondents under 55 is low, only 20 in total, close to half who qualify their answers about feeling valued as a younger resident and about whether there is general awareness of their contribution in Eastport.
- Sample size is small but these responses suggest the need for community conversations around what various demographic groups contribute to current affairs and future vitality in the city of Eastport.

Volunteerism

- Respondents were candid in their response choices and comments about their motivations for choosing to volunteer or not. There is very useful information in both for those who manage volunteer activities.
- The willingness to help across a range of volunteer activities appears highest when someone can help a person get to activities.
- The high number of respondents who indicated they were “somewhat likely” suggests the need to find out how to improve that motivation either by providing information, supporting their efforts with easy mechanisms to find out how to help, and in providing coaching and/or making introductions.

Transportation

- The percentage of respondents who walk within Eastport is very high at 60%; however fully 25% one quarter of respondents use some kind of assistance with walking at some times.
- In summer lighting and accessible parking will help with mobility; in winter the most significant issues are related to winter weather conditions, winter sidewalk clearing and the condition of sidewalk or other walking surfaces.
- Factors that limit travel outside of Eastport stress winter weather conditions and darkness; reasons and monthly frequency for such travel describe the significance of other communities in providing specialty medical appointments and services.
- While summer and winter maintenance of roads received ratings that are mostly in the good/acceptable range there were plenty of written comments (Appendix 1 Questions 34 and 35) describing the problems encountered, whether occasional or frequent. Many praised the Public

Works Department. Rankings of Eastport roads for bicycle and pedestrian safety were less supportive.

Economy

- Actions that the city should take to encourage businesses to locate in Eastport focus most strongly on promoting tourism and telecommuting followed closely by promoting commercial fishing and light industry. Investment in broadband infrastructure was also very strongly supported.

Public Investment

- Questions about how the city should prioritize the investment of its limited funds directed focus on investment in improvements at the schools as well as public access to the shore and in housing rehabilitation to encourage energy efficiency.

Regional Coordination

The city of Eastport is a small city situated 115 miles to the east of Bangor and 27 miles to the southwest of Calais. It is an island turned peninsula by the causeway linking the Tribal Community of Pleasant Point north to Perry and south to Eastport. Surrounded by Passamaquoddy Bay to the east and Cobscook Bay to the west, Eastport is very close by sea to the Canadian Islands of Campobello and Deer Island in Passamaquoddy Bay to the east, and to the town of Lubec across Cobscook Bay to the west. With sporadic, seasonal ferry service to these locations it can take the traveling public an hour or more to reach these close neighbors. Eastport is a minor center of commercial activity in eastern Washington County in terms of basic services. However, it provides significant regional employment and working waterfront services as a result of its deep-water port and breakwater, commercial fishing fleet, and vibrant arts and tourism economy.

Key Findings

Inventory and Analysis

- Regional Transportation infrastructure in Eastport includes its deep-water shipping port at Estes Head and the newly reconstructed breakwater in the downtown both served by State Route 190; Eastport is also home to one of two United States Coast Guard stations in Washington County located immediately adjacent to the breakwater
- Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services as well as beacon and fueling services.
- Regional employers in Eastport employ people in the aquaculture, commercial fishing, shipping, food processing, retail trade, hospitality, and light industry sectors.
- Four major festivals annually attract visitors from the entire region.
- Eastport is the most developed part of the Cobscook Bay Statewide Focus Area of Ecological Significance.
- Eastport's drinking water comes from the Passamaquoddy Water District whose source protection area is below Boyden Lake in the neighboring municipality of Perry.
- The City of Eastport contracts with the Washington County Emergency Medical Services Authority (WCEMSA), AKA "Downeast EMS" for their ambulance service.
- Regional recreation facilities include Shackford Head State Park as well as the Eastport Breakwater in the historic downtown.
- Cultural institutions attract regional audiences including the Tides Institute and Museum of Art and the Eastport Arts Center.
- A range of outpatient health-care services is available through Eastport Health Care, Inc. with locations in Eastport, Machias and Calais.
- The City of Eastport contracts for kennel services with PAWS in Calais and employs one part time Animal Control Officer.
- Eastport provides a regional recycling depot that serves Eastport and Perry residents. Materials are

hauled away by a contracted aggregator.

- Eastport has a locally adopted emergency management plan and ordinance which calls for regional cooperation and inter-operability with the County EMA.
- Eastport is a member of AOS77, which also includes the Towns of Alexander, Baring Plantation, Charlotte, Crawford, Dennysville, Lubec, Pembroke, Perry, Robbinston. Many secondary students from these towns attend Eastport's Shead High School.

Goals

- **Public Facilities:** Cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.
- **Regional Development:** Participate in regional organizations that provide technical assistance and information about business support and regional economic development opportunities.
- Coordinate the city's land use strategies with other local and regional land use planning efforts.
- Advocate for infrastructure improvements to enhance the economic competitiveness of Eastport and Washington County.
- Encourage and support regional development efforts that promote affordable, workforce, and senior housing.
- **Regional Transportation:** Cooperate in the development of regional transportation policy.
- **Natural Resources:** Protect shared critical habitats.
- Ensure that water quality is sufficient to provide for the protection and propagation of fish, and wildlife and provide for recreation in and on the water.
- Cooperate with the Passamaquoddy Water District and the town of Perry to ensure protection of the drinking water source in Perry.
- **Land Use:** Coordinate Eastport's land use strategies with other local and regional planning efforts to protect critical rural and natural resource areas.

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. The Washington County Council of Governments (WCCOG) provides this information with the understanding that it is not guaranteed to be accurate, correct or complete; that it is subject to revision; and conclusions drawn from such information are the responsibility of the user. Any user of the maps accept same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further agrees to hold WCCOG harmless from and against any damage, loss, or liability arising from any use of the maps.

B. SOCIAL AND CULTURAL RESOURCES

This chapter provides an inventory and analysis of the array of social and cultural resources in Eastport as required both by a Comprehensive Plan and for an Age Friendly Community Plan. An inventory of the social and cultural resources for the entire city serves the inventory of age-friendly services and resources in almost all of the 8 Domains of Livability for which Eastport has developed Implementation Action Plans (see Chapter M – Age Friendly Community Action Plan). There are additional Action Items based on the inventory provided in the chapters on Housing and Transportation; this chapter provides a focus on:

- Community Support and Health Services
- Social Participation
- Respect and Social Inclusion
- Civic Participation and Employment
- Communication and Information
- Outdoor Spaces including Recreation Resources
- Transportation Resources related to pedestrian accessibility
- Historic and archeological resources

There is overlap among these areas in terms of the variety of services and programs provided by Eastport's community institutions as well as the entire age range or people who use them. However, "because aging is a life-long process, a livable community is not just a great place to grow old. It is a great place to live, work and play at any age. Livable communities improve the health, well-being, and quality of life for Mainers of all ages".¹ If a community designs its institutions and its built environment with only the young in mind then seniors may find they are excluded. But when a community designs with seniors in mind then everyone is included – the young, those in wheelchairs, those pushing strollers, those wishing to stop and rest.

Summary of Key Findings

- A network of local and regional institutions provides community and health services in Eastport and to the region relying on professionals and volunteers
- Demand for health and residential care services is high and growing
- Access to specialist services requires long travel and poses significant transportation challenges
- A rich variety of community institutions provide opportunity for education, recreation, exposure to multiple forms of visual, auditory and dramatic art, local food, volunteer service, and connection to the history and culture of the city and the region.
- Community information and networking is supported by a widely read and well respected local newspaper, The Quoddy Tides, an excellent municipal web site, a telecommuter web site that also promotes the city and the region, a vibrant library, and a strong social media presence.
- Recreational facilities are modest and associated with the schools, some playgrounds, a private Youth Center, trails, and water access.

¹ AARP (2014). AARP Network of Age-Friendly Communities Tool Kit. Step 1: Getting Started. Establish an Advisory Committee that includes older adults. <http://www.aarp.org/livable-communities/network-age-friendly-communities/info-2014/getting-started.html>

- Eastport's historic and archeological resources are magnificent, many of which are the subject of recent, on-going or planned restoration.
- There are two active historical societies (Border Historical Society, Quoddy Maritime Museum) and a Historic Review Board.

COMMUNITY SUPPORT AND HEALTH SERVICES

The community support and health services in rural Maine depend greatly on small institutions, regional hospitals and many volunteers. Many of the following institutions provide not only support for a range of health care services they are often a primary source of support for inclusion, respect and participation in community affairs. The range of their services is described below with later sections that highlight additional programs and networks that serve the needs of seniors and others for social participation, inclusion and respect.

Local Health Services

EASTPORT HEALTHCARE, INC. provides an extensive range of health care services employing 16 practitioners at the Rowland B. French Health Center on Boynton Street. EHC is a Federally Qualified Health Center that provides primary medical and dental care, psychiatric care, mental health counseling, substance abuse counseling, podiatry, physical therapy (in collaboration with CRH), and nephrology care. Specialty Services provided by EHC providers include: psychiatry, chronic disease, diabetes and nephrology. The healthcare center continues to search for viable and positive ways to address health care disparities in rural Washington County and has been recognized for innovations including Community Circle Model of Community Engagement and EHC Scholarship Program. EHC has three sites: primary site is in Eastport and reflects several expansions including a new wing added in 2002 and two satellites located in Machias and Calais. 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.

FRESENIUS KIDNEY CARE SUNRISE COUNTY. Fresenius Kidney Care opened a dialysis center in 2003 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.

EASTPORT MEMORIAL NURSING HOME at 32 Boynton Street provides care for 26 patients. EMNH is an independent not-for-profit nursing facility with 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, reducing the number of beds per room and creating 2 private rooms. These improvements enhanced resident safety and the former resident rooms on the second floor of the original building are in use for office space. As existing facilities and equipment age, regular maintenance and/or replacement is performed and the facility meets all life safety and fire codes.

The EMNH has several plans in both the short term and long term 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 maintain adequate Medicare and Medicaid funding to the nursing facilities.

The Chadbourne Assisted Living facility recently opened on Shackford Street by Adult Family Care Homes of Maine owned by John and Rhonda Chambers who currently operate five such facilities, one in Robbinston and four in Calais. This facility has space for about a dozen residents provided with varying levels of care.

Regional Health Resources

CALAIS REGIONAL HOSPITAL, <http://www.calaishospital.org>, 30 miles to the north, has 25 acute care beds and 8 skilled nursing beds, a 16-physician active medical staff, and a courtesy staff of 30 physicians. Calais Regional Hospital opened a new \$9 million modern facility in July 2006.

DOWNEAST COMMUNITY HOSPITAL, <http://www.dech.org> DECH, is located in Machias 45 miles to the west of Eastport. It is a 25-bed 24-hour acute care facility and has an active medical staff of 41 practitioners.

EASTERN MAINE MEDICAL CENTER, <http://www.emmc.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).

Downeast EMS is a professional Emergency Medical Services company with four bases located in Baileyville, Eastport, and Lubec, employing 13 full time and 28 part-time workers. They serve 15 municipalities including Lubec, Eastport, Baileyville, Princeton, Lambert Lake, Trescott, Whiting, Cooper, Charlotte, Meddybemps, Crawford, Wesley, Alexander, Perry and parts of the Unorganized Territory. Downeast EMS provides emergency medical care and hospital transfer care at the EMT, AEMT, and Paramedic levels, and offers outreach services at community events including ambulance tours, as well as blood pressure and blood glucose testing.

The full time manning and advanced level is necessary to meet the demands of the growing elderly population and the distance to hospitals. 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.

COMMUNITY INSTITUTIONS AND SOCIAL RESOURCES

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. Sometimes however, 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. Several action items are recommended in the Communication and Information Action Table to address this issue of outreach and access to support service information.

There are several community institutions in Eastport that provide opportunities for all ages to enjoy social participation, find respect and social inclusion, and engage in civic activities (see also Public Facilities chapter). While city officials are often involved, those described below are almost entirely non-profit, volunteer, fraternal, or religious. They are categorized below according to whether they are Economic, Cultural, Recreation and Health, or Community Support, recognizing that most cross into many areas of community support.

Economic

EASTPORT AREA CHAMBER OF COMMERCE. With a current membership of approximately 123 the Eastport Area Chamber of Commerce (<https://eastportchamber.net/>) serves the communities of Calais, Charlotte, Dennysville, Eastport, Edmunds, Grand Lakes Stream, Lubec, Pembroke, Perry, Pleasant Point, Princeton, Robbinston, Whiting and also Campobello, New Brunswick, Canada. Its mission is “to promote the well-being of our communities through healthy businesses and growing economies”.

The chamber provides communication links to the public and to its members. For the public this includes a phone number (207-853-4664) that is monitored year round, and e-mail address (info@eastportchamber.net) that is answered on the same day, a web site with links to businesses (<https://eastportchamber.net>), services and events, informational brochures, and a staffed office from mid June to mid September. For members the Chamber provides information from the Maine Office of Tourism, the Maine Chamber of Commerce and MaineBiz Magazine as well social and educational opportunities.



The chamber offers a health insurance program to members and a scholarship each year to a local student. The Eastport Chamber has a seat on the Board of the Downeast and Acadia Regional Tourism promotion organization and is the primary organizer for the Eastport Salmon and Seafood Festival held each year on the Labor Day week-end. In 2016 the Chamber was instrumental in partnering with others to be the host city for BikeMaine. The Chamber is also working with many partners to bring back ferry service to Deer Island from Eastport and from Eastport to Lubec. Annually, the Harry Mattin award is given to an outstanding individual or group that promotes the economy and future of the city of Eastport. In addition, a Business of the Year Award is given at the Annual Meeting of the Chamber in June.

The chamber seeks to improve the historic downtown area; and to encourage business to provide visitors with overnight accommodations, such as campgrounds, motels, and B&B operations.

FESTIVAL COMMITTEES. Eastport hosts several large annual festivals (4th of July, Salmon and Seafood, Pirate, Sardine Drop) and draws upon volunteer assistance from across the community. This includes organizing, parade floats and displays, fundraising, and enthusiasm. Various organizations spearhead different festival committees, some of which are noted in the descriptions in this section.

Arts & Cultural

EASTPORT ARTS CENTER. A non-profit organization, the Eastport Arts Center nurtures and supports 7 year-round constituent groups (Eastport Gallery, Eastport Strings, Northern Lights Film Society, Passamaquoddy Bay Symphony Orchestra, Quoddy Voices, Stage East, and The Concert Series) engaged in theater, music, film, art, and education. The Center's purpose is to encourage and promote the cultural life of the community to contribute to the city's economic well-being. The Eastport Arts Center is housed in a historic building a few blocks from the historic downtown core. It houses a 100-seat theater, a large kitchen, meeting and classroom space, and provides handicapped accessibility to both floors and for vehicle parking. The Gallery leases a building on Water Street.

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 a few staff and many community volunteers. An effort is made to involve young people wherever possible and to pull participants from different parts of the community.

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 Eastport Arts Center will continue to renovate and improve its historic building and further its mission of being an arts and community center.

PEAVEY MEMORIAL LIBRARY: Located at 26 Water Street, and anchoring one end of the Downtown Historic District, the Peavey Memorial Library was erected by Frank Peavey in memory of his father, Albert D. Peavey. It was designed by architects Rotch and Tilden of Boston in 1892, and was completed in 1894, with a children's wing added in memory of Vance and Margaret Healey in 2000. The library offers complete access for the disabled, improved by the installation of automatic door openers in 2015.

The Eastport Public Library Association, formed in 1891, consists of a policy board of directors, numbering anywhere from 8 to 20 members, with two ex-officio members--the chairpersons of the city council and the school board. The library is a 501(c)3 non-profit, which is privately funded. Funds to operate the library come primarily from endowed monies, fundraising, and donations, and are supplemented by small, variable allocations

from the city of Eastport and the town of Perry.

Basic services include free access to books, videos, music, reference assistance, and high-speed Internet (100 mbps), which are made available for community residents and tourists. Two of the five public access computers are dedicated for use by children and families, ensuring local youths have access to the Internet in a safe environment. Inter-library loans from other Maine and out-of-state libraries enable local residents to receive materials not available at Peavey. The library's paid membership in Maine InfoNet Download Library allows cardholders access to digital eBooks and audiobooks at no cost to them. A copier, scanner, fax machine, laminator, and a microfilm reader are available for public use. The library also organizes extensive seasonal and regular programming, offered free to the public, along with visitor information services and a public restroom.

Long-range plans include the transition to a fully automated catalog and circulation system, and on-going structural maintenance, with funding dependent upon grants.

TIDES INSTITUTE & MUSEUM OF ART. Operating from a cross border (U.S. / Canada) perspective, the Tides Institute & Museum of Art (TIMA) serves as a cultural catalyst and cultural anchor for the eastern coast of Maine. It does so by weaving together a range of interests (art, architecture, history) with a range of programs (exhibitions, artist residencies and talks, educational outreach, collections). New contemporary cultural works are fostered, created and exhibited through special projects and partnerships and through TIMA's StudioWorks Artist-In-Residence (SWAIR) program that attracts artists from throughout the U.S. and abroad. TIMA has built the most significant wide ranging cultural collections existing anywhere that reflect this cross border region with connections to the wider world. Through its cross border cultural initiatives (such as [Artsipelago \(www.artsipelago.net\)](http://www.artsipelago.net)) and memberships (such as with the Maine/New Brunswick Cultural Initiative and the Council for Canadian and American Relations), TIMA works to strengthen cultural ties within the international Passamaquoddy Bay region, between Maine and New Brunswick, and between New England and Atlantic Canada.

BORDER HISTORICAL SOCIETY. An organization of Eastport area residents committed to preserving local history and operating the Barracks Museum, Quoddy Dam Model Museum, Quoddy Craft Shop and the site at Fort Sullivan and Powder House. The purpose of this Society is to provide an organizational structure for the bringing together of those people and groups interested in the preservation of the unique history of the American and Canadian communities surrounding the Passamaquoddy and Cobscook Bays.

Recreation and Health

EASTPORT YOUTH ASSOCIATION. The Youth Center owns and maintains the corner of Staniels and County Roads. The Association provides an ice skating area though the weather has not cooperated well in recent years. There is also a basketball hoop outside the building that is available for community use. During recent road construction the Association received several yards of dirt; however they could use assistance with re-grading this donation as well as with bush hogging the site.

Funds are raised through weekly Bingo games and the facility is provided to community groups for meetings and parties (for a donation that successfully 'keeps the lights on'). Users have

included a Youth Bible group, the Knights of Pythias, and a local Weight Watchers group. The Association provides monetary donations for youth programs. Over the years they have supported summer programs and dances; purchased trophies for the 8th grade basketball tournament; helped the Shead High School girls basketball team to attend summer camp, sponsored the Eastport Cal Ripkin League (little league in town); and made individual donations for junior Olympics attendance. The Association donates to the Fourth of July Parade and sponsors the bicycle and doll carriage part of the parade.

EASTPORT SPROCKET SOCIETY. Located in the Shead High School Industrial Arts building the Eastport Sprocket Society is open to all Eastport School system students. As a youth-led bicycle repair and riding program, the Sprocket Society will repair, build and tune bicycles while teaching many lessons in mechanics, physics and community spirit.

EASTPORT HEALTHY MAINE STREETS PROGRAM: established with a Vision to improve the health and wellness of Eastport, the Eastport Healthy Maine Streets Program has worked on numerous wellness programs in the city. A short list of examples includes intergenerational activities, promotion of the local Farmers Market and their acceptance of EBT/SNAP benefits, preparation of Healthy Food demonstrations at Food Pantry pick up day, pedometer sales, promoting local foods, and issued an Eastport & Passamaquoddy Region Bike & Pedestrian map.

EAT LOCAL EASTPORT. A consumer and producer owned marketplace providing the greater Eastport community with local food. Operates a pre-order buying club and a retail store at The Commons on Water Street.

Community Support Services

LABOR OF LOVE GARRAPY FOOD PANTRY. Operating at 137 County Road, the Labor of Love Food Pantry (<http://eastportlaboroflove.org/>) provides staples (monthly) and perishables (weekly) as well as cooking instruction.

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, a new roof was installed in 2015 (by the city), and a new boiler was installed in 2012 (by the Senior Center itself through fundraising and donations).

The facility is operated by two staff members and volunteers. It contains a kitchen, a sitting area, game tables, a second floor storage area and off street parking. 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.
- Meals once a week, exercise classes twice a week, music, bingo, visits from elementary school students
- Free Thanksgiving and Christmas dinners
- Social events at the center and to attractions in the region (using the WHCA Bus)

The Eastern Area Agency on Aging provides a variety of advocacy, legal, coordination and development services.

There is a demand within the community for senior day care services.

KNIGHTS OF PYTHIAS. A fraternal organization with a lodge in Eastport, the Knights of Pythias adhere to the ideals of loyalty, honor and friendship. The order provides for "worthy Pythians in distress" and has given aid to victims of national or sectional disasters. It runs camps for underprivileged youth and homes for aged members. It has sponsored scholarship funds, blood drives, highway safety programs, and the [Cystic Fibrosis Research Foundation](#).² The Tides Institute describes the Knights of Pythias Building at 66 Water St., (<http://www.tidesinstitute.org/place/viewBuilding.php?id=493>) noting that Leverett and Oscar B. Whalen had a dry goods store at this corner. The Knights of Pythias met on the third floor. The K of P was rebuilt after its 1928 fire and opened with J.J. Newberry's 5 and 10 store as a tenant on the ground floor.

MASONIC LODGE. Known in Eastport as the Eastern #7, Eastport Lodge, the Freemason fraternal organization is a charitable, benevolent, educational, and religious "secret society". Similar to the Knights of Pythias the Eastport Masonic Lodge provides community support to youth and elders through fundraising, Bikes for Books programs, and scholarships.

CHURCHES. There are several churches in Eastport providing services in a variety of denominations. Locations and hours of service are provided on the Eastport City web site (http://www.eastport-me.gov/Public_Documents/EastportME_Webdocs/church), they include:

- Blakey Memorial United Methodist
- Central Congregational Church
- Christ Episcopal
- Cornerstone Baptist Church
- Eastport Full Gospel Assembly
- St. Joseph's Catholic
- Unitarian Church

COMMUNITY INFORMATION AND NETWORKING

There are a variety of avenues by which information is shared among residents and visitors in Eastport including a popular local newspaper, comprehensive web-sites, abundant social media presences, and an active citizenry. The *Age Friendly Action Plan for Communication and Information* (see Chapter M) has several recommendations for improvements many of which build on several solid foundations including:

THE QUODDY TIDES, a regional newspaper that is printed each 2nd and 4th Friday has a circulation of about 5000 and is available throughout the Passamaquoddy Bay region. Respondents to the Public Opinion Survey indicate it is overwhelmingly the most common source of information about local news, events, and services.

THE CITY OF EASTPORT WEB SITE (http://www.eastport-me.gov/Public_Documents/index) is a very comprehensive city compendium of information about government activities, the city airport, business opportunities, and much more. Meeting times and minutes are posted as well as local ordinances and information for residents and visitors.

² Schmidt, Alvin J. *Fraternal Organizations* Westport, CT; Greenwood Press

A TELECOMMUTER WEB SITE (<https://www.telecommute-maine.com/>) prepared by a volunteer, Lora Whalen, is another exceptional source of information about the city and the region. As described more fully in the Employment and Economy chapter it is designed to entice early retirees, telecommuting entrepreneurs, and young families to re-locate to Eastport.

The Eastport Chamber of Commerce, described above, is another significant source of information.

There are also numerous Facebook pages that connect and inform Eastporters including (to name most but likely not all):

- Eastport ME City With a View
- Old Pictures of Eastport Maine
- Eastport Rocks
- Fans of the Quoddy Tides
- Greater Eastport (Maine) Metro Area Ride Share
- Eastport Kitchen Gardens Alliance
- Eastport Maine News and Information
- Eastport – Free Swap Trade or Sell

The PEAVEY MEMORIAL LIBRARY, described above, also provides Internet and computer access as well as an informational bulletin board and brochure rack.

Several business provide free wifi and hotspots. For those who rely on paper and poster notices several businesses also provide community bulletin boards including the IGA grocery store, The First National Bank, City building, Porter Memorial Library, various store windows, the community room at the Port Authority, and the Chamber of Commerce office at the Port Authority to name most but, as with Facebook pages, likely not all.

RECREATION AND OUTDOOR SPACES

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.

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).

EASTPORT RECREATION FACILITIES

Guidelines for Recreation and Park Services for Municipalities with Populations between 1,000 and 1,500	Located In Eastport?	Condition	Description/Location/Capacity
<u>I. Administration</u>			
Eastport Recreation Committee (ERC) Eastport Youth Center	Yes		Described in text above; no hired staff
<u>II. Leadership</u>			
Summer Program:			
Swimming Instructors	No		
Summer Recreation Director	No		
<u>III. Program</u>			
Swimming Instruction	No		
Supervised Playground Program	No		1 week long Summer day camp operated by volunteers (Food-Corp)
Skiing Instruction Program	No		
Ice Skating	Yes		Skating area at Youth Center yard when weather allows.
Community-wide Special Events	Yes		4 th July celebration- various other festivals; during the summer: Friday night movies; Wednesday night concerts
Arts & Crafts Programs	Yes		Music, plays at Arts Center; programs all summer; Peavey Library programs; Artsipelago (Tides Institute)
<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 B D A	South St. tot lot, Sullivan St. tot lot, outdoor basket ball hoop at Youth Center, playground in front of Elementary School Planned: Deep Cove remediation area Planned: beside Little League Field
Community Recreation Area, 12-25 acres w/ball fields, tennis courts, swimming, ice skating, etc.	Yes	C	Tennis court and ball diamond at Timothy S. Suddy Playing Field; pickle ball court
Softball/Little League Diamond (0.75 per 1,000 pop.)	Yes	B	2 ball diamonds behind elementary school, and Little League diamond and on-going program
Basketball Court (0.50 per 1,000 pop.)	Yes	A	In both Elementary School and Shead High School
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.

Guidelines for Recreation and Park Services for Municipalities with Populations between 1,000 and 1,500	Located In Eastport?	Condition	Description/Location/Capacity
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		
Ice Skating (5,000 s.f. per 1,000 pop.)	Yes	C when usable	Outside Youth Center (weather dependent) On ponds in Perry
Playgrounds (0.50 per 1,000 pop.)	Yes	B	Tot-lot on Sullivan St.
Horseshoe Courts	No		
Shuffleboard Courts	No		
Picnic Areas w/tables & grills (2 tables per 1,000 pop.)	Yes	B	Partial in Drummond St. Park Area suitable for more development
Indoor Facilities			
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
V. Finance (funds for operation and maintenance - not capital)			
Eastport Recreation Committee	Yes		City appropriations; grants
Eastport Youth Association	Yes		Financed through grants and fund raisers
VI. Other city, state, non-profit and private recreation facilities or potential recreation sites			
City- Breakwater Fish Pier Seawall Walkway	Yes	A D A	Dock, ramp, boat launch, fishing
City - Overlook Park	Yes	A	Location for public use, scenic views of harbor
City – Dog Park	Yes	B	Care done by city and volunteers
City – Legacy Park	Yes	Under construction	Donations; gardens and seating
MCHT – trails; Matthews Island	Yes	A	Public access to trails and organized trips
MCHT – Undeveloped land on Treat Island	Yes	A	Private property registered in State open space program
Moose Island Marine/Morrison’s Landing	Yes	B	Travel lift used for large boat launching
Private – Marine Technology Center	Yes	C	Ramp and building facilities; educational facilities
State- Rt. 190 Welcome sign turnoff	Yes	A	Parking, scenic vistas
Shackford Head State Park	Yes	B	Parking, scenic vistas, hiking, Civil War Ship Memorial, chemical toilet facility
City- Drummond Rd. Park	Yes	B	Picnic tables, scenic views
Battery Field behind Elementary School	Yes	B	Ball fields, hiking area
foot of Clark St. and Custom St.	Yes	A	Picnic Bench and sign
City- Broad Cove Park, Broad Cove Rd., Perkins Rd., Snyder Rd. Bayside Cemetery Rd., Old Toll Bridge Rd., foot of Warren St.	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.

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 in Chapter D- Natural Resources. 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.

Trails – Bicycle and Pedestrian

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. 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.

The City of Eastport Downtown Bicycle and Pedestrian Assessment (<http://www.wccog.net/bikepedplanning.htm#Eastport>), prepared in 2013, provides information to residents and visitors about the opportunities for bicycle and pedestrian access around the city as well as assessments of the needs for improvements. It was prepared to support the Eastport Sprocket Society in their efforts to enhance the walking and bicycling experience of residents, especially school children, and visitors alike. Appendices include detailed inventories of sidewalk obstructions with recommendations to improve bicycle and pedestrian safety, handicapped accessibility, and pedestrian access.

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.

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.

HISTORICAL AND ARCHEOLOGICAL RESOURCES

Washington County links New England with the Canadian Maritimes; it is halfway between Bangor and St. John, half way between Boston and Halifax. Washington County lies midway between the equator and the North Pole- the 45th parallel is located by a stone marker at the State rest area on Route 1 in Perry. Washington County has 931 miles of unspoiled Atlantic coastline, and features Old Sow, the western hemisphere's largest tidal whirlpool located off Eastport.

Campobello Island, New Brunswick, located across the bay from Eastport, was the summer home of President Franklin Delano Roosevelt. Campobello has a unique 2600-acre 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 remained a path marked by spotted trees. A man on foot carried mail once every two weeks. 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. The British 102nd Regiment of Foot, the former New South Wales Corps, occupied Eastport on July 11, 1814. 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.

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 24th, 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 11th, 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 30th 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 lengthened to 4,000 feet.

1998: Estes Head marine terminal constructed.

2000: Arts Center located in renovated Baptist Church

2004: New Coast Guard station constructed

2001-2010: Significant downtown revitalization and façade improvements

2012: First grid-connected tidal power facility

2015: New Port Office and Chamber of Commerce/Visitor Center constructed

2015-2017: New Breakwater constructed; significant improvements at Estes Head Terminal

Prehistoric Archeological Sites

There are two known prehistoric archaeological site located within Eastport, according to the Maine Historic Preservation Commission (MHPC). The sites (80.1 and 80.63) are known from archaeological survey work, but they are heavily eroded. One professional survey was conducted on Shackford Head through the Land for Maine’s Future program, and results were negative. No archaeological planning map with these data is currently available.

Historic Archeological Sites

There are 36 historic archeological sites located within Eastport, according to the Maine Historic Preservation Commission (MHPC). These are summarized below:

Site Name	Site Number	Site Type	Periods of Significance
Pesminquady (sic) Mission	ME 139-001	mission	c.1715 - ?
Fort Sullivan	ME 139-002	military, fort	c.1808 - 1814, c.1865 - 1867
Fort St. Johns	ME 139-003	military, fort	c.1690
Mud Battery	ME 139-004	military, battery	Civil War, garrisoned c.1863-1867
Prince Regent Redoubt	ME 139-005	military, redoubt	1814-?
Dorothy	ME 139-006	wreck, schooner	pre-WWII
Henrietta Whitney	ME 139-007	wreck, schooner	August 6, 1924
Queen	ME 139-008	wreck, side-wheeler	July 21, 1872
A.P. Parkhurst	ME 139-009	wreck, schooner	Nov-20
Mary H. Diebold	ME 139-010	wreck, schooner	1920, 1936
Alexandria	ME 139-011	wreck, brig	1833
Little Inez	ME 139-012	wreck, gas screw	1874-1909
unnamed vessel	ME 139-013	wreck, unidentified	unknown
U.S.S. Franklin	ME 139-014	wreck, steam screw, frigate	1864-1916
U.S.S. Minnesota	ME 139-015	wreck, steam screw, frigate	1855-1901
U.S.S. Richmond	ME 139-016	wreck, steam screw, frigate	1860-1920
U.S.S. Vermont	ME 139-017	wreck, Ship of the Line	1825-1902
U.S.S. Wabash	ME 139-018	wreck, steam screw, frigate	1855-1913
Ariomede	ME 139-019	wreck, brigantine	Totally lost near Eastport, Maine, USA on July 29, 1866.
Belle	ME 139-020	wreck, schooner	Wrecked at Eastport, in 1882
Douglas	ME 139-021	wreck, brigantine	Registry cancelled on July 30, 1867.
Grace	ME 139-022	wreck, schooner	Registry closed March 3, 1881.
Loyalist	ME 139-023	wreck, brigantine	Lost near Eastport in 1868.
Memramcook	ME 139-024	wreck, schooner	Lost near Eastport in 1864.

Site Name	Site Number	Site Type	Periods of Significance
Newport	ME 139-025	wreck, schooner	Totally wrecked near Eastport on November 13, 1882.
Pilot	ME 139-026	wreck, sloop	Broken up at Eastport, Maine, USA in 1892.
Polly	ME 139-027	wreck, schooner	Wrecked at Eastport on January 9, 1886.
unidentified vessel	ME 139-028	wreck, schooner	certainly sank in the 20th c., but construction date unknown.
Kingsway	ME 139-029	wreck, schooner	Built 1918, burned January 22, 1929
Rattler	ME 139-030	wreck, schooner	Built 1859, wrecked 1885-6
unidentified wreck	ME 139-031	wreck, unidentified	No date information available.
unidentified wreck	ME 139-032	wreck, unidentified	No date information available.
unidentified wreck	ME 139-033	wreck, unidentified	No date information available.
Bagaduce	ME 139-034	wreck, coaster	Unknown
Eben Herbert	ME 139-035	wreck, schooner	November 11, 1869
Reindeer	ME 139-036	wreck, schooner	29-Nov-06

Source: Maine Historic Preservation Commission, 2016

No professional surveys for historic archaeological sites have been conducted to date in Eastport. Future archaeological surveys should focus on the identification of potentially significant resources associated with the town's maritime, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 18th and 19th centuries.

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). The following properties are currently listed in the National Register of Historic Places:

- Fort Sullivan
- Central Congregational Church, Middle Street
- Todd House, 11 Capen Avenue
- Eastport Historic District (See Map)
- Boynton Street Historic District (See Map)
- (Former) Boynton High School, 78 High Street

Based on preliminary survey data, the following properties may also be eligible for listing in the Register:

- American Can Building, 15 Sea Street

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.

Structure	Map #	Location
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.

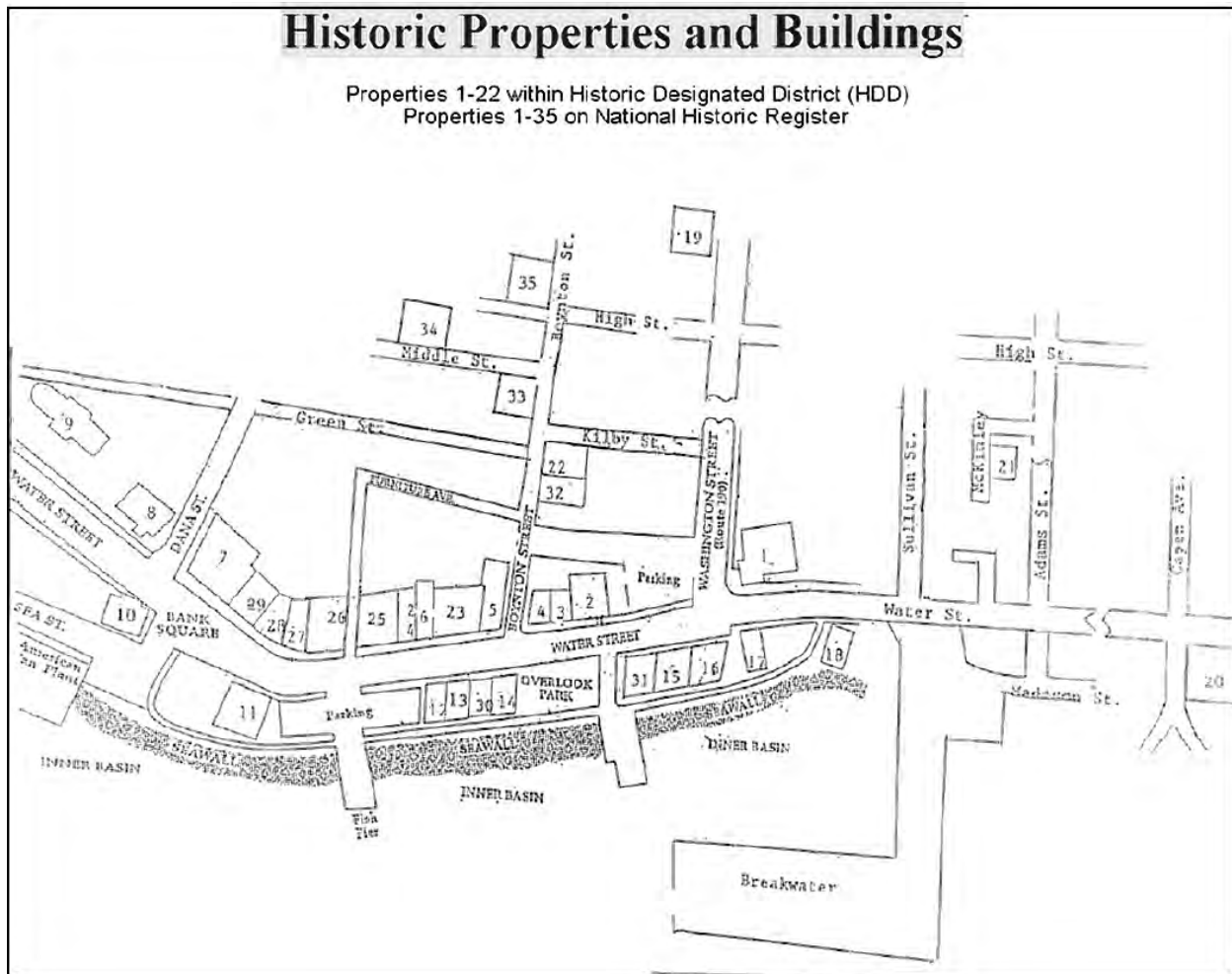


Figure B-1 Historic Properties and Buildings

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 20th 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.

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 21st, 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 1st, 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 30th.

RAYE'S MUSTARD MILL

Founded in 1903 by John Wesley Raye, this classic 19th century mill, replete with wooden barrels, aging tank and a cooper's shop, remains in operation- virtually unchanged. 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.

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.

SUMMARY

For a little city Eastport has a tremendous variety and depth to the social and community organizations that support its citizens. Most health services are available to allow elders to remain in their homes though some services must be obtained at regional facilities in Calais, Machias, Ellsworth or Bangor. There are non-profit and volunteer organizations supporting the local economy, a rich artistic and cultural tradition, healthy activities and foods, and many support services. Associated with, and in addition to, these organizations there are several opportunities for people to find community information.

Recreation opportunities are numerous and supported by non-profit organizations like the Youth Association and Sprocket Society. Recent work has identified very specific recommendations for improvements to enhance bicycle and pedestrian safety. Public access to the water that surrounds the island community is extensive and described in the chapters on Natural Resources and Employment & Economy.

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.

C. POPULATION

A fundamental element for Eastport's Comprehensive Plan and, rather obviously, for an Age Friendly Community Action Plan is the city's population and how that population is changing over time. The ultimate goal of a Comprehensive Plan is to provide for a proper relationship between the city's population and its environment. Accordingly, much of the plan is dependent upon, or strongly influenced by, the size and composition of the city's future population.

Summary of Key Findings

- Population is declining in Eastport but at a slower pace (-4.43%) between 2010-2014 than occurred between 1990 and 2000 (-16.5%) and between 2000 and 2010 (-18.8%)
- Continued population decline is forecast by the Maine Office of Policy and Management
- Seasonal population is rising as seen by an increase to 247 seasonally vacant housing units in 2010, up from 75 in 2000
- The population is aging. Median age has increased by 11.3 years to 56.1 in the last 15 years; the proportion of the population below 35 is much lower and the proportion above 55 is significantly higher when compared to those population proportions in Washington County and statewide (see chart on page 3)
- Household size continues to decrease as families shrink and childless retirees move into Eastport
- School enrollment is declining particularly at the secondary level; however those that remain are both graduating high school and continuing with post secondary education in higher numbers

POPULATION STATISTICS

Population and Growth Rates

The following table shows the year-round population and growth rate by decade in Eastport, Lubec, Calais, Washington County and Maine since 1900. The overall trend for Eastport since 1900 (population ~5000) is a significant and continuous decline. Population in the service centers of Eastport, Lubec, and Calais steadily declined since 1990 and at a higher rate than in the county as a whole.

Table C-1 Population and Growth Rates

Year	Eastport		Lubec		Calais		Washington County		Maine	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change
2014	1272	-4.43	1304	-4.04	3004	-3.8%	31,808	-3.18%	1,330,089	0.13
2010	1331	-18.8%	1359	-17.7%	3123	-9.3%	32,856	-3.2%	1,328,361	4.2%
2000	1640	-16.5%	1652	-10.8%	3447	-6.66%	33,941	-3.87%	1,274,923	3.83%
1990	1965	-0.86%	1853	-	3693	-	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, Maine Office of Policy and Management, American Community Survey 5 year Estimates

Population Forecasts

According to the Maine Office of Policy and Management projections the population of Eastport is predicted to continue the decline that occurred since the 1990's, to 1137 individuals by 2022, and to 965 by 2032, with a projected decline of 27.38% from 2015 to 2032.

This is a grim projection based on a long period of decline. Factors that could change the trajectory of this decline are somewhat more optimistic. First this decline is based on data from 20-30 years. However recent declines are not as severe and could indicate potential reversal in overall population decline. Second, there are new economic sectors emerging since the periods of greatest decline. Sectors showing signs of improvement include aquaculture, tourism, alternative energy production, growth at the port of Eastport, telecommuters and a larger seasonal population. These influences could lead to more both more overall economic activity and a shift from seasonal to year round residency. These trends and activities are explored further in the chapter on Economy and Employment.

Housing rehabilitation in Eastport as well as purchase of multiple properties for rental can inhibit ability of lower income people to purchase a home in Eastport (fewer families too) .

Table C-3 Population Projections

Year	Eastport		Washington County		Maine	
	Number	% Change	Number	% Change	Number	% Change
2032	965	-15.12%	30,002	-4.6%	1,300,166	0.01%
2022	1,137	-14.44%	31,480	-4.92%	1,324,705	1.9%

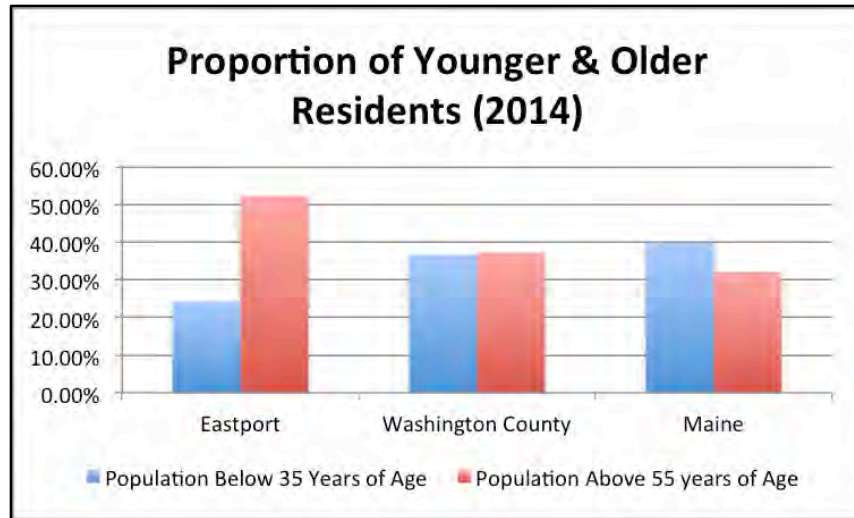
Source: Maine Office of Policy and Management, 2016

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 247 seasonally vacant housing units reported in the 2010 Census (up from just 75 in 2000), and estimating average household size for non-residents at 2.7, approximately 667 additional persons may stay in Eastport seasonally. Unfortunately, the American Community Survey does not track seasonally vacant housing so we cannot track this figure past the 2010 decennial census. 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 any future increases in population. More information on household composition and on the housing stock is presented in the housing section of this plan.

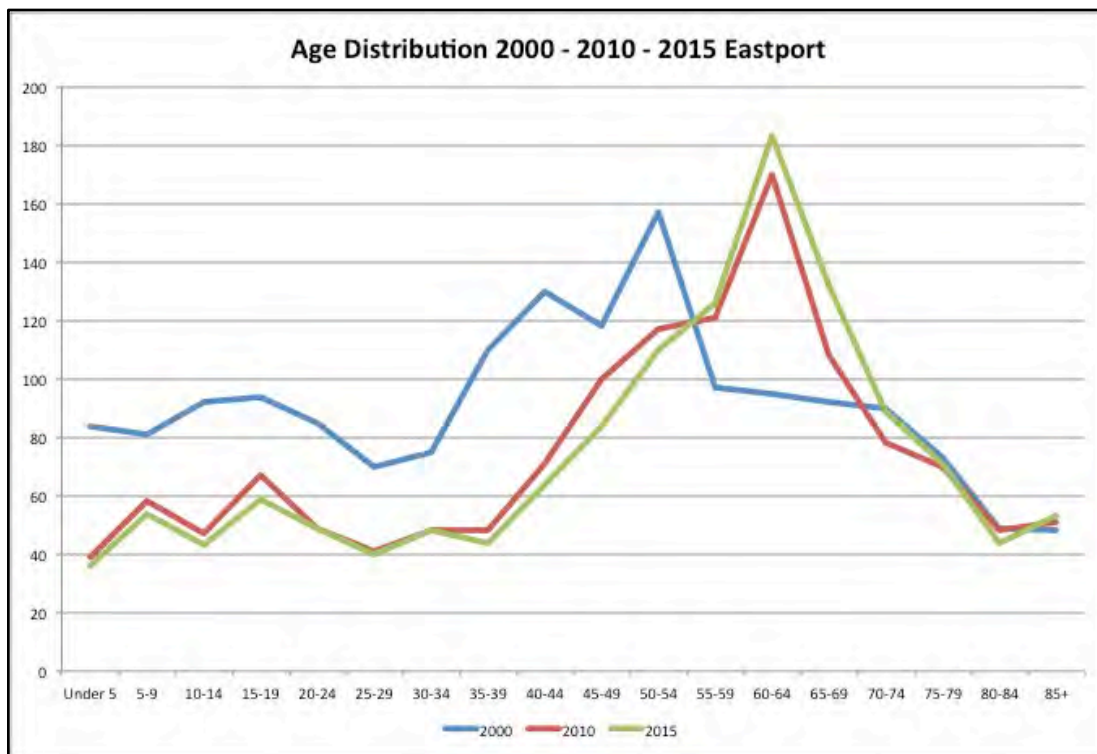
Age Distribution

Over the past 15 years the median age in Eastport has increased by 11.3 years. Data from the American Community Survey in 2014 show that Eastport has a significantly lower percentage of young residents and a higher percentage of older residents than does Washington County or the state.



Source: American Community Survey 2010-2014 5-Year Estimates

The following chart compares population by age groups for the City of Eastport between 2000 and 2015. The declines in overall population and in the proportion of younger residents between 2000 and 2010 appear to have stabilized between 2010 and 2015; however the increase in retirees and those older that 60 continues to increase.



Source: US Decennial Census; American Community Survey Forecast (provided by Esri)

Household size in Eastport has decreased as empty nesters and retirees occupy more of the city’s housing stock. Outpacing the trends of nearby service center communities, the county and the

state, the average household size in Eastport went down about 24% since 1990, indicating the presence of more households with fewer or no children.

Table C-8 Household Size and Growth Rate: 1990-2014

		1990	2000	2010	2014
Calais	Household Size	2.44	2.24	2.12	1.94
	% growth	-	-8.20%	-5.37%	-8.4%
Eastport	Household Size	2.42	2.14	1.93	1.84
	% growth	-	-11.57%	-9.81%	-4.66%
Lubec	Household Size	2.29	2.14	1.94	2.09
	% growth	-	-6.55%	-9.34	7.73
Washington County	Household Size	2.55	2.34	2.24	2.20
	% growth	-	-8.2%	-4.27	-1.78
State	Household Size	2.56	2.39	2.32	2.34
	% growth	-	-6.6%	-2.92	0.86

Source: US Census; American Community Survey 5-year Estimates

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.

The numbers of households in Eastport, Calais and Lubec have declined since 1990. In Eastport, the number of households has declined by nearly 16% between 1990 and 2010, but rose between 2010 and 2015. Contrary to what occurred in Eastport, Washington County saw an increase in the number of households despite a decline in population, which indicates the presence of more single person, single parent, and retiree households countywide.

Table C-9 Number of Households

		1990	2000	2010	2015
Calais	Number	1,536	1,486	1,403	-
	% growth	-	-3.26%	-5.58%	-
Eastport	Number	797	750	670	681
	% growth	-	-5.9%	-10.66%	1.64%
Lubec	Number	788	755	682	-
	% growth	-	-4.19%	-9.66%	-
Washington County	Number	13,418	14,118	14,302	-
	% growth	-	5.22%	1.3%	-
State	Number	465,312	518,200	557,219	-
	% growth	-	11.37%	7.52%	-

Source: US Census

School Enrollment

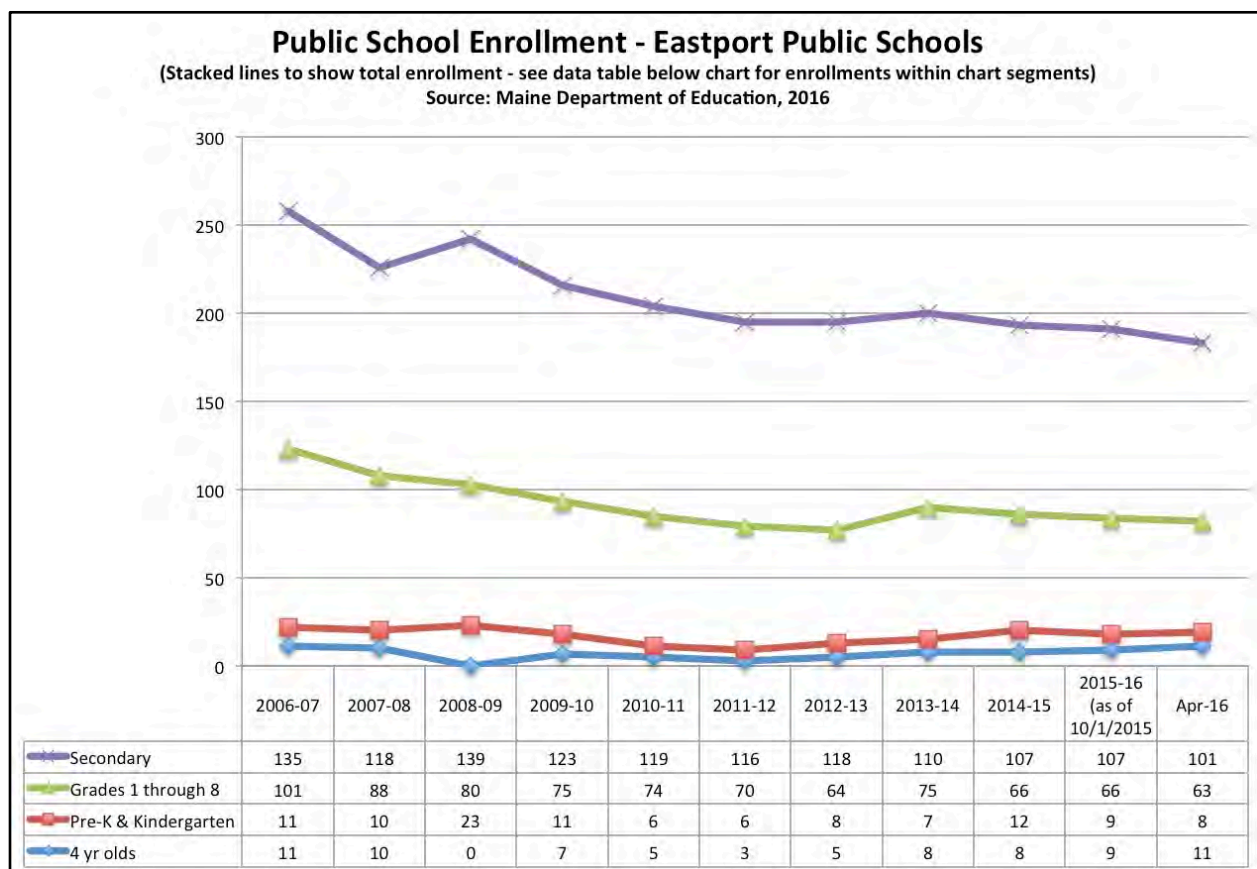
Another reflection of Eastport’s aging population is the declining proportion in school enrollment in Eastport when compared to both the county and the state.

Table C-10 Education

School Enrollment (aged 3 and up)	1990	1990 % Pop	2000	2000 % Pop	2010	2010 % Pop
Eastport	439	22%	285	17%	182	13.7%
Washington County	8682	24.6%	8,044	23.7%	6,511	19.8%
State	304,868	24.8%	321,041	25.2%	303,115	22.8%

Source: US Census

The chart below shows the decline in overall public school enrollment in the last decade particularly at the secondary level. The figures are for all attending Eastport Public Schools including those not residing in Eastport. However the number of very young students (4 years olds, Pre-K and Kindergarten) is staying fairly steady over the last decade.



There are no state statistics predicting future enrollment figures for the city. The State does not maintain municipal-level data on students who are home-schooled.

While enrollment may be declining the percentage of the population with a High School diploma is rising. It is not possible to tell if this indicates that those students who remain in Eastport are graduating at a higher rate or simply if the entire population has a higher graduation rate.

Table C-14 Eastport Educational Attainment

	1990	2000	2010	2014
2014 High School Graduate or higher	757	720	605	718
% of Population	67.88%	78.02%	88.2%	92.3%
Bachelor's degree or higher	156	224	345	343
% of Population	11.6%	18.51%	32%	29.8%

Source: US Census, American Community Survey 5-year Estimates

SUMMARY

The population of Eastport has decreased significantly over the long term, with a slightly lower rate of decline in the past 5 years. The population is also aging. There are fewer school age children and the city has seen a decrease in the average household size. Numbers of retiree and perhaps single parent households are increasing. A seasonal influx of approximately 667 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 2004 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.

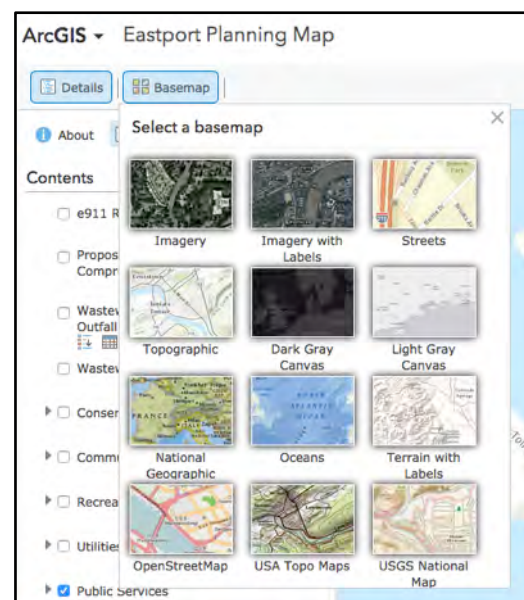
Summary of Key Findings

- Eastport is a cluster of marine islands with extraordinary scenic beauty
- Farmland and forestry are limited though soils will support agriculture; the island is 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
- Public water is provided to most residents by the Passamaquoddy Water District from a source below Boyden lake in the town of Perry
- A variety of fisheries provide close to \$5,000,000 of landings annually
- Avian wildlife – Bald Eagles and many sea birds – is abundant and the island is part of the Cobscook Bay Statewide Focus Area of Ecological Significance

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 create large fluctuations in water



level and ideal 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). General contour elevations can be viewed by opening the Eastport Planners Map linked here (<http://gro-wa.org/planners-maps.htm>) and choosing the USA Topo Map for a base map. This output is illustrated below. Please see GIS Mapping chapter for instructions on using this tool. Note also that changing the base map to a “Topographic” base map provides a cleaner view of the city with slope shading that can make the steeper areas easier to see.

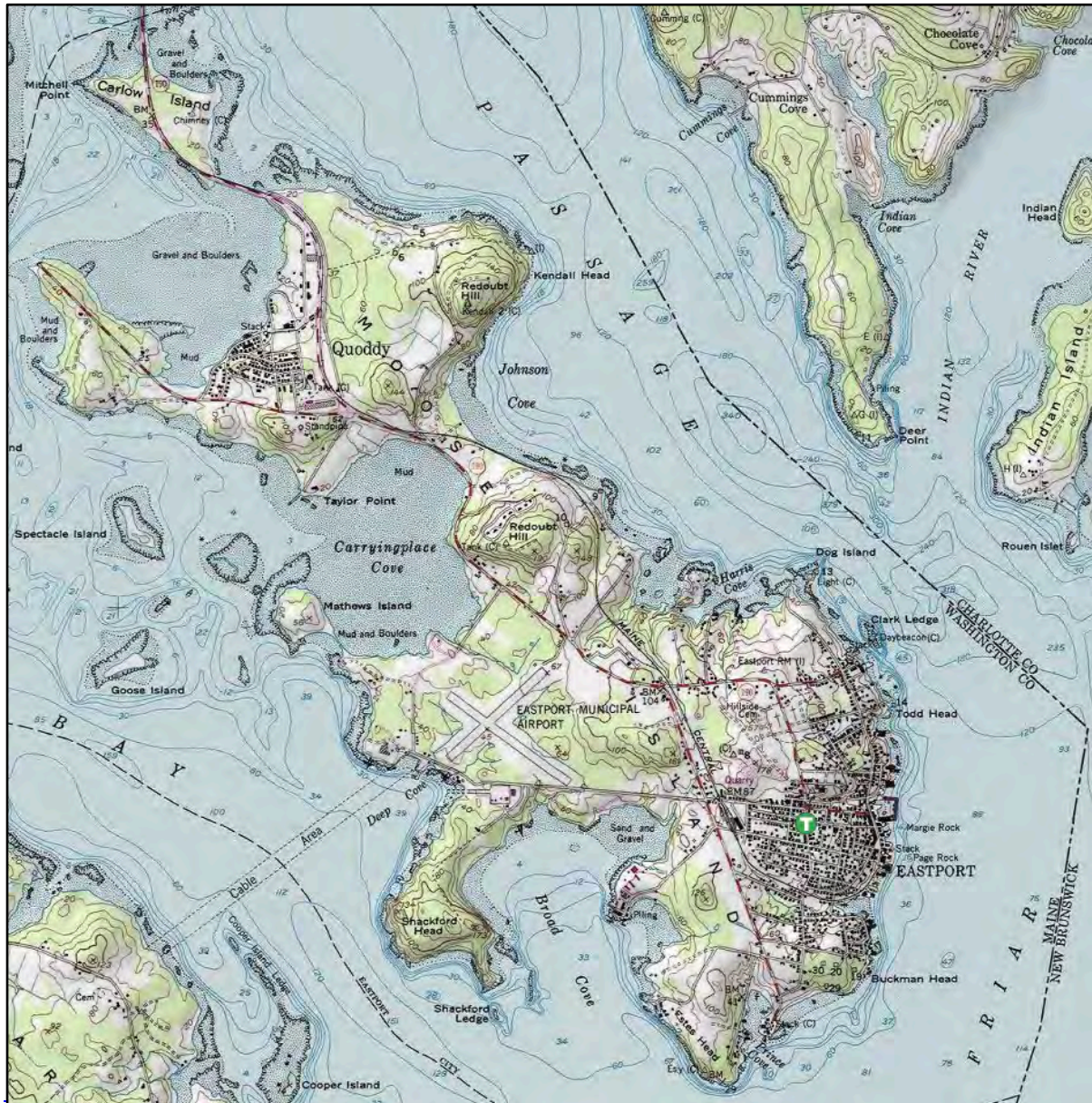


Table D-1 Islands within the City of Eastport

Name	Acres	Ownership (Public/Private)	# of owners	Notes
Moose Island	2300	Private/ public	Multiple	
Carlow Island	69.4	Private/ public-state	2	State 4.4.acres

Name	Acres	Ownership (Public/Private)	# of owners	Notes
Burial Island	0.2	Public (municipal)	1	
Dog Island	1	Public (US Dept of Homeland Security)	1	
Dyer Island	0.5	Private	1	
Goose Island	3	Public (IF&W, State of Maine)	1	
Half-Moon Island	0.75	Private	1	
Matthews Island	14	Private (MCHT)	1	Conservation Easement
Monument Island	0.5	Private	1	
Spectacle Island	4	Public (USFW)	1	
Treat's Island	72	Private (MCHT)	2	Conservation Easement

Geology

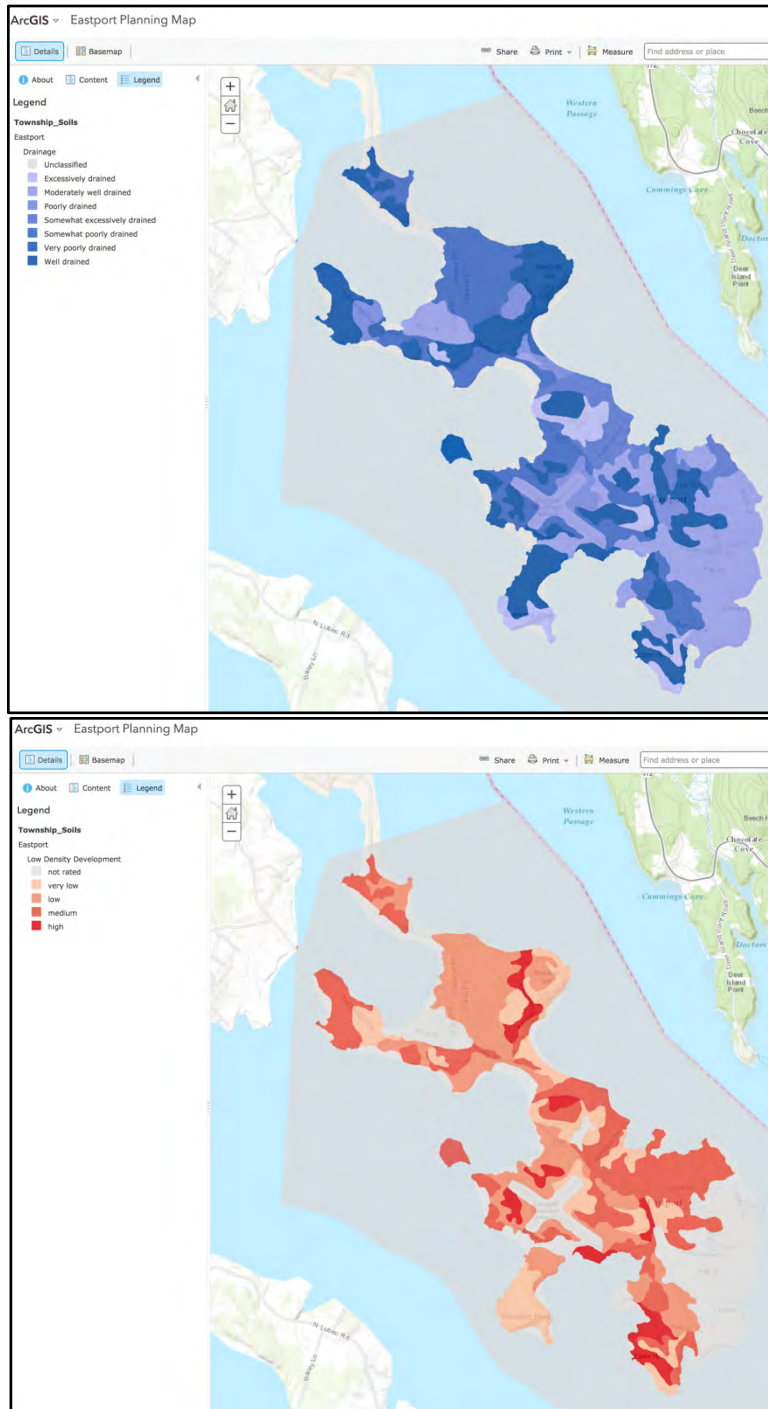
The geology of Eastport derives in large part from relatively recent (10,000 to 15,000 years ago) glacial activity. There are thus many deep deposits of glacial materials at the lower elevations. Most of the soils were deposited by the glaciers in small pockets so that a soils map of the island looks 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.

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. While there are paper copies of these maps they are far more easily viewed using the online Planners maps referenced above and located here (<http://gro-wa.org/planners-maps.htm>).

Screen captures of the soils in Eastport are included below interpreted for Low Density Development, Farmland Classification (more detail described for this below in the section on Farmland) and for Drainage. See also GIS Mapping Chapter for information and instruction on how to view the attribute tables that provide detailed information on soils names, areas, and classifications.



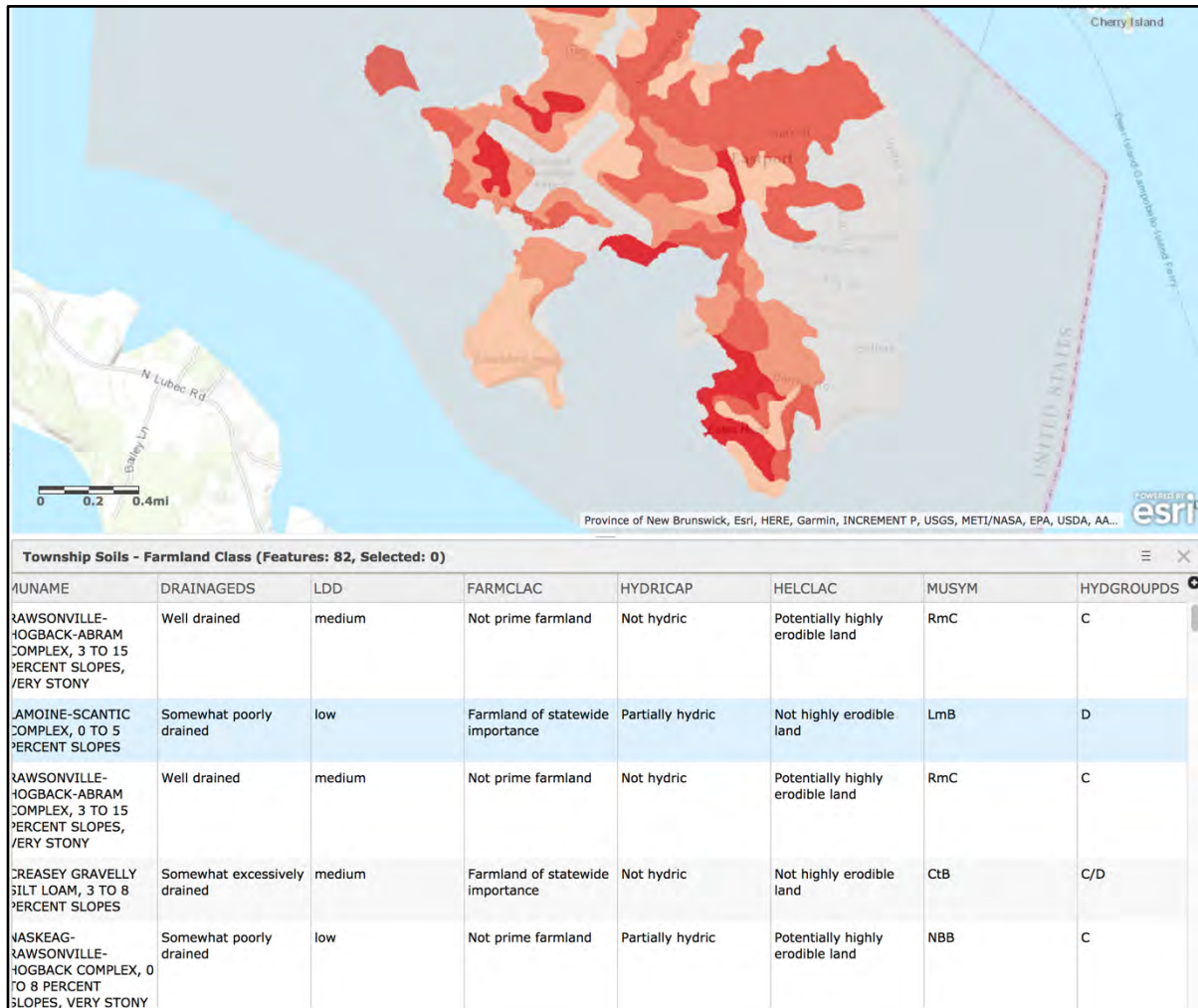
Very few areas of Eastport or indeed of Maine in general, have large tracts of land that are ideal for residential development. The Natural Resources Conservation Service of the USDA has produced a handbook of Soil Survey Data for Growth Management in Washington County. This publication³ includes many 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 – references the potential of each soil 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, a soil with a Very High rating has very good potential for development.

³ USDA-NRSC Orono, ME–Soil Survey Data for Growth Management in Washington County, ME, 1997

The GIS Mapping Chapter describes the steps one can take to view the attribute tables associated with any of the layers of information in the online GIS maps. A screen capture of the attribute table describing the Soil Potential Rating Classes for Low Density Development is provided below for illustration. Using this tool, it is possible to select, for instance, the Eastport parcel layer and the Township Soils layer and therefore to zoom to a view of a parcel-specific soil suitability evaluation.



These maps and attribute data 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.

FARM AND FORESTLAND

In the early 1900s 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 Maine Forest Service rates the temperature zone of the island as 6B. 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.

The Municipal Planning Assistance Program provided Eastport with a map of areas with soils deemed by the USDA as prime farmland and farmland of statewide importance. This map is reproduced on the following page. Note that the definitions of such soils are as follows:

Prime farmland

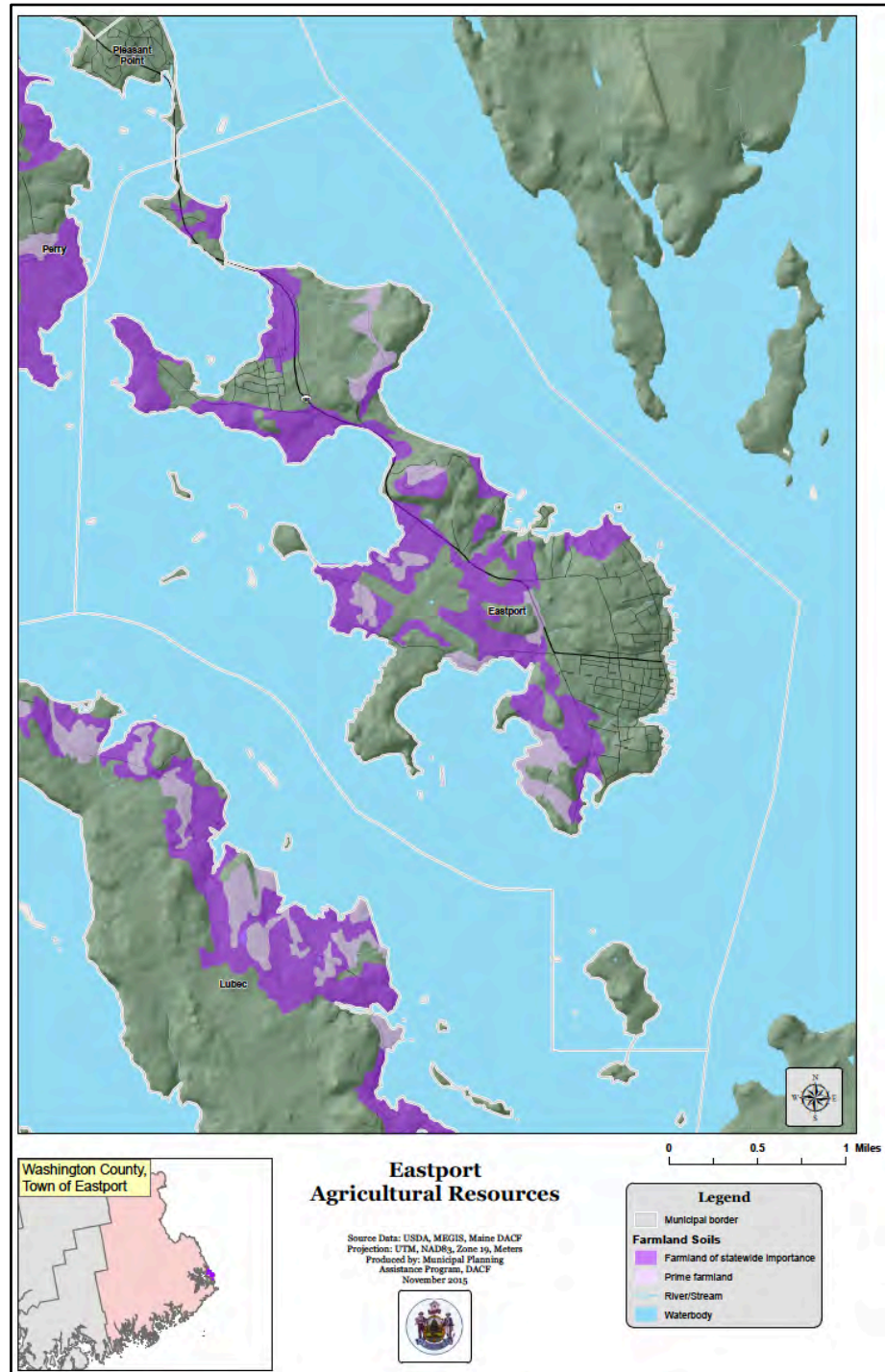
As defined by the U.S. Department of Agriculture, prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil qualities, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. In general, prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, an acceptable salt and sodium content, and few or no rocks. It is permeable to water and air. It is not excessively erodible or saturated

with water for long periods, and it either is not frequently flooded during the growing season or is protected from flooding. Slope ranges mainly from 0 to 6 percent.⁴

Farmland of statewide importance, as defined by the U.S. Department of Agriculture is land that has the capacity to produce food, feed, forage, fiber, and oilseed crops in much the same way as prime farmland if land management and land improvements are implemented such as drainage, grading, or rock and boulder removal.

Woodland Productivity

When the island was first settled, extensive stands of beech, maple, and birch were found. These native stands were rapidly depleted and have been cut three or four times over. Today no substantial growth of hardwood exists on the island. In 2015 there were 10 parcels of property containing 221 acres are enrolled in the Tree Growth Tax Program



(http://maine.gov/revenue/propertytax/statistical_summary/2015/2015index.html) and some

⁴ Soil Survey of Washington County Area, Maine, 2003. USDA-NRCS Page 361. https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/maine/washingtonME2008/Washington_southern.pdf

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.

Summary of Timber Harvest Information for the city of Eastport:

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1991-2000	160	0	0	160	17	10
2001-2009	78	0	0	78	0	9
2010-2014	28	0	0	28	15	8
Total	266	0	0	266	32	27
Average	89	0	0	89	11	9

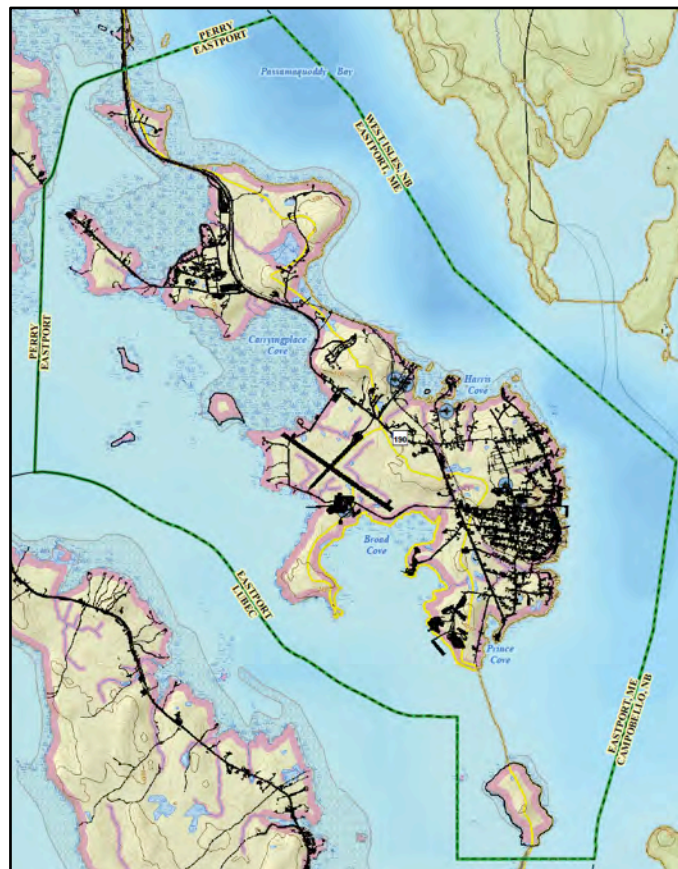
Data compiled from Confidential Year End Landowner Reports to Maine Forest Service, 2015
Department of Agriculture, Conservation and Forestry - Maine Forest Service, 2015

An inventory of street and shade trees 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, tourism, and 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.

The image at right provides a screen capture of the Water Resources & Riparian Habitat Map from the Beginning With Habitat map series provided in



poster format and delivered to the Eastport Planning Board in mid 2016. Note that a review of this information at a scale that allows full visibility is available to the Planning Board (on the large format maps) and the inventory and analysis of Eastport's water and habitat resources that continues throughout this chapter is based on maps that can be expanded to provide full visibility. In addition, as specific resources are analyzed more detailed zoomed-in images are provided in the text.

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 or 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.

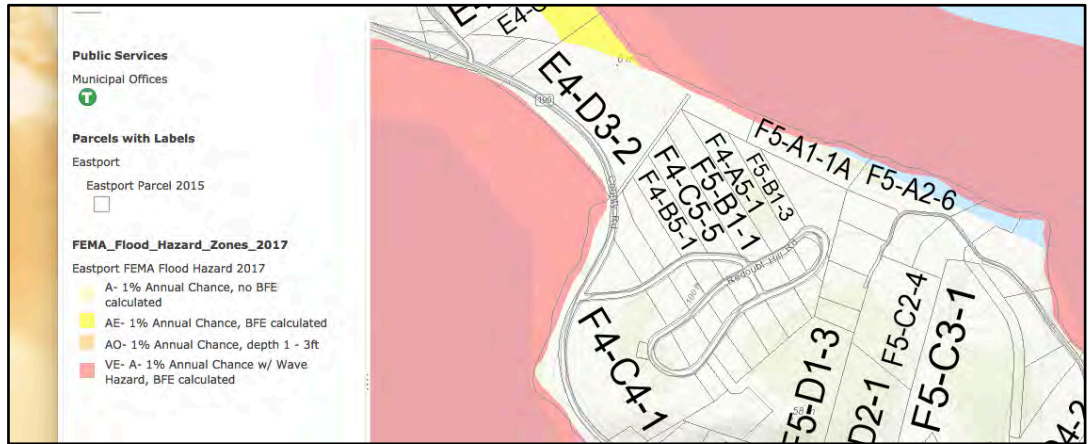
Shorelands and Floodplains

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 Eastport Zoning Ordinance, includes the state-mandated shoreland zoning provisions, amended June 10, 2015, is available on the city's web site (http://www.eastport-me.gov/Public_Documents/EastportME_WebDocs/Eastport%20Zoning%20Ordinance.pdf)

The Eastport Planning Board is currently working on separating the Shoreland Zoning Ordinance from the Zoning Ordinance. As a stand alone document the city hopes to facilitate future updates of their Shoreland Zoning Ordinance with the statewide mandatory standards and guidance documents.

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 and 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, water quantity, and rate of runoff on floodplains, possibly creating flooding impacts downstream.

Eastport participates in the Federal Flood Insurance Program (FFIP). The participation provides owners of flood prone property in the affected areas the



Segment of Eastport Planners Map depicting FEMA Flood Zones; note BFE = Base Flood Elevation.

option of obtaining federally backed flood insurance when mortgaging through a federally insured or regulated lender. Federal Emergency Management Agency (FEMA) issued new preliminary Federal Insurance Rate Maps (FIRMs) in 2016 that identify the 100-year floodplains within Eastport. 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. The final Flood Insurance Study and Flood Insurance Rate Maps (FIRMs) took effect in July of 2017. Paper copies of the new FIRM maps are available for viewing in the city offices and can be viewed online by opening the Eastport Planners Map linked here (<http://gro-wa.org/planners-maps.htm>). A screen capture of a portion of the online maps is shown here. Note that in some cases the GIS layers (parcels, Floodplains, shoreline) do not align. Thus in the screen capture above it appears that there is water upland of the VE zone on a few parcels. Obviously this is an artifact of the mapping tools and NOT a true depiction of water above a velocity zone on dry land. Eastport updated its Floodplain Management Ordinance to include construction standards to minimize flood damage within the 100-year floodplain on June 6, 2017.

Wetlands

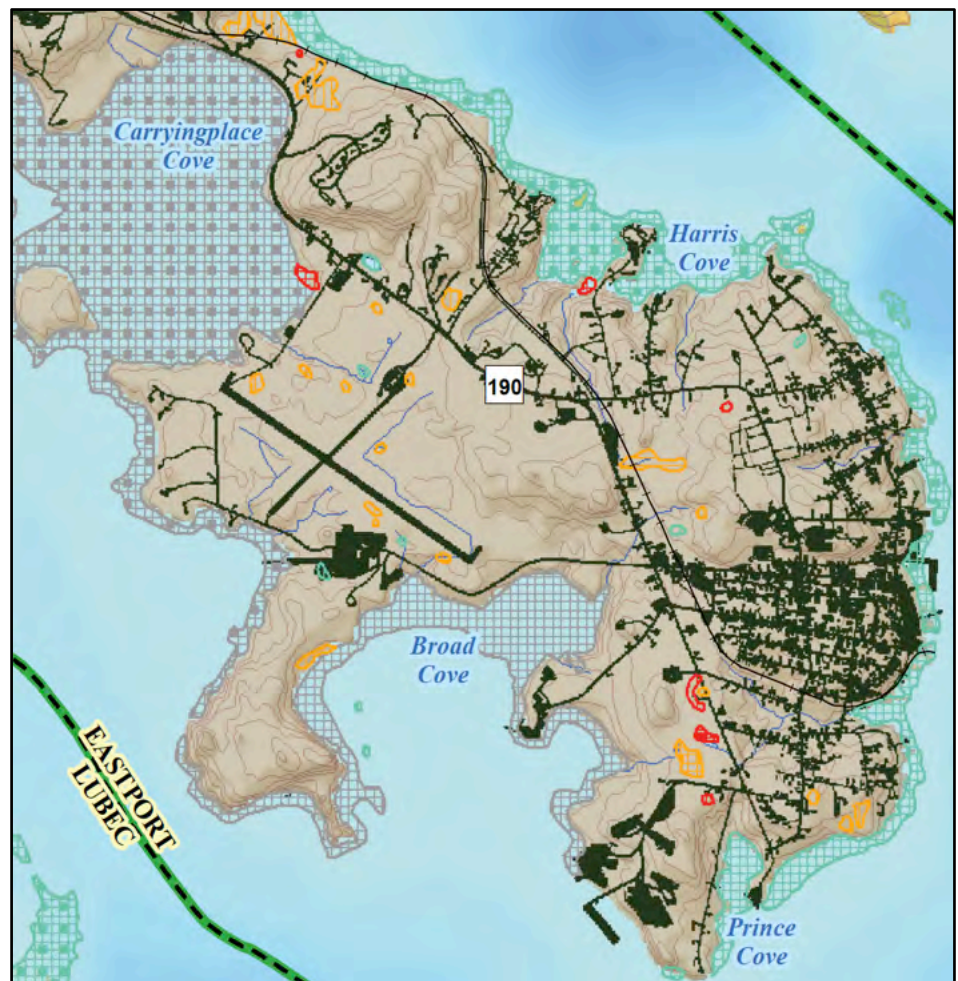
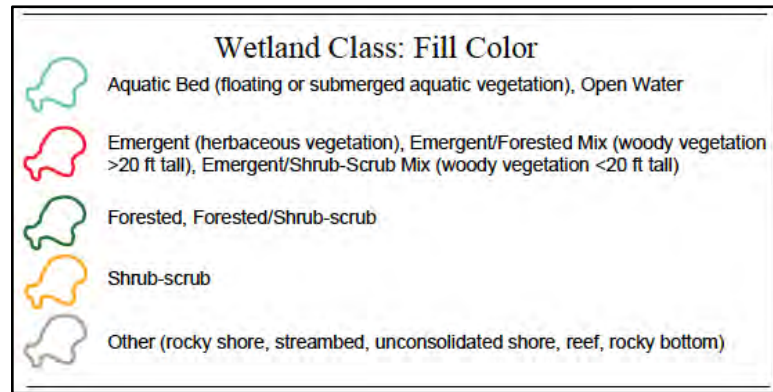
The term "wetlands" is defined under both state and federal laws as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support prevalence of vegetation typically adapted for life in saturated soils." Wetlands include freshwater swamps, bogs,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



Wetlands are important to the public health, safety and welfare because they act as a filter for pollutants, 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.

Supplementary Map 7 – Wetlands Characterization, provided to the city in 2016 by the Beginning With Habitat program depicts wetlands as shown on the National Wetlands Inventory maps. These wetlands were identified by aerial photo interpretation and confirmed by soil mapping and other wetland inventories. The vast majority of Eastport’s wetlands are adjacent to or within the inter-tidal zone that surrounds the island city. Field verification of wetland location and boundaries should be undertaken prior to development. Screen captures of section of Map 7 – Wetland Characterization, are provided here along with a portion of the legend describing them.

Eastport 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 that was not filled for development or modified by construction of the railroad right-of-way in the late 1890s. Other significant coastal wetlands are narrow bands of vegetation around the edges of Carrying Place, Johnson, Half Moon, and Harris Coves.



The majority of the freshwater wetlands that 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. Three of the wells located in Eastport (those in bold type print) included in the table on the following page are currently active. The location of public drinking water supply wells is provided in the online Planners Map for Eastport – choose “Drinking Water from the Contents list). In addition the Maine Center for Disease Control and Prevention provides a Google maps-based viewer that depicts these wells along with their sourcewater protection areas – see screen capture on following page.

Table D-3 Public Water Supplies

Water System Name	Public Water Supply Type⁵	Source Name	Source Type	Location
MARINE TRADES CENTER ²	Non-Transient	DR WELL 350' (RED)	Groundwater	EASTPORT
MARINE TRADES CENTER ²	Non-Transient	DR WELL 350' (BLUE)	Groundwater	EASTPORT
SEAVIEW CAMPGROUND	Transient	DR WELL - 200' – (WELL#1)	Groundwater	EASTPORT
HARRIS PT.SHORE MOTEL & COTTAGES	Transient	DR WELL	Groundwater	EASTPORT

⁵ 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.

² NOTE: both wells at Marine Trades Center are abandoned and contaminated.

Water System Name	Public Water Supply Type ⁵	Source Name	Source Type	Location
SEAVIEW CAMPGROUND	Transient	DR. WELL 300' (WELL #2)	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; Sept 24, 2015

The screen capture depicting the sourcewater protection area around the 3 active wells in Eastport (provided here) 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. Approximately 100 residences are supplied by wells; 66 of them are using city sewer services. The only known saltwater intrusion has been at Harris Point.



Municipal water quality within the City meets the minimum requirements of the Safe Drinking Water Act. As in many cities throughout New England the District faces the challenges of upgrading aging (over 100 years old) infrastructure. The Passamaquoddy Water District (PWD) has engaged in several systematic efforts to replace deteriorated mains, corresponding gate valves, service connections and hydrants. Funds for these improvements, as well as treatment plant upgrades, come through grants, loans, and some loan forgiveness from the Drinking Water State Revolving Fund program administered by the Maine Municipal Bond Bank. Revenues come from ratepayers in Perry, Pleasant Point and Eastport who use the water for drinking water and fire suppression. The District also leases one of its standpipes for \$1,500/month to Maine RSA #4, Inc. for a cell phone tower. According to the 2014 report to the PUC the District completed its \$1,537,050, 2013 main replacement and treatment plant upgrade project in 2014. The District also started a \$1,756,217 water main

replacement project in 2014. The project's funding is through the Drinking Water State Revolving Fund and includes \$1,317,163 of grant funds; the remaining funds are a 30-year, 1% interest loan. This project was completed in 2015.

MARINE WATERS AND RESOURCES

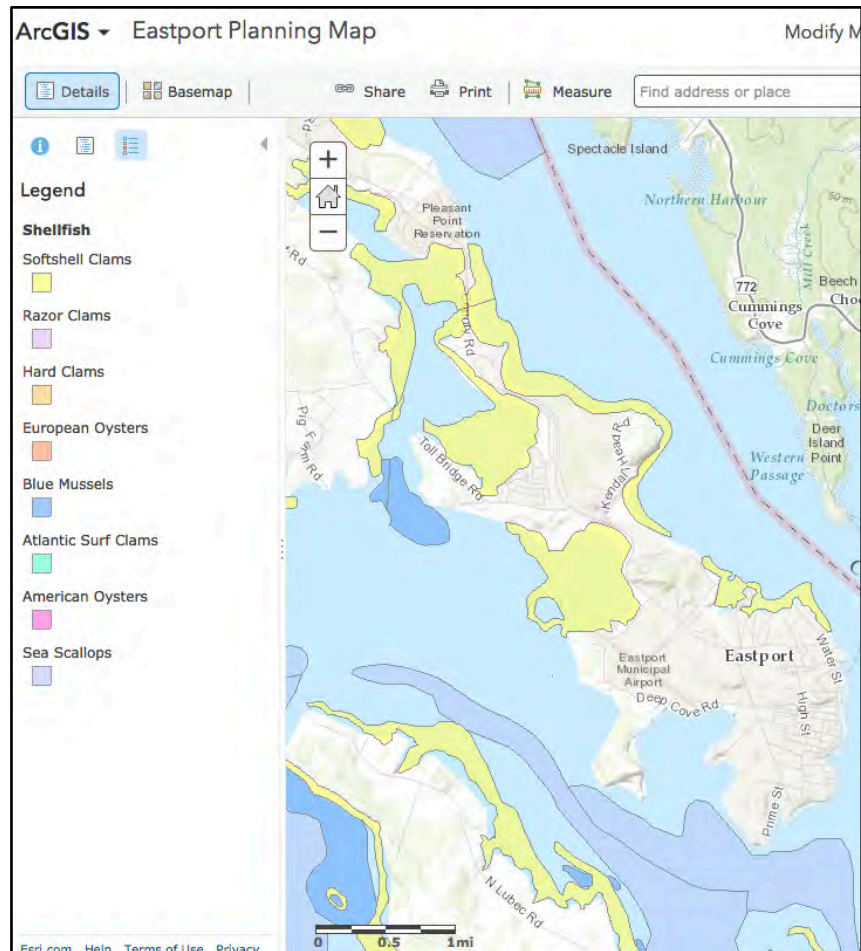
The city contains expanses of tidal waters ranging from deep-water passageways to secluded coves. Tidal waters are of critical importance to a wide variety of interests including fishermen, aquaculture, shipping, and recreation, those who enjoy the view, underwater photographers, and divers.

The online Planners map (<http://gro-wa.org/planners-maps.htm>) for Eastport depicts the location of shellfish habitat (see screen capture at right). These habitats and other fisheries of commercial significance are described below.

Marine Water Quality

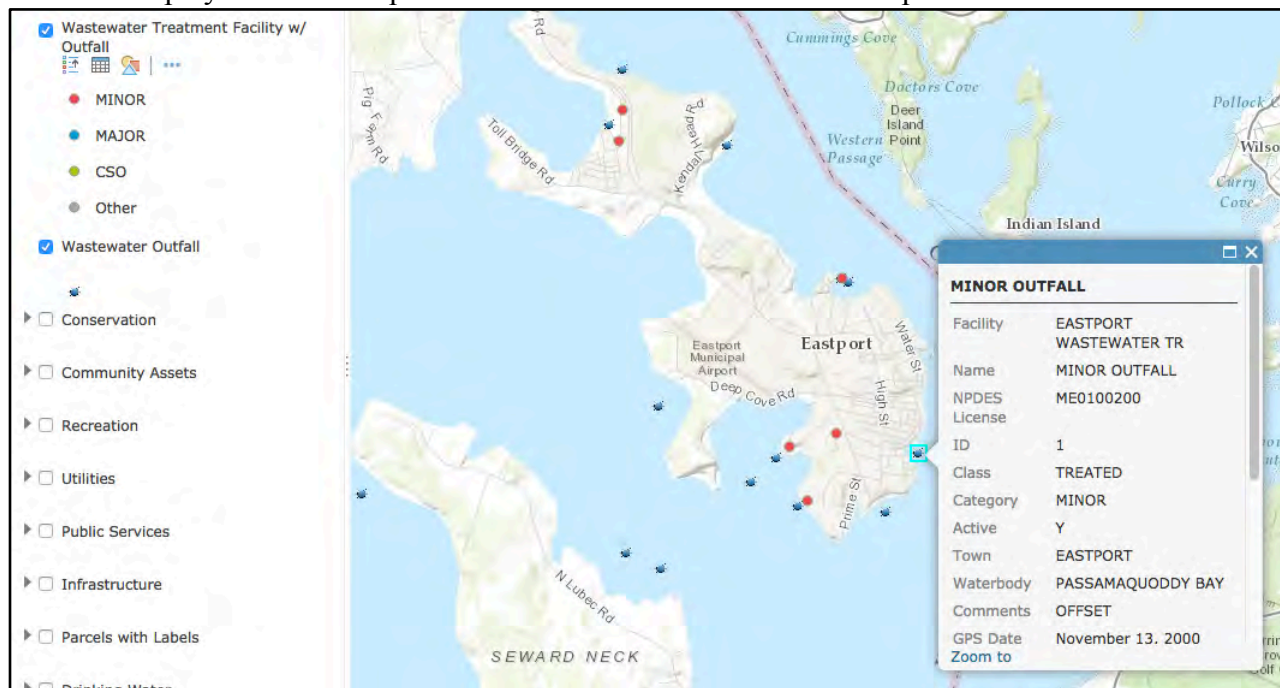
The Maine Department of Environmental Protection classifies surface waters according to their desired use and water quality necessary to support that use. The majority Eastport's tidal waters are classified Class B Saltwater (SB). Quality in these waters should be suitable for recreation in or on the 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 Eastport's tidal waters 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 town of Lubec, the Tribal Community at 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 – and several minor outfalls associated with the sewage treatment network and aquaculture operations. The Eastport Planners map (<http://gro-wa.org/planners-maps.htm>) can be used to see the location of these outfalls; when the “About” tool is used to click on a point the information about that outfall is displayed – an example of this tool is shown in the screen capture below.



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

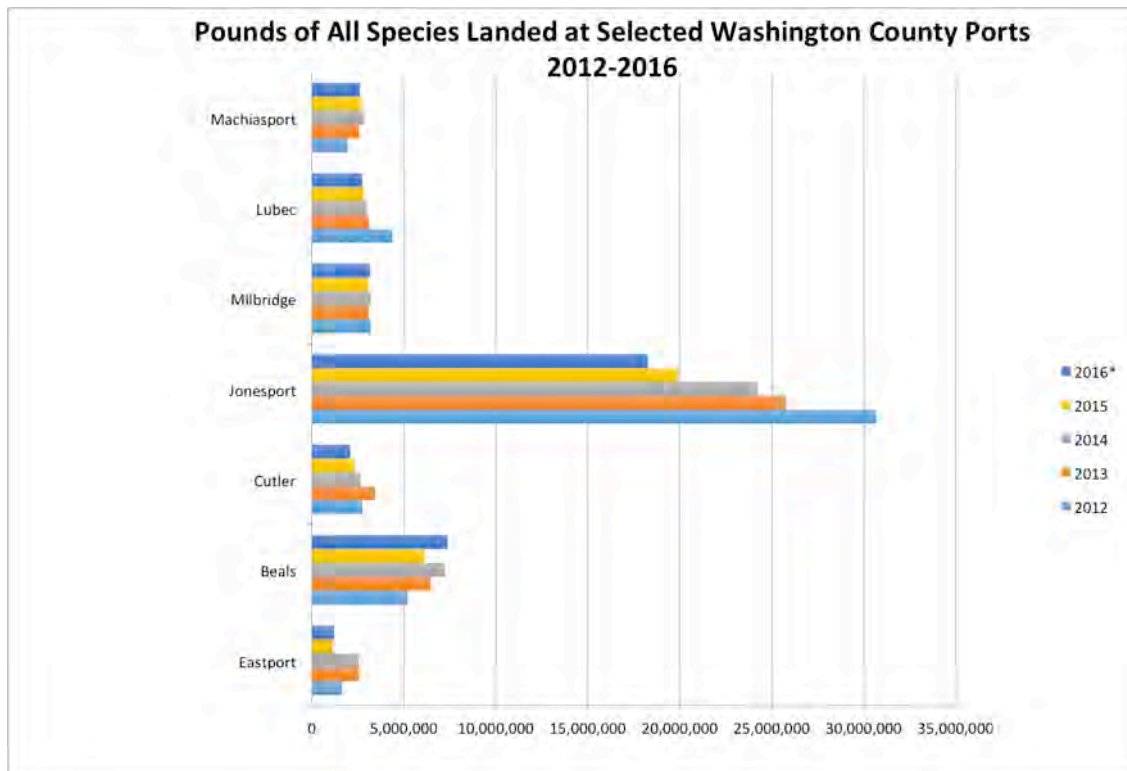
The shoreline of Eastport varies widely from rocky cliffs to small tidal inlets to areas of extensive flats with potential commercial shellfish value. The City Council adopted a Shellfish Conservation Ordinance in May of 2016 to “insure the protection and optimum utilization of shellfish resources within the City Limits.” It contains provisions for commercial and recreational licensing; to restrict the time and area where digging is permitted and control over the size of the harvest. A Marine Resources Committee, working with the Department of Marine Resources strives to improve the flats.

The Department of Marine Resources conducts an Annual Shellfish Management Review for each municipality. Eastport reinstated their Shellfish Ordinance in 2016. The most recent Annual Report is from 2005 and thus not instructive at this point.

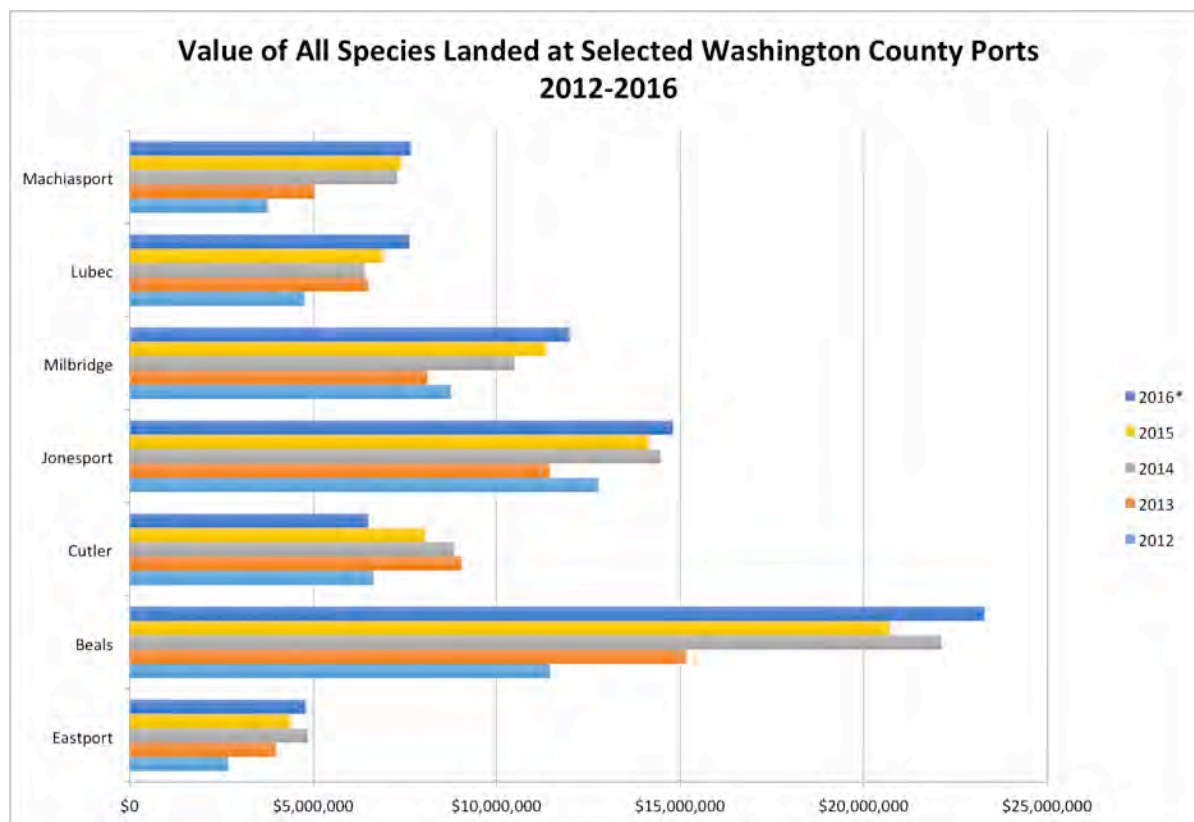
Commercial Fishing

According to license data provided by DMR the target species of commercial fishermen in Eastport includes lobster, crab, scallop, shellfish, sea urchin, and “commercial fishing single” which can include halibut, whelk, periwinkle, herring, eel, quahog, mussel and whiting.

The amount and value of all commercial landings in Eastport is shown in the following two charts in comparison to the other significant ports in Washington County.



Eastport fishermen harvest among the fewest pounds annually of the most active ports in Washington County. However as the chart depicting the value of those landings (following page) indicates that they represent close to \$5,000,000/year in value.



Aquaculture

There are several aquaculture lease sites in the coves that surround the island community of Eastport that come in and out of operation for the periods of their respective licenses. All are finfish operations. As noted in the chapter on Employment and Economics the aquaculture industry grew significantly in the 1990s, experienced significant setbacks in the early 2000s due to the occurrence of Infectious Salmon Anemia (ISA) within the pens, but has rebounded in the past 5 years.

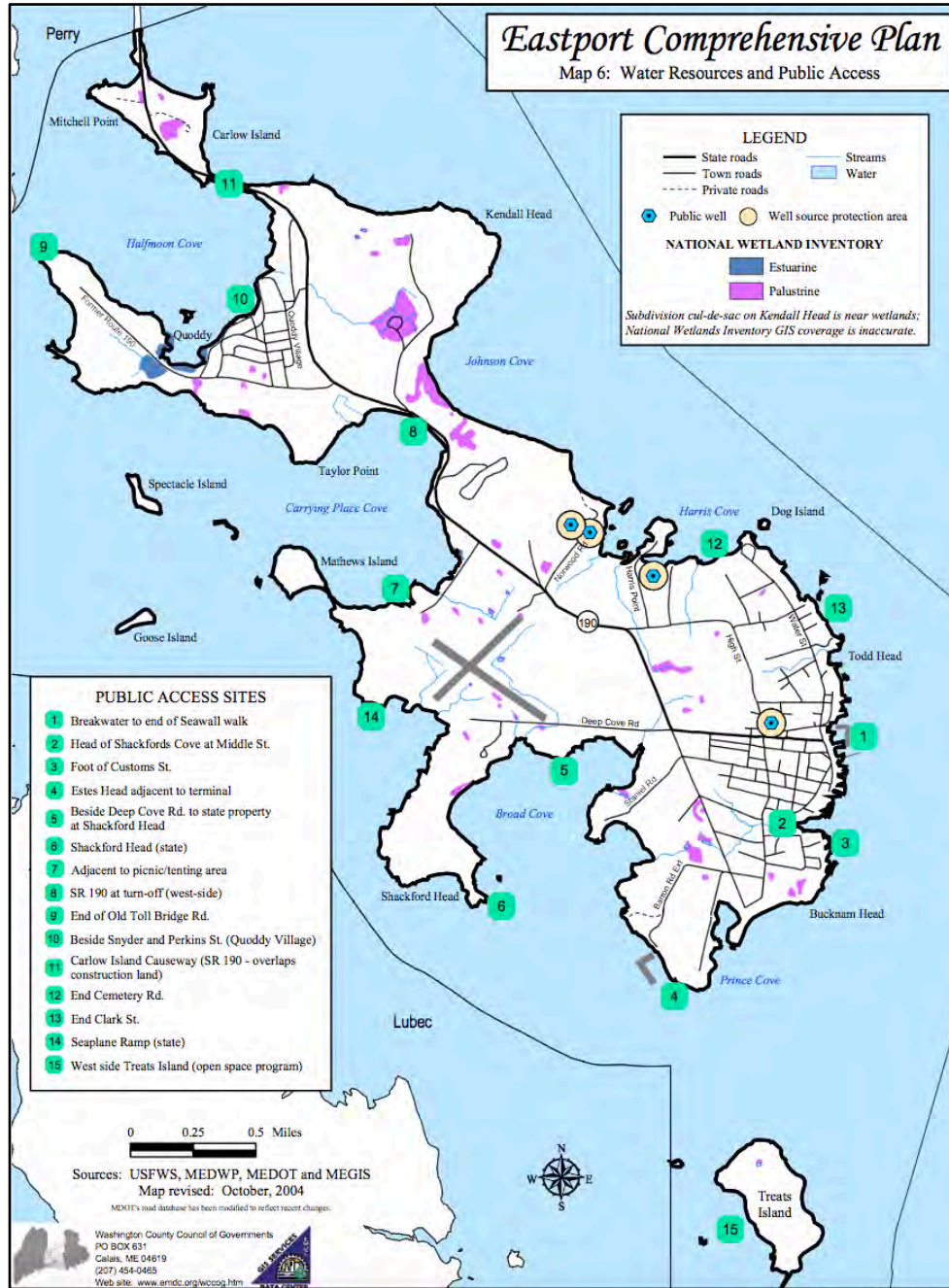
Access to the Marine Resource

The City of Eastport has more than 27.94 miles of coastline. The 13 public accesses serving commercial harvesters are summarized in the following table.

Official Street Name	Reference	Width of Road	Notes
BREAKWATER & BOAT RAMP	Warranty Deed January 1962	Land Parcel	To Low Water
DRUMMOND ROAD PARK	1943 +/-	Land Parcel	To Low Water
CONY PARK	Deed 24 March 1943	Land Parcel	To Low Water
CLARK ST.	Warranty City Records April 1821	40 ft.	To Low Water
CUSTOM ST.	City Records 4 May 1818	40ft	To Low Water
DEEP COVE ROAD BOAT RAMP	Warranty Deed December 2011	Land Parcel	To Low Water
FISH PIER	Warranty Deed, July 1980	40 ft.	To Low Water
EASTPORT TURNOUT CARRYINGPLACE COVE		Land Parcel	To Low Water
SHACKFORD HEAD STATE PARK		Land Parcel	To Low Water

STATE TURNOUT/PICNIC AREA HALF MOON COVE	Carlow Island- South Side of County Road	Land Parcel	To Low Water
TOLL BRIDGE ROAD (State)	City Records 1 January 1834	66ft	To High Water
WARREN ST.	City Records 1 January 1818	30ft	To Low Water

Map 6 – Water Resources and Public Access from the 2004 Comprehensive Plan (reproduced below) depicts these access points. WCCOG is working on adding these points to the online Planners Map (<http://gro-wa.org/planners-maps.htm>) for Eastport.



**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. 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 is established and showing evidence of overpopulation including extreme tameness, stunted size, increasing car/deer accidents and significant depredation of horticultural and small farming crops. The city instituted a lottery-based bow hunt for the first time in 2016 to cull the herd.

Bird species of great conservation need include:

- American Bittern
- American Black Duck
- American Three-toed Woodpecker
- American Woodcock
- Baltimore Oriole
- Barn Swallow
- Barred Owl
- Bay-breasted Warbler
- Black And White Warbler
- Black-billed Cuckoo
- Blackburnian Warbler
- Black-throated Blue Warbler
- Black-throated Green Warbler
- Blue-gray Gnatcatcher
- Bobolink
- Brown Thrasher

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 the Maine

Natural Areas Program (MNAP) there are no rare, threatened, and endangered plant species documented in Eastport. There are however two sites of essential wildlife habitat that support bald eagles (*Haliaeetus leucophalus*) including nesting territory that is occupied by eagles during at least one of the three most recent years and intact for two consecutive years. There is also one site documented by MNAP supporting Harlequin Duck (*Histrionicus histrionicus*). A screen capture from Map 2 – High Value Plant & Animal Habitats (provided in large printed poster and PDF formats to the city in 2016) is provided at right depicting the location of these habitats.



Significant Wildlife Habitat - Significant Wildlife Habitat, as defined by Maine’s Natural Resources Protection Act (NRPA), is intended to prevent further degradation of certain natural resources of state significance. NRPA-defined Significant Wildlife Habitats in Eastport are also illustrated Map 2 – High Value Plant & Animal Habitats (provided in large printed poster and PDF formats to the city in 2016) and include shorebird habitat, tidal waterfowl/wading bird habitat, and seabird nesting habitat. These habitats are described as Seabird Nesting Island and Shorebird Feeding and Roosting Areas.

In addition to these Eastport-specific habitats and species, the entire Cobscook Bay is listed as a **Statewide Focus Area of Ecological Significance**. Cobscook Bay has the highest density of nesting bald eagles in the northeastern United States. The bay’s waters are



exceptionally productive and host a high diversity of plant and animal species. In Cobscook Bay, the tide rises and falls an extraordinary 24 feet. Each tide brings a fresh supply of nutrients from the ocean. The nutrients support growth of seaweeds and algae, which are eaten by shellfish and other animals. During spring and fall migrations, thousands of shorebirds use Cobscook Bay as a stopover for resting and feeding.

The Cobscook Bay Focus Area encompasses the tidal waters of Denny's Bay, Whiting Bay, Straight Bay, Pennamaquan River, and East Bay, and the adjacent shoreline. Cobscook Bay is a hydrologically and geologically complex estuary with high levels of biodiversity and productivity. Human impacts on the ecosystem are relatively low. Unlike most Maine estuaries, Cobscook Bay receives a relatively small amount of fresh water from land in comparison to the amount of salt water brought by the tides.

Rare Plants in Cobscook Bay include:

- Gaspé Arrow-grass
- Salt Marsh Sedge

Rare Animals in Cobscook Bay include:

- Bald Eagle
- Harlequin Duck
- Mystery Vertigo
- Purple Sandpiper

Rare and Exemplary Natural Communities in Cobscook Bay include:

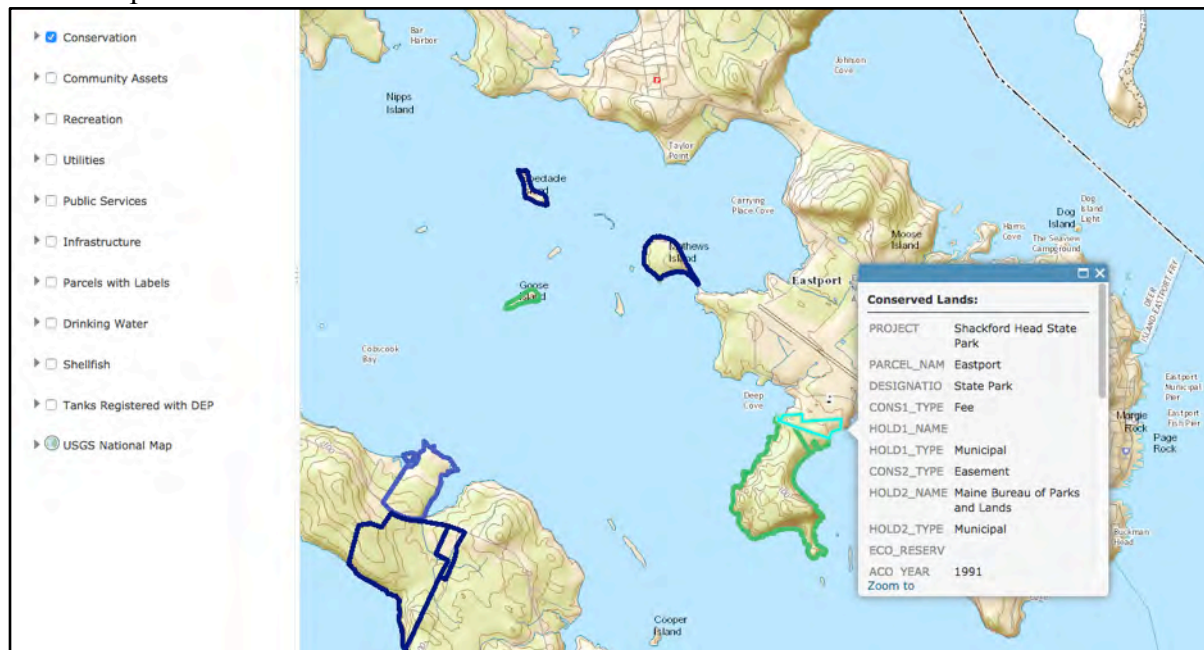
- Dune Grassland
- Salt-hay Saltmarsh

Significant Wildlife Habitats in Cobscook Bay include:

- Tidal Wading Bird and Waterfowl Habitat
- Inland Wading Bird and Waterfowl Habitat Shorebird Area
- Seabird Nesting Island

STATE PARKS AND PUBLIC RESERVED LANDS

In Eastport there are a total of 150.3 acres owned for public purposes. Of these, 89.55 are state owned, made up mostly of Shackford Head State Park. Together these areas comprise the Carlow and Moose Island Scenic Area. Their locations are shown on the screen capture of the Eastport Planners map (<http://gro-wa.org/planners-maps.htm>) with a Basemap choice “USGS National Map” is shown below with the “About” tool open to a description of the data on a portion of Shackford Head State Park.



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 posts all of its ordinances on its official web site (http://www.eastport-me.gov/Public_Documents/EastportME_WebDocs/documents), a very useful and wise choice in service to landowners and those seeking to pursue economic development.

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 one parcel in farmland, totaling 8 acres. 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, working waterfront access, enhancing public recreation opportunities, promoting game management or preserving wildlife habitat.

Eastport currently has 11 parcels totaling 77 acres enrolled in the Open Space/Working Waterfront category.

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.

Local and Regional Conservation and Protection Efforts

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.

Also active in the region and a conservation landowner in Eastport, the **Maine Coast Heritage Trust** conserves and stewards Maine's coastal lands and islands for their renowned scenic beauty, ecological value, outdoor recreational opportunities, and contribution to

community well-being. MCHT provides statewide conservation leadership through its work with land trusts, coastal communities and other partners. Likewise the **Downeast Coastal Conservancy** is the conservation of the natural habitats and resources of the coastal watersheds, islands, and communities of Washington County, Maine, for present and future generations.

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.

SUMMARY

Eastport currently offers protection to its natural resources with locally adopted shoreland zoning and floodplain 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.

E. EMPLOYMENT AND ECONOMY

Eastport has seen many economic activities come and go. In the 1800s 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 21st century even though the city has lost two thirds of its population since the early 1900s. Throughout the 20th century Eastport experienced high and low economic times based on the rise and fall of one industry at a time. In 1995 and again in 2004 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 more recently tidal energy production; and a scenic gem to attract visitors. Another sector, small to light industry, was identified as adding diversity to the economic base. Recently the city is also capitalizing on its scenic and cultural assets by promoting itself as a place to live and telecommute to anywhere in the world. This effort is consistent with the Age Friendly Community Action Planning now underway that recognizes both the needs of an aging population as well as the economic potential of attracting early retirees who bring investment, talent, and appreciation for the things that a safe, walkable, small city can provide.

Summary of Key Findings

- After a decline in the number of those who live in Eastport and work elsewhere between 2000 and 2010 this number has increased in recent years, perhaps a reflection of an increase in telecommuters.
- The Port of Eastport is the deepest natural port on the eastern seaboard, and also the easternmost port in the US. It has sufficient space and capacity to accommodate even the largest oceangoing vessels, and existing infrastructure includes bulk warehousing, a bulk conveyor, and livestock handling systems, unique to the northern Atlantic seaboard.
- Eastport had an increase in total taxable sales (12.2%) for the period of 2010 to 2014. A significant driver for this growth is “General Merchandise and Retail Sales”
- Launched in 2016 Eastport’s telecommuter web site (<https://www.telecommute-maine.com/>) is a deliberate effort to attract people and investors to the city.
- The top three sectors of employment for Eastport are ‘Management, business, science and arts occupations’; ‘Service occupations’ and; ‘sales and office occupations’
- Eastport’s median household income increased considerably (41.5%) since 2000 but is still less than the median income for both the County and the State.
- Over 13 percent of Eastport families were listed as having incomes below the poverty level. This is lower than for the entire county but close to 43% of these families have children under 5 years of age.

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**. Considerable progress is evident after nearly 2 decades of focus here. In 2017 the contributions of volunteers, local institutions, many small business owners and

investment by public and private sources is evident in renovated buildings, many fresh facades, a new breakwater, a new wharf, and plans for further downtown revitalization. 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, cultural opportunities, low crime and clean natural surroundings, all of which are qualities in which Eastport possesses a competitive advantage.

Local Employers

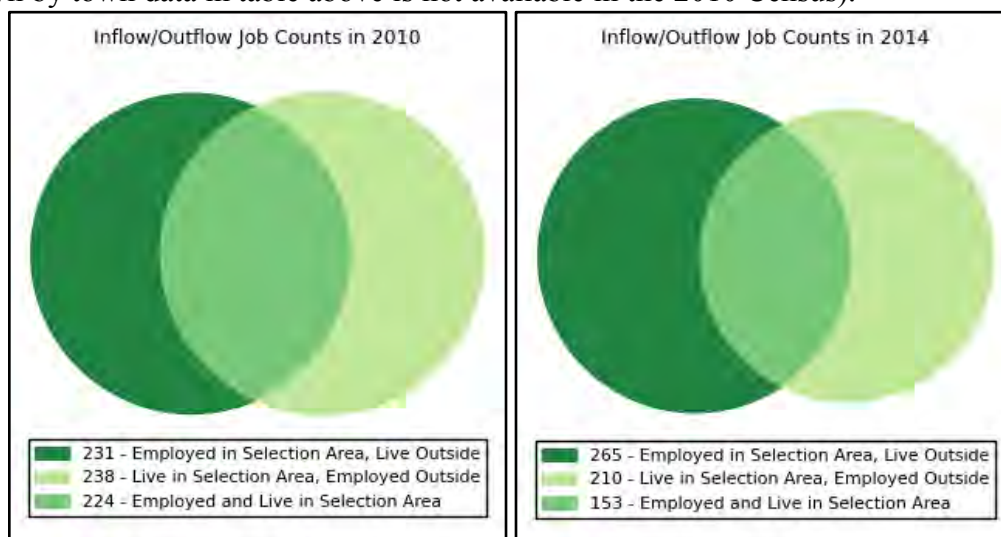
Eastport is an employment center for eastern Washington County. Between 1990 and 2000 Eastport saw a strong increase in the employment of persons from outside its borders.

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
Total	308	416

Source: US Census

This trend changed by 2010 as the number of those who live and are employed in the city declined: from 224 in 2010 to 153 in 2014. Likewise, the number of those who are employed in the city but live outside of the city dropped from 416 in 2000 to 231 in 2010. However, this number rose to 265 by 2014 and may represent an increase in telecommuting (note that the town by town data in table above is not available in the 2010 Census).



Source: On The Map (<http://onthemap.ces.census.gov/>)

Local employers are mostly small but diverse in the services they offer. As a seasonal economy, there is ownership turnover and seasonality in the offerings available in retail, restaurant and services. The following table is compiled from data available from the Interactive Employer Locator (<http://www.maine.gov/labor/cwri/employers2.html>) after review, update and additions by the Comprehensive Plan Committee.

Table E2 - LOCAL EMPLOYERS – CITY OF EASTPORT

Employer	Industry/Business Description	# of Full Time Employees
Ad-Base Group	Professional and Technical Services	1-4
Andrew's Plumbing & Heating	Construction/Plumbing Contractors	1-4
Atlantic Leadership Center	Professional and Technical Services	1-4
Bangor Savings Bank	Finance and Insurance/Banks	1-4
Basar Cork Creations & Candles	Retail Trade	1-4
Baycity Garage and U-Haul	Gas Station / Auto Repair / Home Heating Oil	1-4
Blakey Memorial Church	Religious Organizations	1-4
Border Historical Museum	Arts, Entertainment, and Recreation	1-4
Breakwater Sandwiches & Ice Cream	Accommodation and Food Services	1-4
Camick Construction	Construction	1-4
Central Congregational Church	Religious Organizations	1-4
Chadbourne Assisted Living	Rental and Leasing	5-9
Christ Episcopal Church	Religious Organizations	1-4
Christina's Gallery	Retail Trade	1-4
Christopher Group	Real Estate and Rental and Leasing	1-4
City Clerk/City Administration	Public Administration	5-9
Coastal Maine Photography	Professional and Technical Services	1-4
Cobscook Bay Resource Ctr	Marine Resource Management	1-4
Commons Eastport	Retail Trade	1-4
Concert Technologies	Services and Entertainment	1-4
Cooke Aquaculture	Aquaculture / Seafood Processing	5-9
Cornerstone Baptist Church	Religious Organizations	1-4
Crow Tracks	Retail Trade	1-4
D&B Taxi Service	Taxi Services	1-4
Dastardly Dicks Wicked Good	Retail Trade	1-4
Dastardly Dick's Kennels	Animal Specialty Services	1-4
Dead River Co.	Oil & Gas Services	1-4
Desjardin & DESJARDIN	Real Estate and Rental and Leasing	1-4
Downeast Diving	Arts, Entertainment, and Recreation	1-4
Due East Real Estate	Real Estate and Rental and Leasing	1-4
ECR Refrigeration	Refrigeration Services	1-4
Earth First Productions	Video Production	1-4
Eastern Plumbing and Heating	Heating and Plumbing Services	1-4
Eastern Maine Images	Professional and Technical Services	1-4
Eastport Airport Association	Business Associations	1-4
Eastport Area Chamber-Commerce	Business Associations	1-4
Eastport Arts Center	Arts, Entertainment, and Recreation	1-4
Eastport Breakwater Gallery	Retail Trade	1-4
Eastport Chowder House	Restaurant (seasonal)	5-9

Employer	Industry/Business Description	# of Full Time Employees
Eastport Elementary School	Educational Instruction	20-49
Eastport Fabric Emporium	Retail Trade	1-4
Eastport Family Pharmacy	Retail Trade	5-9
Eastport Full Gospel Assembly	Religious Organizations	1-4
Eastport Gallery	Retail Trade	1-4
Eastport Healthcare, Inc	Medical Facility	20-49
Eastport Highway Department	Public Administration	1-4
Eastport Memorial Nursing Home	Skilled Nursing Facility	50-99
Eastport Pets	Retail Trade	1-4
Eastport Police Department	Public Administration	5-9
Eastport Port Authority	Public Administration	5-9
Eastport Senior Center	Health Care and Social Assistance	1-4
Eastport Sewer Department	Public Administration	1-4
Eastport Windjammers	Miscellaneous Marine Products	1-4
Eastport Youth Center	Health Care and Social Assistance	5-9
Eat Local Eastport Coop	Retail Trade	1-4
Family Dollar Store	Retail Trade	5-9
Federal Marine Terminals	Construction/Marine Contractors & Designers	10-19
Fins Restaurant	Restaurant	5-9
First National Bank	Finance and Insurance/Banks	5-9
Flowers by Paula	Retail Trade	1-4
Follis Place Apartments	Real Estate and Rental and Leasing	1-4
Foster Law	Professional and Technical Services	1-4
Friends of the Boat School	Educational Instruction	1-4
Full Fathom Gallery	Retail Trade	1-4
Fundy Breeze Charters	Tours-Operators & Promoters	1-4
Fundy Acadia Regional Adventures	Marketing	1-4
Fundy Contractors Inc	Construction	1-4
Happy Crab	Accommodation and Food Services	5-9
Harris Point Shore Cabins	Accommodation and Food Services	1-4
Harris Whale Watching	Sightseeing Tours	1-4
Hayes House B&B	Accommodation and Food Services	1-4
Hoche Property Management	Administrative and Waste Services	1-4
Jaded Ink Tatoo	Professional and Technical Services	1-4
John Melby Antiques	Retail Trade	1-4
John Newell Music	Professional and Technical Services	1-4
John Smith Books	Retail Trade	1-4
Kiddie Cove	Daycare	1-4
Knitwise Design	Professional and Technical Services	1-4
Landmark 1887	Restaurant	5-9
Lighthouse Lobster & Bait	Fresh Seafood	5-9
Luna Muse	Retail Trade	1-4
Maine Sea Grant	Professional and Technical Services	1-4
Mainely Construction	Construction	1-4
Marine Technology Center	Marine Equipment & Supplies	1-4
Masonry Works	Construction	1-4

Employer	Industry/Business Description	# of Full Time Employees
May's Funeral Home	Funeral Services	1-4
Milliken House B&B	Accommodation and Food Services	1-4
Moose Island Bakery	Manufacturing - Baking	1-4
Moose Island Design	Professional and Technical Services	1-4
Moose Island Marine	Marine Equipment & Supplies	1-4
Moose Island Massage	Professional and Technical Service	1-4
Moose Island Sitters, LLC	Professional and Technical Services	1-4
Moose Island Solid Waste Disposal	Administrative and Waste Services	1-4
Moose Isle Inn	Accommodation	1-4
Morrison's Landing	Marine Equipment & Supplies	1-4
Motel East	Accommodation and Food Services	1-4
Mousse Island Clipper Salon	Beauty Shop	1-4
Murphy's / Riverside Electric	Utilities	5-9
Neptune's Den	Retail Trade	1-4
New To You Thrift Store	Non-Profit Organizations	1-4
Ocean Renewable Power	Professional and Technical Services	1-4
Oceanside Tanning & Spa Services	Beauty Shop	1-4
Old Sow Publishing	Information	5-9
Passamaquoddy Water District	Utilities	5-9
Peavey Memorial Library	Library	1-4
Peek Learning Consultants	Professional and Technical Services	1-4
Pilot Boat Cruises	Tours-Operators & Promoters	1-4
Port O'Call	Retail Trade	1-4
Project SHARE	Public Administration	5-9
Puffin Havs Inn	Accommodation	1-4
Quoddy Bay Lobster	Retail Trade	5-9
Quoddy Bay Properties	Real Estate and Rental and Leasing	1-4
Quoddy House Checking	Caretaking	1-4
Quoddy Pilots	Marine Piloting	1-4
Quoddy Tides	Newspaper / Publishing	5-9
R&M IGA Foodliner	Retail Trade/Grocers	20-49
Rayes Mustard	Manufacturing/ Food Products	5-9
Repole, Peter J, DDS	Health Care and Social Assistance/Dentist	1-4
Rick's Bottles and Cans	Recycling	5-9
Rob's Backyard Bar-B-Q	Restaurant	1-4
Rosies Hotdogs	Accommodation and Food Services	1-4
Rosspport Farms	Farm / Accommodation and Food Services	1-4
S L Wadsworth & Son	Retail Trade/Hardware	1-4
Saint Joseph's Catholic Church	Religious Organizations	1-4
Sarah's Farm Stand	Retail Trade	1-4
Seaside Salts	Retail Trade	1-4
Sea Smoke Press	Newspaper / Publishing	1-4
Seaview Campgrounds	Lodging / Camping	1-4
Section Sign LLC	Web Design and Management	1-4
Shady Pines Motel & Cabins	Lodging	1-4
Shed Memorial High School	Educational Instruction	20-49

Employer	Industry/Business Description	# of Full Time Employees
Shear Creations	Beauty Shop	1-4
Sunrise County Dialysis Center	Health Care and Social Assistance	5-9
Sunrise Opportunities	Residential Care Facility	10-19
Sweeties Downeast	Retail Trade	1-4
Sweeties Dogorama	Professional and Technical Services	1-4
TSR Inc	Wholesale Trade	1-4
Templeton's Treasures	Retail Trade / Auctioneer	1-4
The Bazaar – Tea Shop	Retail Trade	1-4
The Rose Bud	Medical Marijuana Provider	1-4
The Kilby House	Accommodation	1-4
The Way It Grows	Professional and Technical Services	1-4
Three Chicks Alterations	Professional and Technical Services	1-4
Tides Institute	Arts, Entertainment, and Recreation	1-4
URB Company, The	Medical Marijuana Provider	1-4
US Coast Guard	Public Administration	5-9
US Homeland Security	Public Administration	1-4
US Post Office	Transportation and Warehousing/Post Offices	5-9
US Treasury Department	Public Administration	1-4
VelocityWP.COM	Professional and Technical Services	1-4
WaCo Diner	Restaurant	4
Water Street Gallery	Retail Trade	1-4
Waterview Terrace	Housing	1
Wilbur's Seafood	Wholesale/Retail Trade	1-4
Without a Paddle	Retail Trade	1-4
Yacht Design School	Educational Instruction	1-4

Source: Interactive Employer Locator (<http://www.maine.gov/labor/cwri/employers2.html>) as modified and updated by Eastport City Manager and 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. In 2017 there are nine active finfish aquaculture leases in Eastport according to the “Aquaculture Lease Inventory” published by the Department of Marine Resources (DMR). An additional 6 sites are located in other Cobscook Bay communities (Lubec and Perry). Twelve are in other Washington County towns.

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.

The future of finfish aquaculture in the region is dependent on continuing to find effective means of treating and preventing disease, developing more sites to support adequate production, 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 one non-operating salmon/ finfish processing plant on the island.

Shipping

The Port of Eastport is the deepest natural port on the eastern seaboard, and also the easternmost port in the US. It has sufficient space and capacity to accommodate even the largest oceangoing vessels, and existing infrastructure includes bulk warehousing, a state-of-the-art bulk conveyor, and livestock handling systems, unique to the northern Atlantic seaboard.

The present port system, part of the State of Maine 3-port strategy was designed in the late 70s with an expectation of imports/exports to be in the 60,000-ton range. In the 90s the port flew past this projection and averaged about 140,000 tons/year, which increased to 325,000 tons in 2003 and by 2010 shipped over 400,000 metric tons of dry cargo, an all-time high during its 33-year history as an import-export facility. The port was shipping live dairy cows from the Midwest to overseas markets in Turkey and Russia. However, this trade ended with war and deep instability in Syria and the Middle East. In 2010 the Port made significant investments into bulk materials handling capabilities and in 2017 added to those capabilities by building a newly developed heat-treating system for forest products exports to European destinations. Further growth opportunities 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.

The Maine Integrated Freight Strategy (June 2014) specifically continues support for the 3 Port Strategy to support/expand cargo facilities, invest in intermodal connections, and promote handling of wind components.

Light Industry and Services Sector

In 1998 the city purchased the former Guilford mill site and building, a 72,000 square foot facility, to be an incubator for light industry. Over the past two decades, it has been modified for a variety of uses and businesses that have come and gone. It is currently a “maker space” with 10-14 tenants including boat and maritime construction, welding, sail manufacture and repair also it is also under consideration for a medical marijuana growing facility. The city installed an overhead door to allow/support a business opportunity for storage of boats, vehicles and R/Vs.

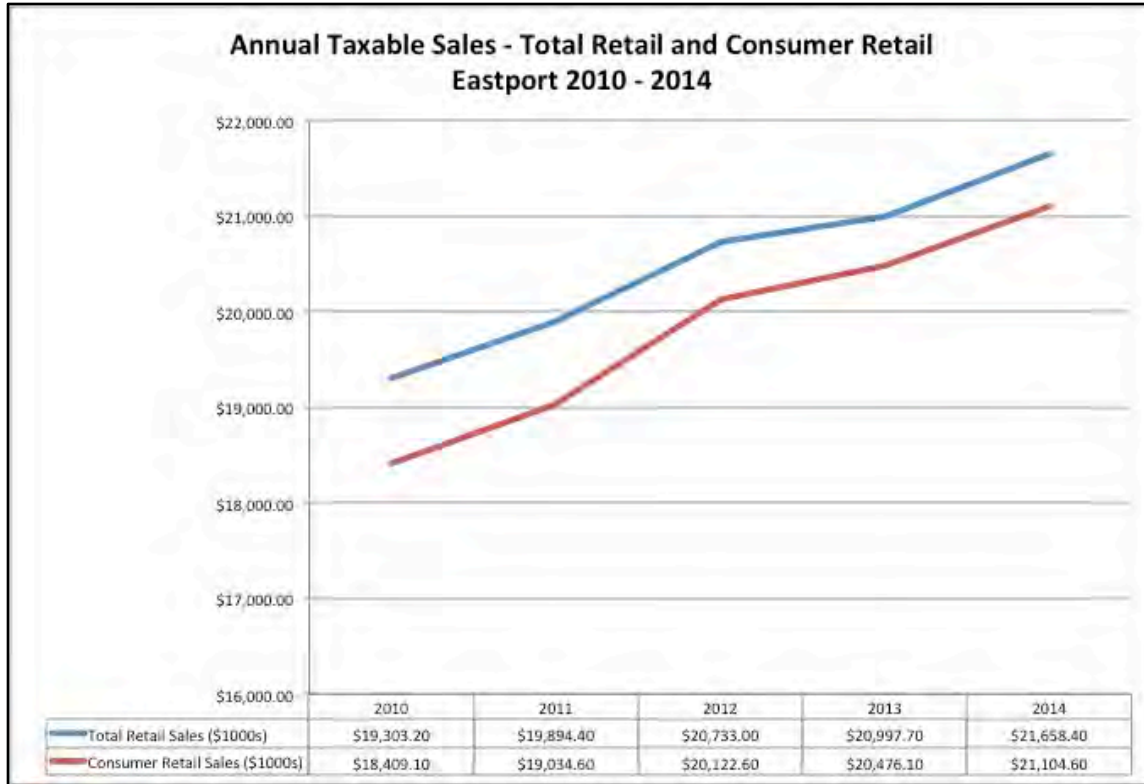
In addition to the mill complex, the Gates facility owned by the Passamaquoddy Tribal Government is another light industry-based facility. Following the closure of the Gates facility the City lost \$3.3M in evaluation as well as an equal percentage for both the sewer department and the Passamaquoddy Water District. The building is currently not in use with no known plans for same.

Moose Island Marine replaced McNaughton Associates as owner operator of the boatyard located near the Tech College and manages the travel lift at the Marine Trades Center.

Retail Trade

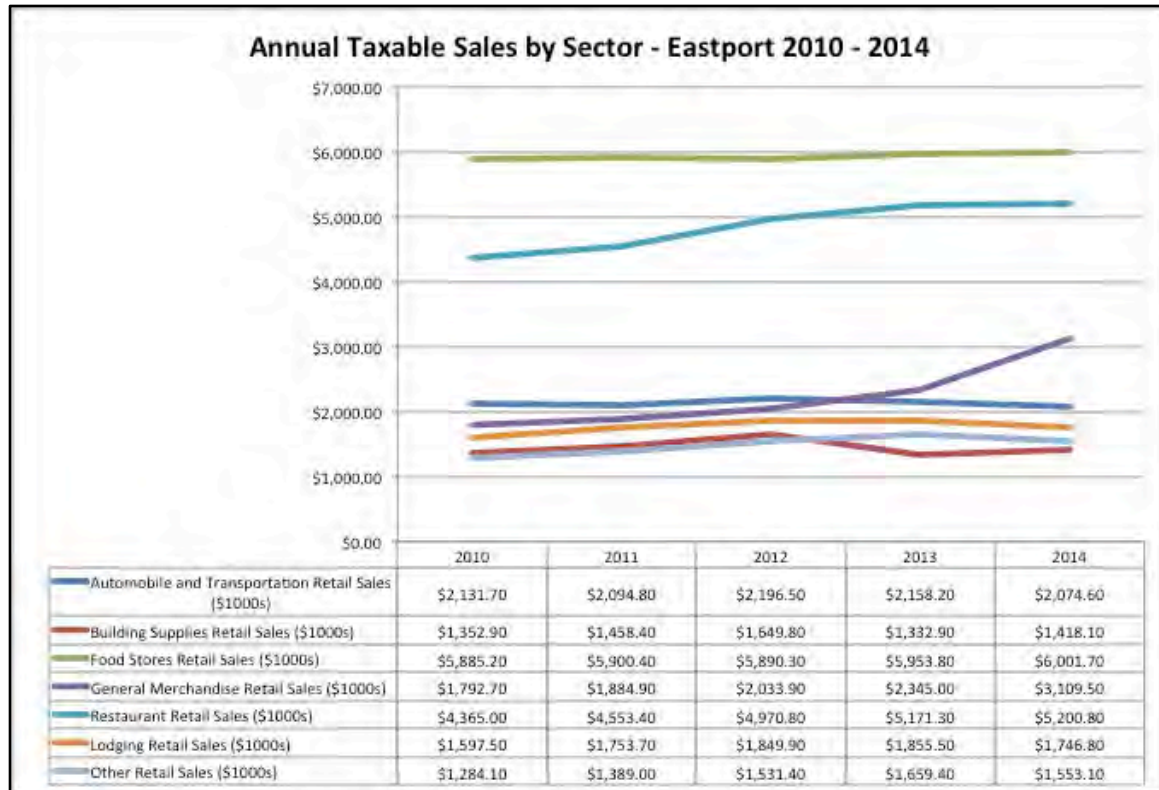
Whereas the 2004 Comprehensive Plan noted significant declines in retail trade (-11.9% between 1990-2004), taxable sales data since 2010 describe an upward trend. Taxable sales are one of the few available indicators of the actual size, growth, and character of an economic region. The 2 charts below present information on taxable sales of consumer goods by sector in Eastport. All figures are in real dollars, not adjusted for inflation, and represent only taxable sales.

Eastport had an increase in total taxable sales (12.2%) for the period of 2010 to 2014. Consumer sales constituted 97 percent of total taxable sales for Eastport in 2014.



Source: Maine Revenue Services (<http://www.maine.gov/economist/retail/index.shtml>) 2016

A significant driver for this growth is “General Merchandise and Retail Sales” – see chart on following page.



Source: Maine Revenue Services (<http://www.maine.gov/economist/retail/index.shtml>) 2016

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.

The largest retail operation in Eastport is the IGA supermarket, followed by Raye's Mustard Mill, and Wadsworth's Chandlery. 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. 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 to 1272 in 2014. 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.

Downtown Revitalization

The downtown historic district in Eastport is listed on the National Registry of Historic Places. A map and detailed listing of historic buildings is provided in the Cultural and Social Resources Chapter 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 Master Plan*). The 2003 *Downtown Revitalization Action Plan* also recommends continuing infrastructure maintenance and improvements to the waterfront; however, its primary focus was to identify the steps necessary to make the downtown economically viable.

Much of Eastport's identity and history is wrapped into the downtown commercial district. It was deemed vitally important in 2004 to combine preservation activities with economic development there. The 2004 Comprehensive Plan went on to say that the historic integrity of downtown Eastport is an economic resource that cannot be replaced once lost and that all revitalization efforts must favor the primacy of historic preservation – and recognize it as a source not an impediment to recovery. Since 2004 Eastport has seen considerable private and public investment in those historic structures including:

- Significant renovations to the:
 - Holmes Buildings
 - Tides Institute
 - Commons
- Façade improvements to the:
 - Trenholm Building
 - Bradish Building
 - Wadsworth's
 - Berman
- Renovations, refurbishments and re-use of:
 - Peavey Library
 - Former Police Station

New Structure investment since 2004:

- A&P building to ORPC to City building
- Port Authority Building
- Coast Guard Building
- Dollar Store (replacing burned Irving Station)
- Expansion of IGA
- New Baptist Church
- Free will Baptist Church
- Renovation of former Baptist Church to Eastport Arts Center
- Lighthouse Bait and Lobster
- Quoddy Bay Lobster
- Eat Local Eastport
- Morrisons Landing
- Rossport Farms

Additionally, significant investment is now underway at 15 Sea Street for renovation into a combined center for retail, hotel and housing.

The combination of an aging population and extensive historic structures in the downtown can make it difficult and expensive for businesses to improve access for those with limited mobility. One approach from Ramp-Up Idaho⁶ is a step modification that installs a custom ramp that can be opened as needed.



It is depicted at right and is a recommended strategy in Chapter M - Age Friendly Implementation Action Plan.

Eastport was selected as a Main Street Maine City in 2002 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

⁶ <http://rampupidaho.blogspot.com/>

support; a vision and work plan for downtown revitalization; existing capacity; and the likelihood of demonstrable change.

The Main Street Maine program is designed to support local initiative and self-help. Eastport entered into a three-year partnership with the Maine Downtown Center, hired a downtown manager and established a non-profit organization focused on downtown revitalization – all paid for locally by businesses, individuals, grants, and municipal government. Eastport followed the Main Street Approach, which relies heavily on local volunteer efforts, and network with other Maine communities involved with downtown revitalization. Eastport for Pride wound up its affiliation with the Maine Downtown Center and completed its mission by 2010. Its activities fostered many relationships and investments that have taken place since resulting in numerous historic and cultural preservation projects and local business development. The city continues its downtown revitalization work as a Downtown Network community, also a program of the Maine Downtown Center, under the auspices of the Tides Institute.

The 2004 Comprehensive Plan recommended creation of a TIF (tax increment financing) District⁷ in the downtown. They are complex but can be a valuable and flexible tool to encourage local development. Eastport has not created a TIF district but anticipates discussion of doing so in 2017.

Bootstrap Economics

An extraordinary feature of Eastport is its history of and intention to reinvent itself. Its current population is ¼ of what it was 120 years ago during the heydays of fish factories and shipping export. Population today is both in decline and aging but there are many residents, organizations, and business owners who recognize past and current assets, pay attention to current global economic trends, and look to the future with optimism and investment. This has not gone unrecognized or unrewarded. Several articles and blog posts in *The Atlantic* as well as a book in 2018⁸ describe a community that says “yes” when opportunity knocks,

⁷ 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. For Example: 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 is 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. 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. Assistance in developing a TIF district is available from EMDC and the Maine Department of Economic and Community Development.

⁸ *Eastport, Maine, Population 1,300* – On a per capita basis, one of the grittiest and most inventive places in America. October 25, 2013 <https://www.theatlantic.com/national/archive/2013/10/eastport-maine-population-1-300/280861/>

Do You Speak Eastport? A town teaches itself to talk positive November 18, 2013
<https://www.theatlantic.com/national/archive/2013/11/do-you-speak-eastport/281586/>

preserves its historic structures, attracts significant national investors, capitalizes on its natural assets to generate renewable energy, and builds (and rebuilds) the infrastructure on which its shipping and tourism economy depend.

Property (Investor) Market and Attracting Telecommuters

As noted in the *Population* chapter seasonal population is rising as seen by an increase to 247 seasonally vacant housing units in 2010, up from 75 in 2000. Integrating new residents can be challenging but often brings new life into a community. New residents represent new investment 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. The 2004 Comprehensive Plan recommended creation of a long-term marketing niche and plan to attract visitors and investors. Such a plan was never written but has materialized in the actions of those who have improved downtown facades, renovated downtown buildings. By 2017 Eastport is realizing the truth in the 2004 statement that “investors will be attracted if they perceive a long-term commitment to attract visitors... [as well as] improvements to and maintenance of the built environment, both public and private”. The city also recently published an 8-page color brochure highlight the economic opportunities available to investors, visitors and those who may choose to relocate. It is being widely distributed at Visitor Information Centers and at statewide and regional conferences.

Launched in 2016 Eastport’s telecommuter web site (<https://www.telecommute-maine.com/>) is a deliberate effort to attract people and investors to the city. It tells the story of place and community and recognizes that “location-independent” families who can earn a livelihood online should come to Eastport where they can find fresh local food, well-supported schools, community events, cultural opportunities, unsurpassed natural beauty, a focus on renewable

Eastport, Maine: The Little Town That Might. A fishing community on the country’s easternmost edge is an exemplar of American reinvention. January/February, 2014

<https://www.theatlantic.com/magazine/archive/2014/01/the-little-town-that-might/355744/>

There’s a Reason They Call It ‘Eastport’. East is east, and west is west, and the twain can meet – sort of. Feb 26, 2014 <https://www.theatlantic.com/national/archive/2014/02/theres-a-reason-they-call-it-eastport/284099/>

The World Comes to a Tiny Town: Eastport’s Lesson in Globalization. Even the most remote-seeming corners of America can find themselves in the middle of quick-moving global trends. September 4, 2016

<https://www.theatlantic.com/national/archive/2016/09/the-world-comes-to-a-tiny-town-eastports-object-lesson-in-globalization/498689/>

Little Town, Big Art. “The arts” might seem a frill or nicety. In Eastport, Maine, they’ve been at the center of economic and civic plans and have helped the little city “punch above its weight”. September 9, 2016

<https://www.theatlantic.com/national/archive/2016/09/little-town-big-art/499391/>

The Ebbs and Flows of Coastal Maine. Quoddy Village was built ahead of its time. September 14, 2016.

<https://www.theatlantic.com/national/archive/2016/09/back-to-the-future-in-quoddy-village/499781/>

Update on the Eastport Saga. October 31, 2016. <https://www.theatlantic.com/notes/2016/10/update-on-the-eastport-saga/505991/>

A Big Step for Little Eastport. January 16, 2017 <https://www.theatlantic.com/notes/2017/01/a-big-step-for-little-eastport/513242/>

Fallows, James and Deborah. 2018. **Our Towns – A 100,000-mile Journey into the Heart of America.**

Chapter 2013 – Eastport, Maine pp 61-77.

energy, and the Maine coast. Still under development the telecommuter web site will incorporate age-friendly resources as well as a page that specifically helps people with the logistics of moving to Maine, specifically Eastport.

In other cities, traditional downtowns have relied on “high end” goods for sustainable economic restructuring. Determining levels of disposable income for the influx of new residents could provide valuable insights for establishing price points for local market capacity. Determining more precisely what kinds of goods and services that are in demand 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. These motives present opportunity for “ready to eat” deli products as well as home delivery of prescriptions (now provided) and food (under consideration).

Tourism

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.

Of the infrastructure improvements noted in the 2004 Comprehensive Plan as needing support to increase tourism the city has improved upon parking (including handicapped accessible spaces), restrooms (at the breakwater), provided an information center and better signage. In 2004 the city also called upon private sector improvements 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.

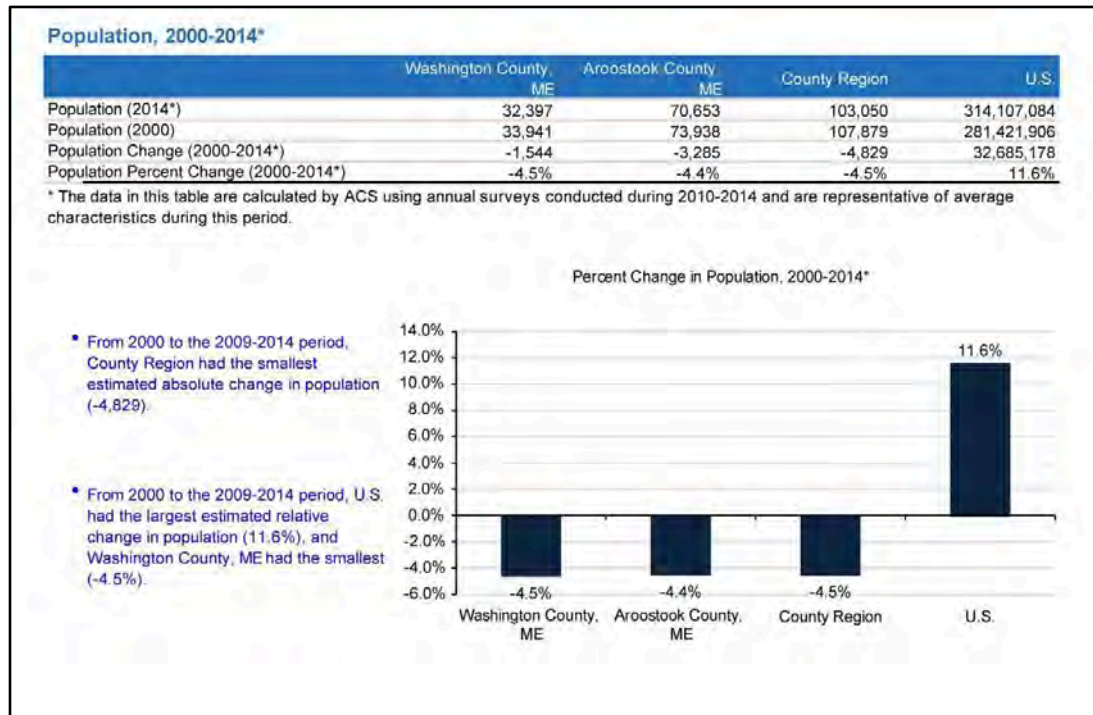
Restaurants have come and gone over the years and are still challenged by seasonal fluctuations. With the collapse of the breakwater in 2014 and its reconstruction and re-opening in 2017 the city is poised to build on cruise ship visitation (started in 2013), support an active commercial fishing fleet, and once again welcome Navy ships at its enormously successful 4th of July celebration. Additional annual festivals (Pirate Festival, Salmon Festival, Sardine Drop) have started and grown since 2004 further supporting Eastport’s reputation as a small city that can support big dreams. Local entrepreneurs have also successfully attracted national investors (Arnold Development from Kansas City) to renovate the former Seacoast Canning Company into a boutique hotel, apartments and retail, an \$18 million undertaking. Completion is anticipated in 2018.

Since 2004 Eastport has also participated in regional efforts to promote tourism. Eastport is the easternmost terminus of the Bold Coast Scenic Byway and was the site of a 2-day layover for over 400 cyclists participating in BikeMaine 2016. The city continues to collaborate with regional organizations like Downeast & Acadia Regional Tourism and the Washington County Council of Governments to create permanent bicycle tourism routes – the Bold Coast Scenic Bikeway – in Washington County by supporting bike-friendly businesses and communities.

REGIONAL ECONOMY

Traditionally, Washington County has been one of the most depressed counties in New England. 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 2016 Comprehensive Economic Development Strategy prepared for the Aroostook-Washington Economic Development District (AWEDD) the biggest challenge facing the AWEDD is workforce related, due to the loss of population as depicted in the chart below.



Source: Aroostook-Washington Economic Development District Comprehensive Economic Development Strategy 2016-2017.

The 18 to 44 year old age cohort is the workforce lifeblood and is hovering at 30% of the total population; a level below which economists tell us our local/regional economy is no longer sustainable. When the pool of younger workers drops below this 30% threshold, companies struggle to find the workers needed to operate their business; eventually causing them to either close or relocate.

The second issue creating a sense of constraint in Northern and Eastern Maine is our energy cost burden. The region's citizens and businesses "survive" in a region with twice the national average cost burden for energy. Since energy is the primary input to life and economic performance our region faces a greater barrier than many regions in the US. The cost burden is driven by an 80% use of heating oil, 16 cents per Kw for electricity and a low household income as a result of a constrained economy.

The AWEDD regional vision is included in the CEDS document:

Our region is a place of abundant natural resources that is reflected in the beauty of

our landscape and the potential for economic and social prosperity it offers. We value the individuality and endurance of our people while recognizing the strong sense of community and place that sustains us. We will create economic growth by focusing on sectors that best leverage these assets and by working to develop policies that promote private sector investment; while at the same time, retaining the quality of life that makes the region special.

A full rewrite of the CEDs document is underway in 2017 by the Northern Maine Development Commission. Additional information on the Regional Economy is also provided in the *Regional Coordination* chapter.

Commuting to Work

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 and 2009-2013 ACS Estimate

	Eastport				Washington County			
	2000		2010-2014 estimate		2000		2010-2014 estimate	
COMMUTING TO WORK	#	%	#	%	#	%	#	%
Workers 16 years and over	682	100.0	556	100.0	13,743	100.0	12,774	100.0
Drove alone	427	62.6	402	75.5	10,444	76.0	9,595	75.11
In carpools	129	18.9	36	3.6	1,657	12.1	1,527	11.95
Using public transportation	7	1.0	1	0.4	64	0.5	34	0.27
Using other means	14	2.0	7	1.6	162	1.2	150	1.17
Walked	66	9.7	69	12.5	722	5.3	667	5.22
Worked at home	39	5.7	41	6.4	694	5.0	801	6.27
Mean Travel time to work (minutes)	12.9	--	n/a	--	19.2	--	n/a	--

Source: US Census 2000; American Community Survey Estimate 2010-2014

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

Table E5 – REGIONAL EMPLOYERS (GREATER THAN 50 EMPLOYEES)

See also large employers in Eastport in Table 2 – Local Employers above

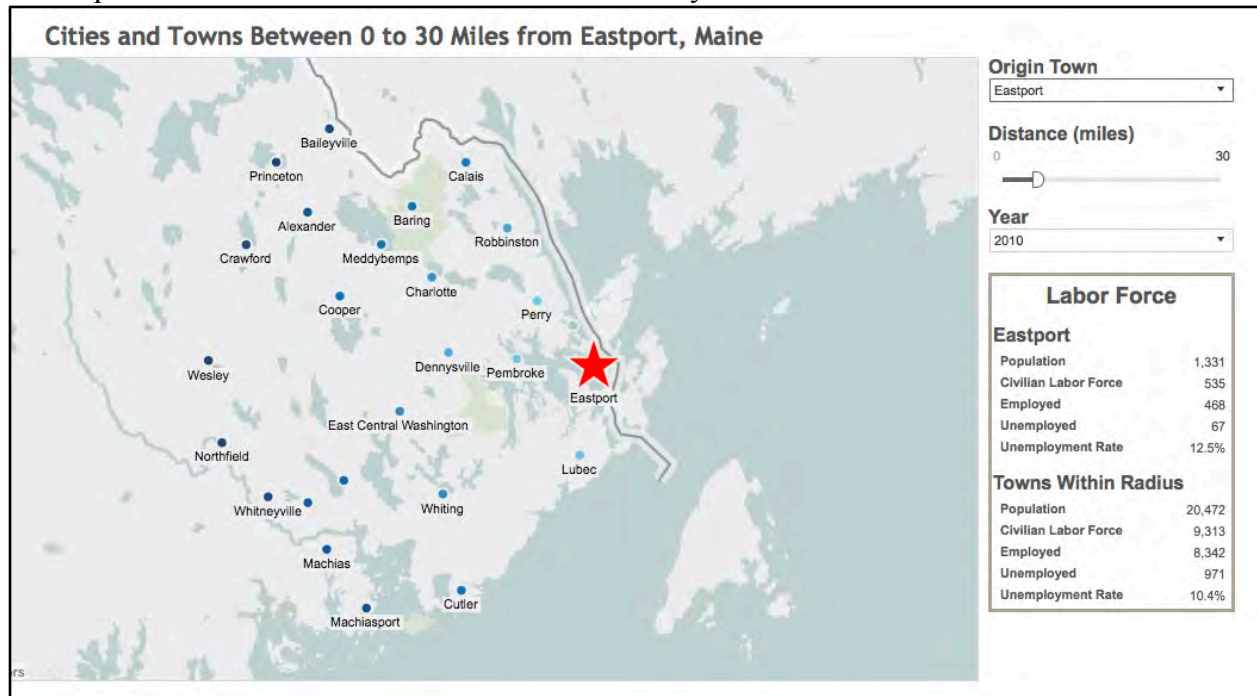
Business	Industry	Location	Approx. # or range of Employees
Army National Guard Recruiter	Public Administration	Calais	50-99
Bay Ridge Elementary School	Educational Services	Cutler	50-99
C & D Corp	Wholesale Trade/Fruits & Vegetables	Deblois	250-499
Calais Children's Project	Health Care and Social Assistance	Calais	100-249
Calais Day Treatment Center	Health Care and Social Assistance	Calais	100-249
Calais IGA Foodliner	Retail Trade/Grocers	Calais	100-249
Calais Regional Hospital	Health Care and Social Assistance	Calais	250-499
Calais School Dept.	Public School	Calais	50-99
Cherry Point Products Inc.	Wholesale Trade/Seafood	Milbridge	50-99
Child & Family Opportunities	Educational Services	Machias	100-249
Dore's Evergreen	Retail Trade	Perry	100-249
Dorr Lobster Co Inc.	Retail Trade/Lobsters	Milbridge	100-249
Down East Community Hospital	Health Care and Social Assistance	Machias	250-499
Down East Corrections Dept	Public Administration	Machiasport	50-99
Eastern Maine Electric Co-op	Electric Services	Calais	20-49
Hannaford Supermarket	Retail Trade/Grocers	Machias	50-99
Human Services Department	Public Administration	Machias	50-99
Jasper Wyman & Son	Manufacturing/Canning	Cherryfield	50-99
Local Net	Information/Internet Service	Machias	100-249
Machias Savings Bank	Finance and Insurance/Banks	Machias	50-99
Maine Veterans Homes	Health Care and Social Assistance	Machias	50-99
Maine Wild Blueberry Co	Food Processing	Machias	100-249
Marshall's Health Care Facility	Health Care and Social Assistance	Machias	50-99
Regional Medical Center at Lubec	Health Care and Social Assistance	Lubec	100-249
Tradewinds	Retail Trade/Grocers	Calais	100-249
University of Maine at Machias	Educational Services	Machias	100-249
UPS Customer Center	Professional and Technical Services	Baileyville	50-99
US Naval Communication Unit	Public Administration	Cutler	100-249
Walmart Supercenter	Retail Trade	Calais	100-249
Washington Academy	Educational Services	East Machias	50-99
Woodland Pulp LLC	Manufacturing/Paper	Baileyville	250-499
Worcester Wreath Co	Manufacturing	Harrington	250-499

Source: Interactive Employer Locator (<http://www.maine.gov/labor/cwri/employers2.html>)

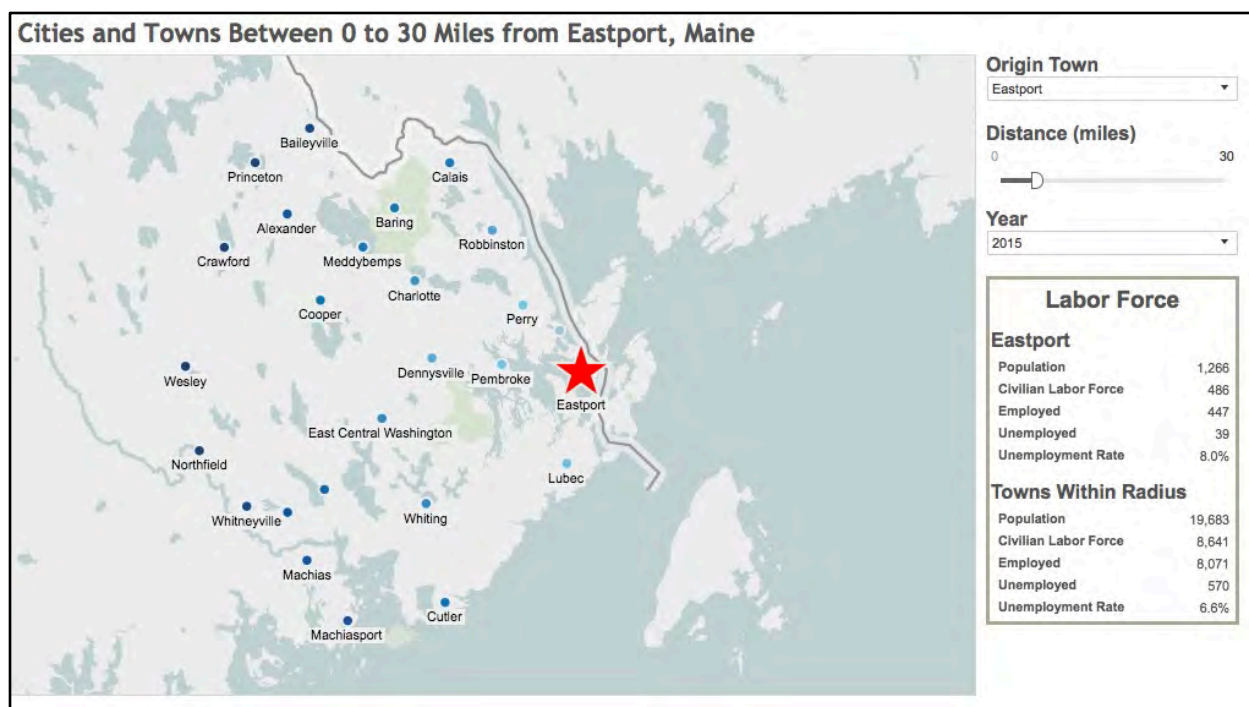
LABOR FORCE AND EMPLOYMENT STATISTICS

The labor force is defined as all persons who are either employed or are receiving unemployment compensation. According to the Maine Department of Labor the distribution of the labor force in Eastport is similar to the County as a whole except that in 2016 7.0% of the City's residents were unemployed, while countywide 6.2% were unemployed. The Department of Labor 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 fact, a significant informal economy exists, especially in natural resource-based jobs, in which residents supplement reported incomes with seasonal wages.

The two figures below provide a visual and tabular view of the labor force, including total population, total civilian labor force and the employed and unemployed population and rate, in Eastport and towns within a 30-mile radius for the years 2010 and 2015.



Source: Maine Center for Workforce Research and Information (<http://www.maine.gov/labor/cwri/laus4.html>)



Source: Maine Center for Workforce Research and Information (<http://www.maine.gov/labor/cwri/laus4.html>)

The employed population for Eastport and Washington County is described in Table E-7 by occupation. The top three sectors of employment for Eastport are ‘Management, business, science and arts occupations’; ‘Service occupations’ and; ‘sales and office occupations’.

Table E7 - EMPLOYMENT – OCCUPATION, 2014

Employment Occupation: 2014	Eastport			Washington County		
	Number	%	Margin of Error	Number	%	Margin of Error
Employed persons 16 years and over	550	100	75	13,169	100	323
Management, business, science, and arts occupations	173	31.45	54	3,775	28.66	250
Service occupations	114	20.73	61	2,711	20.59	204
Sales and office occupations	131	23.82	43	2,610	19.82	200
Natural resources, construction, and maintenance occupations	57	10.36	32	2,343	17.79	156
Production, transportation, and material moving occupations	75	13.63	33	1,730	13.14	138
Class of worker						
Private wage and salary workers	362	65.8	+/-67	8,327	63.2%	+/-301
Government workers	126	22.9	+/-43	2,791	21.2%	+/-183
Self-employed in own not incorporated business workers	62	11.3	+/-21	2,031	15.4%	+/-138
Unpaid family workers	0	0.0	+/-10	20	0.2%	+/-16

Source: American Community Survey 5 year Estimates 2010-2014

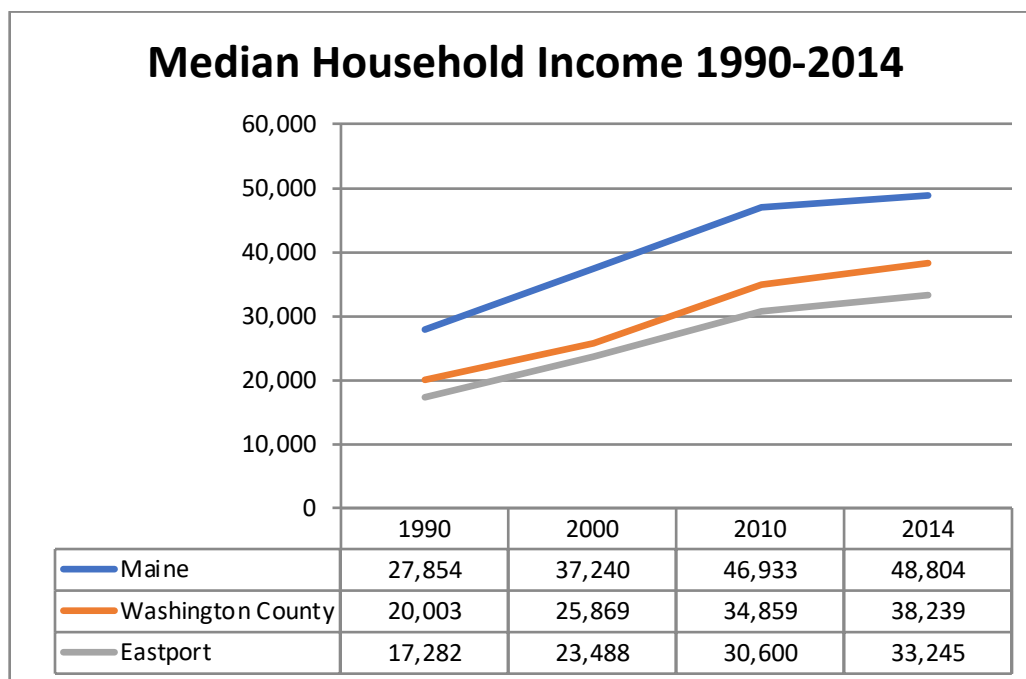
The lack of public transportation in rural areas inhibits employment for many residents living on the margin. Residents of service centers like Eastport can more readily walk or carpool to

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 (41.5%) since 2000 but is still less than the median income for both the County and the State.

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



Source: US Census Bureau, Decennial Census American Community Survey 5-year estimates

Table E10 – HOUSEHOLDS BY INCOME IN 2014

	Eastport			Washington County		
	2014			2014		
	#	%	Margin of Error	#	%	Margin of Error
Households	746	100.0	+/-63	14,173	100.0	+/-383
Less than \$10,000	92	12.3%	+/-32	1,330	9.4%	+/-145
\$10,000 to \$14,999	61	8.2%	+/-25	1,306	9.2%	+/-141
\$15,000 to \$24,999	130	17.4%	+/-46	2,146	15.1%	+/-173
\$25,000 to \$34,999	123	16.5%	+/-40	1,841	13.0%	+/-137

\$35,000 to \$49,999	98	13.1%	+/-31	2,345	16.5%	+/-213
\$50,000 to \$74,999	132	17.7%	+/-40	2,643	18.6%	+/-170
\$75,000 to \$99,999	58	7.8%	+/-27	1,334	9.4%	+/-124
\$100,000 to \$149,999	34	4.6%	+/-19	884	6.2%	+/-104
\$150,000 to \$199,999	16	2.1%	+/-17	209	1.5%	+/-46
\$200,000 or more	2	0.3%	+/-4	135		+/-43
Median household income (dollars)	33,245	-	+/-3,584	38,239	-	+/-1,239
Per capita income (dollars)	22,640	-	+/-2,513	21,450	-	+/-645

Source: American Community Survey 2010-2014 5 Year Estimates

Sources of income for residents of Eastport and Washington County in 2014 are derived primarily from wage and salaried positions, income that 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. The American Community Survey 5-year estimates in 2014 indicate 11.3% of Eastport's residents report self-employment income, below the county average of 15.4%. A higher percentage of residents in Eastport collect social security income (almost 50%) than do residents of the county (40.4%), reflecting the large retiree population in Eastport. Over 6% 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 AND BENEFITS IN 2014

Income and Benefits (Households often have more than one source of income, as seen here)	Eastport			Washington County		
	#	%	Margin of Error	#	%	Margin of Error
Households	746	100.0	+/-63	14,173	100	+/-383
With wage and salary income	486	65.1	+/-58	9,817	69.3	+/-326
With Social Security Income	369	49.5	+/-49	5,731	40.4	+/-1,667
With Supplemental Security income	50	6.7	+/-20	1,233	8.7	+/-124
With public assistance income	50	6.7	+/-25	1,134	8.0	+/-137
With retirement income	175	23.5	+/-39	3,023	21.3	+/-169

Source: American Community Survey 2010-2014 5 Year Estimates

In 2014, the average poverty threshold for a family of four persons was \$23,850 in the contiguous 48 states (U.S. DHHS). Over 13 percent of Eastport families were listed as having incomes below the poverty level. This is lower than for the entire county but close to 43% of these families have children under 5 years of age.

Civilian employed population 16 years and over - Eastport Source:
American Community Survey 2014 5-Year Average

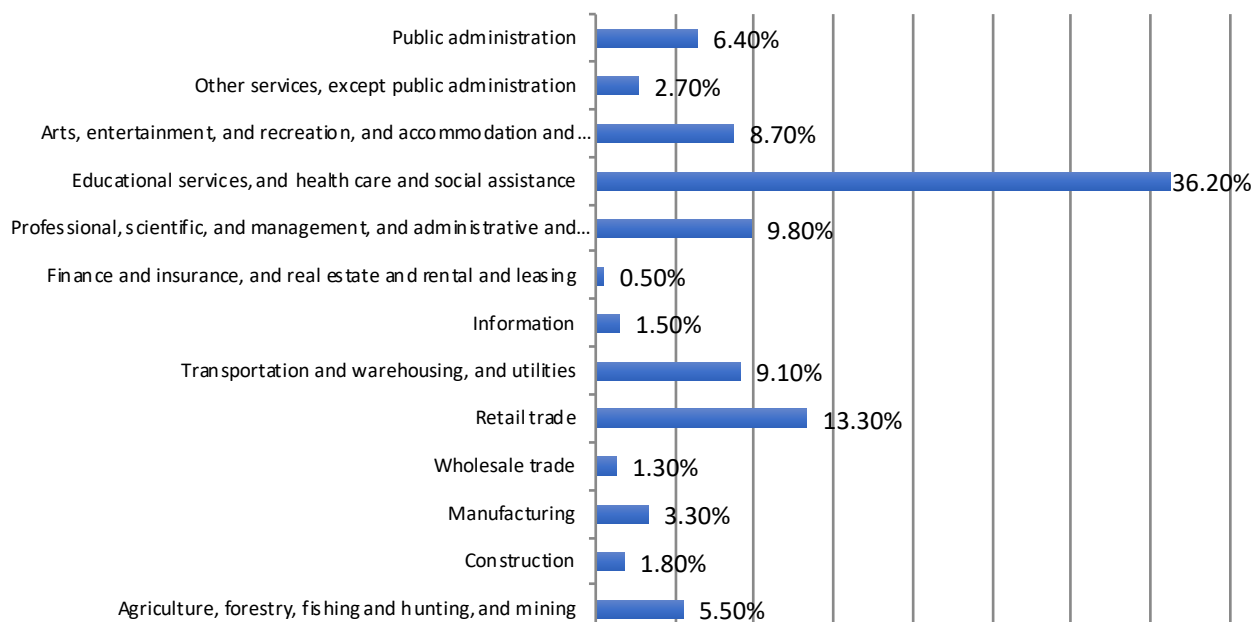


Table E12 - POVERTY STATUS IN 2014

Poverty Status in 2014	Eastport		Washington County	
	Percentage	Margin of Error	Percentage	Margin of Error
Below poverty level				
Individuals	19.2%	+/-4.6	19.0%	+/-4.6
Persons 18 years and over	20.7%	+/-4.9	17.6%	+/-0.9
Persons 65 years and over	13.3%	+/-5.2	11.8%	+/-1.2
Families	9.4%	+/-4.3	13.3%	+/-1.2
With related children under 18 years	13.6%	+/-9.1	22.1%	+/-2.5
With related children under 5 years	42.9%	+/-30.9	27.7%	+/-6.7

Source: American Community Survey 2010-2014 5 Year Estimates

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; aquaculture, once thriving, is recovering from challenges of a decade past. 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.

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 is bringing visitors to the area; support for telecommuters and new residents; 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.

Summary of Key Findings

- Eastport's housing stock is very old even compared to Washington County where two thirds was built before 1979 and nearly one third was built before 1939.
- Nearly 78 percent of Eastport's housing stock was built before 1980. Indeed, 67 percent was built before 1940.
- The occupancy rate for Eastport's vacant units for seasonal or recreational use is 247 units (72%), triple what it was in 2000 when there were 75 vacant units for seasonal or recreational use.
- Eastport has a higher proportion of multi-unit structures (15.2%) than in Washington County (~8%), a reflection of older homes that have been renovated into several apartments/structure and 4 subsidized multi-family housing facilities (Boynton Manor, Follis Place, Quoddy Farms, and Waterview Terrace).
- Monthly housing costs for many Eastport households exceed 30% of monthly income: 43.5% of households paying a mortgage and 57.3% of households paying rent.
- More than half (54.4%) of households in Eastport are unable to afford the Median Home Price in the Calais LMA Housing Market.

HOUSING UNITS

Number of Units

In 2014, Eastport had a total of 1,090 housing units. Between 2000 and 2010 the city saw a 2.8% increase in housing units, about half of the percentage increase in Washington County and about a third of the percentage increase statewide. Since 2010, the growth in the number of housing units has slowed in Eastport, the county and statewide. In the nearby service centers of Lubec and Calais the number of units has actually declined. This may reflect the high margins of error in the American Community Survey 5 Year estimates but it is still indicative of very weak housing markets, minimal construction of new units, and/or demolition of older units.

Table F-1 TOTAL NUMBER OF HOUSING UNITS

	1990	2000	2010	% Change 2000- 2010	2014	% Change 2010- 2014
Calais	1,773	1,921	1,975	2.8%	1,733	-12.3%
Eastport	1,046	1,061	1,083	2.1%	1,090	0.6%
Lubec	1,022	1,072	1,182	10.3%	1,166	-1.4%
Washington County	19,124	21,919	22,926	4.6%	23,014	0.4%
Maine	587,045	651,901	714,270	9.6%	724,685	1.5%

Source: U.S. Census, American Community Survey 2010-2014 5 Year Estimates

As noted in the Population Chapter, Eastport's year round population is declining and average household size is shrinking. Seasonal population however is increasing as seen by an increase to 247 seasonally vacant housing units in 2010, up from 75 in 2000. 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 recent increase in home construction and an extremely high level of renovation for additions, decks, sheds and so on.

Table F-2 RESIDENTIAL BUILDING PERMITS – CONSTRUCTION TYPE

	New Homes (stick built)	Mobile Homes	Commercial /Industrial	Additions / decks & entryways / storage sheds / garages
July 2012 – June 2013	0	0	2	17
July 2013 – June 2014	0	1	1	18
July 2014 – June 2015	4	1	1	19
July 2015 – June 2016	2	2	0	16
Total	6	5	4	70

Source: Eastport Code Enforcement Officer, 2016

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. Eastport's housing stock is very old even compared to Washington County where two thirds was built before 1979 and nearly one third was built before 1939. Nearly 78 percent of Eastport's housing stock was built before 1980. Indeed 67 percent was built before 1940. 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 - 2014

	Eastport		Washington County		Maine	
	%	Margin of Error	%	Margin of Error	%	Margin of Error
2010 or later	0.0%	+/-3.0	0.7%	+/-0.2	0.8%	+/-0.1
2000-2009	5.9%	+/-3.6	9.9%	+/-10.8	12.4%	+/-0.2
1980 to 1999	16.4%	+/-5.0	31.1%	+/-1.4	27.8%	+/-0.4
1960 to 1979	11.1%	+/-3.6	23.0%	+/-1.3	21.8%	+/-0.3
1940 to 1959	10.6%	+/-3.9	10.0%	+/-0.8	12.0%	+/-0.2
1939 or earlier	56.0%	+/-6.9	25.2%	+/-1.1	25.2%	+/-0.2

Source: U.S. Census; American Community Survey 3 and 5 year Estimates

Many older homes contain unhealthy materials, such as mold, lead paint, and asbestos. From the 1930s until the 1980s many products containing asbestos were used in house construction. It is fire-retardant, and a thermal and acoustic insulator. However, exposure to asbestos can cause fibrotic lung disease and lung cancer, and harms respiratory function. The mold found in older homes can also affect respiration. Lead paint used in homes before 1980 can deteriorate into lead dust and paint chips, and can cause brain damage when inhaled or swallowed, especially in children under six.

Unhealthy Housing Can Lead to Disease	
Housing Issue	Human Health Issue
Mold, Dust, Animal Dander/Hair	Asthma
Paint Dust, Chips (pre-1978 painted surfaces)	Lead Poisoning
Garbage, Housecleaning procedures	Pests (rats, mice, insects)
Leaking Roof or Basement = Mold, Mildew	Respiratory illness
Unvented basement (geology specific)	Radon Gas
Well Drinking Water (untreated)	Bacterial Disease; Arsenic Exposure; Radon Exposure;
Holes (windows, walls, roof) = Pests	Bacterial Infections; Asthma; Rabies; Reaction to Insect Stings
Unvented gas, wood, or oil appliances	Carbon Monoxide Poisoning; Respiratory Distress

(Source: Al May, Downeast Public Health Coordinator, Maine CDC, 2014)

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

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 2014, one-unit structures represented 81 percent of Eastport housing units while mobile homes and trailers accounted for just under 4 percent. This is a lower proportion of mobile homes than in Washington County. However Eastport has a higher proportion of multi-unit structures (15.2%) than in Washington County (~8%), a reflection of older homes that have been renovated into several apartments/structure and 4 subsidized multi-family housing facilities (Boynton Manor, Follis Place, Quoddy Farms, and Waterview Terrace)

Table F-4 HOUSING UNITS IN STRUCTURE

	Eastport						Washington County					
	1990		2000		2014		1990		2000		2014	
	#	%	#	%	#	%	#	%	#	%	#	%
One-unit	814	77.8	784	73.9	883	81.0	14,397	75.3	17080	78.0	18,399	79.9
Multi-unit	147	14.0	216	20.3	165	15.2	1,473	7.7	1,931	8.8	1,800	7.9
Mobile Home trailer	71	6.8	60	5.7	42	3.9	3,254	17.0	2,786	12.7	2,800	12.2
Total units**	1,046	100	1,061*	100	1,090	100	19,124	100	21,919	100	23,014	100

Source: U.S. Census; American Community Survey 2010-2014 5Year Estimates

** 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 and their number has dropped by nearly half over the last 25 years. 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.

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. The proportions of owner and renter-occupied housing units at the local and county level have remained fairly stable over the past 25 years. Such stability is forecast to continue over the next decade.

Table F-6 HOUSING TENURE

	Eastport						Washington County					
	1990		2000		2014		1990		2000		2014	
	#	%	#	%	#	%	#	%	#	%	#	%
Occupied housing units	797	100	750	100	746	100	13,418	100	14,118	100	14,173	100
Owner-occupied housing units	566	71	523	69.7	538	72.1	10,568	78.8	10,969	77.7	10,766	76
Renter-occupied housing units	239	29	227	30.3	208	27.9	2,850	21.2	3,149	22.3	3,407	24

Source: US Census; American Community Survey 2010-2014 5 Year Estimates

Vacancy

The Census classifies seasonal or recreational homes as vacant because they are not typically occupied year-round. In 2014, 344 (31.6 percent) of Eastport's total housing units were vacant. 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, 247 (72%) of Eastport's vacant units were for seasonal or recreational use. This occupancy rate for seasonal purposes is triple what it was in 2000 when there were 75 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

	Eastport						Washington County					
	1990		2000		2014		1990		2000		2014	
	#	%	#	%	#	%	#	%	#	%	#	%
All housing units	1,046	100	1,061	100	1,090 +/-48	100	19,124	100	21,919	100	23,014 +/-324	100
Occupied housing units	797	76.2	750	70.7	746 +/-63	68.4	13,418	70.2	14,118	64.4	14,173 +/-383	61.6
Vacant housing units	249	23.8	311	29.3	344 +/-52	31.6	5,706	29.8	7,801	35.6	8,841 +/-208	38.4

Source: US Census; American Community Survey 2010-2014 5-Year Estimates

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 Growth Management Act 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 city. 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, municipal 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 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. The data below indicate that monthly housing costs for many Eastport households exceed 30% of monthly income, 43.5% paying a mortgage and 57.3% of those paying rent.

Eastport	#	Margin of Error	%	Households paying > 30% of income on housing
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	202	+/-44	202	
Less than 20.0 percent	63	+/-29	31.20%	
20.0 to 24.9 percent	29	+/-18	14.40%	
25.0 to 29.9 percent	22	+/-13	10.90%	
30.0 to 34.9 percent	15	+/-10	7.40%	
35.0 percent or more	73	+/-33	36.10%	43.50%
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	330	+/-47	330	
Less than 10.0 percent	72	+/-28	21.80%	
10.0 to 14.9 percent	70	+/-22	21.20%	
15.0 to 19.9%	42	+/-24	12.70%	
20.0 to 24.9 percent	49	+/-25	14.80%	
25.0 to 29.9 percent	35	+/-29	10.60%	
30.0 to 34.9 percent	13	+/-9	3.90%	
35.0 percent or more	49	+/-19	14.80%	18.70%
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	199	+/-47	199	
Less than 15.0 percent	7	+/-9	3.50%	
15.0 to 19.9 percent	11	+/-11	5.50%	
20.0 to 24.9 percent	35	+/-23	17.60%	
25.0 to 29.9 percent	32	+/-17	16.10%	
30.0 to 34.9 percent	39	+/-25	19.60%	
35.0 percent or more	75	+/-35	37.70%	57.30%

Source: US Census; American Community Survey 2010-2014 5-Year Estimates

Additional data on housing affordability is available at the housing market level. Eastport is part of the Calais Housing Market. The Maine State Housing Authority (MSHA) reports that the housing affordability index in this housing market for the year 2015 was 0.91 (under 1.00 equals unaffordable; while over 1.00 equals affordable).

Homeownership Affordability Index			Median Home Price ¹	Median Income ²	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
Calais, ME LMA Housing Market	Year	Index				
	2011	1.40	\$75,000	\$31,821	\$22,724	\$105,026
	2012	0.89	\$120,000	\$31,746	\$35,706	\$106,693
	2013	1.60	\$73,000	\$34,519	\$21,625	\$116,531
	2014	1.75	\$72,000	\$36,460	\$20,791	\$126,262
	2015	1.43	\$89,000	\$36,969	\$25,910	\$126,988
Eastport		0.91	\$109,500	\$31,793	\$34,921	\$99,690
Maine		1.03	\$176,000	\$50,703	\$49,352	\$180,816
Congressional District 2		1.25	\$125,000	\$44,260	\$35,404	\$156,267
Calais		1.34	\$72,000	\$31,308	\$23,315	\$96,682
Calais, ME LMA Housing Market		1.43	\$89,000	\$36,969	\$25,910	\$126,988
Washington County		1.55	\$87,250	\$38,632	\$24,970	\$134,988
Pembroke		1.64	\$75,000	\$36,600	\$22,383	\$122,637
Baileyville		3.17	\$48,500	\$46,471	\$14,674	\$153,596

Source: Maine State Housing Authority, 2015 Housing Facts for Calais LMA Housing Market

Location	Households Unable to Afford Median Home			Median Home Price ¹	Income Needed to Afford Median Home	
	Percent	Number	Total Households		Annual	Hourly
Eastport	54.4%	354	651	\$109,500	\$34,921	\$16.79
Maine	50.1%	281,724	562,460	\$176,000	\$49,352	\$23.73
Congressional District 2	41.5%	115,781	278,696	\$125,000	\$35,404	\$17.02
Calais	37.1%	505	1,364	\$72,000	\$23,315	\$11.21
Calais, ME LMA Housing Market	35.5%	2,115	5,950	\$89,000	\$25,910	\$12.46
Washington County	32.9%	4,611	14,031	\$87,250	\$24,970	\$12.00
Pembroke	26.6%	94	352	\$75,000	\$22,383	\$10.76
Baileyville	10.9%	67	612	\$48,500	\$14,674	\$7.05

Source: Maine State Housing Authority, 2015 Housing Facts for Calais LMA Housing Market

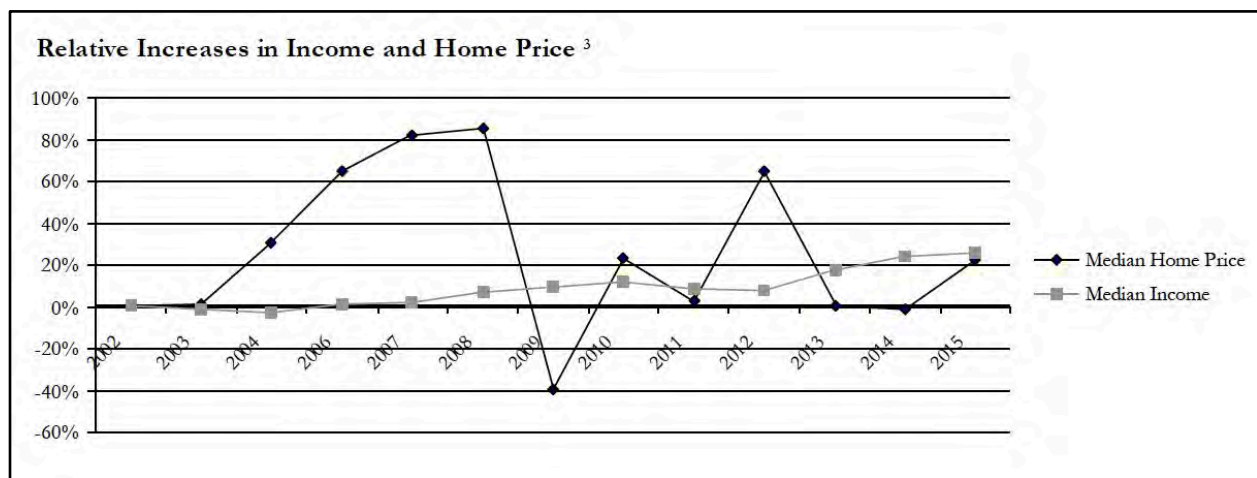
Based on MSHA figures, in 2015 the median income needed to afford the Median Home was \$24,970 for Washington County and \$34,921 for Eastport. More than half (54.4%) of households in Eastport are unable to afford the Median Home Price in the Calais LMA Housing Market.

Housing Selling Prices

Data from MSHA (see 2 charts on following page) show that the median house price dropped significantly in Eastport in the 2 years following the housing bubble of 2007 and the economic depression of 2008. Since 2009 incomes have kept pace with the price of the median home but the trend is toward less affordability. By 2015 MSHA reports that more than half of the homes sold were unattainable for Eastport households.

Unattainable Homes as a Percentage of Homes Sold			
<u>Location</u>	<u>Percentage of Unattainable Homes</u>	<u>Affordable Homes Sold</u>	<u>Unattainable Homes Sold</u>
Eastport	55.6%	8	10
Maine	48.9%	9,328	8,919
Congressional District 2	35.9%	4,624	2,595
Calais	33.3%	22	11
Washington County	29.1%	214	88
Calais, ME LMA Housing Market	26.9%	87	32
Pembroke	18.2%	9	2
Baileyville	0.0%	10	0

Source: Maine State Housing Authority, 2015 Housing Facts for Calais LMA Housing Market

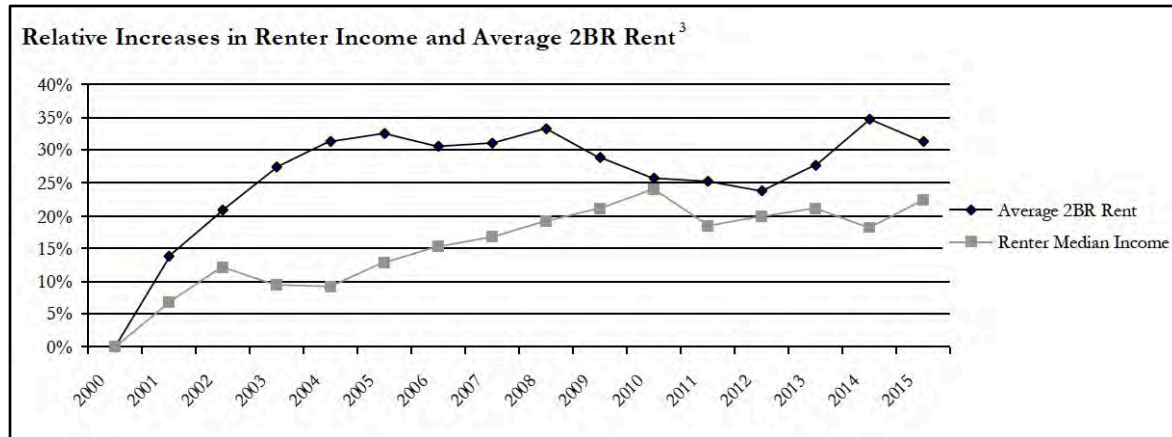


Source: Maine State Housing Authority, 2015 Housing Facts for Calais LMA Housing Market

Renter Occupied Housing Affordability

Data from MSHA on renter occupied units describes an unaffordable rental market for those below median income for the past 15 years. Only year round rentals are considered, as seasonal housing rentals are not reported. Rental rates 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.

The chart on the following page depicts the relative increase in renter income and the average 2 bedroom rent with the Y-axis as an index defined as the ratio of the annual value to the year 2000 value. Renter household data is not available for Eastport but is depicted for the entire Calais LMA Housing Market.



3: The Y axis is an index defined as the ratio of the annual value to the year 2000 value.

Source: Maine State Housing Authority, 2015 Housing Facts for Calais LMA Housing Market

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-2 at the start of this chapter, during the four-year period from 2012 to 2015 eleven housing units were built. Thus, Eastport would meet the requirement of the Act if the city sought to provide 1.1 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.

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 could be adopted by the city though *some (noted in italics) 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:

Property Name and Address	Housing Type				Units Accessible	Type of Assistance ¹		Contact Information
	Elderly		With Disabilities	Family/All		Income Based Rent	Restricted Unit	
	55 and older	62 and older						
Eastport								
Boynton Manor 32 Boynton Street		•	•		2-1 br	•		Maine Development Associates (207) 947-6795 www.mainedevelopment.com
Follis Place 9 Orange Street		•	•		1-1 br	•		Preservation Management, Inc. (207) 518-6953 www.presmgmt.com
Quoddy Farms 7 Toll Bridge Road				•		•		Maine Development Associates (207) 947-6795 www.mainedevelopment.com
Waterview Terrace 12 Barren Road		•	•		-	•		Preservation Management, Inc. (207) 518-6953

Source: Maine State Housing Authority, 2014

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.

Waiting lists are long to get a unit in Waterview Terrace and existing units occupied by long term residents need renovations; however renovations are often only done as units are vacated.

Housing and an Aging Population

As more fully described in the Population Chapter the city recognizes that it has a large elderly population, many of whom are at less than 60% of median income. Indeed 36% of occupied housing units, both owned and rented, are composed of people over 65 years of age. People over 65 are more likely than the rest of the population to be retired and on fixed incomes.

Table F-15 AGE OF HOUSEHOLDER IN 2010 FOR EASTPORT

	Number	Percent
Occupied housing units	670	100
15 to 24 years	20	3.0%
25 to 34 years	47	7.0%
35 to 44 years	61	9.1%
45 to 54 years	125	18.7%
55 to 64 years	176	26.3%
65 years and over	241	36.0%

Source: U.S. Census

A compounding problem for low income seniors living in some of the oldest housing stock in the nation is the cost of inefficient heating systems and poorly insulated homes.

About 85% of Washington County residents heat with number 2 fuel oil. There is minimal natural gas infrastructure, and not much use of a number of alternative fuels, such as wood pellets, solar, and geothermal heat pumps. More weatherization, retrofits for inefficient boilers, and greener fuels are needed. Some of this is being accomplished through a number of programs. From 2008 to 2012, Washington Hancock Community Agency completed 295 weatherization jobs in Washington County.

In addition to facing inefficient heating and weatherization issues many seniors live in houses they have inhabited for years, which are not "senior friendly" in terms of architecture and location. Older houses are often two and three stories with bedrooms and bathrooms located up a flight of stairs. More one-floor single-family houses are needed for the elderly and disabled. Most single family houses in Washington County are not single level. The elderly often have poorer leg strength and balance than the general population, and thus, cannot readily climb stairs. Stair lifts help, but for the wheel chair bound, they require a senior to transfer to another wheelchair or walker on the next level, which can cause falls. One-floor living housing options greatly help seniors' mobility and safety, yet relatively few houses in Washington County are single level.

The elderly, as well as people with disabilities, require more accessibility, which is usually not part of housing design. Accessibility features include entranceway ramps, doorways wide enough to accommodate wheelchairs, and specially designed bathrooms and kitchens.

An "in-law" apartment can provide first floor housing and enable a senior to live semi-independently with family, who can provide them with some assistance, and are close-by for medical emergencies. In-law apartments often also have an interior connection to the main house. Eastport should review its zoning ordinance to ensure in-law apartments are allowed throughout the city.

Elder Care: At Home – Long Term Facility - Education

Many elderly are in need of in-home assistance, but live independently. These services extend the length of quality time that a senior can live at home. Advanced elderly often need assistance with everyday tasks, such as eating and dressing, but cannot afford, or do not want to live in assisted living facilities. In addition, they can be frail and prone to falls, and/or have undiagnosed dementia. Many of this age can no longer drive, and need transportation to shopping and medical facilities. The elderly who do not need 24-hour care, can obtain far less expensive in-home services than through living in an assisted living facility.

For seniors who do require 24-hour care, in-home care costs can be exorbitant. Seniors living at home, but requiring some visiting home care can expect to pay approximately \$22 per hour for a home health aide in Maine, whereas the average cost in the United States is \$19 per hour. (Source: <http://www.payingforseniorcare.com>)

Both the elderly and their families need to better understand age related illnesses and the medical and social services available to seniors. National statistics indicate that 50% of the

population over 85 have or will develop dementia. Education is needed in Washington County on the dangers of frail seniors falling, and the many age-related illnesses.

Long-term care facilities in Washington County include a range of care levels from shared quarters in facilities with a few apartments and one caretaker to full service nursing homes. The Assisted Living Federation of America defines assisted living as "a senior living option that combines housing, support services and health care, as needed". Assisted living facilities offer full-time food and shelter, transportation, as well as a variety of care levels (I - IV) to assist elderly, and others in need, with personal care. Washington County has 260 beds available for assisted living. Eastport has approximately 30 of those beds at the Eastport Residential Care Facility.

There are many seniors in need of some level of assisted living. The average cost of a one-bedroom assisted living apartment in the state of Maine is \$54,000, the fourth highest in the nation, and unaffordable to residents of Washington County without some form of subsidy. (Source: <http://assistedlivingtoday.com/p/assisted-living/>)

Medicare does not cover assisted living unless people reach a certain inability to care for themselves and is transitioning from a hospital to a nursing home for rehabilitation. To be eligible for Medicaid coverage for nursing home care, patients must be unable to care for themselves, and meet income and financial asset limitations to qualify as impoverished. Even with Medicaid, assisted living that is not at a nursing home level is not covered. Thus, there are empty beds in nursing homes in Washington County, and many "fall through the cracks". There are also limitations for hospice care, which can only be covered for persons with six months or less left to live.

To improve the current situation nursing home facilities and other long-term health care providers need to negotiate nursing home coverage with the Maine Department of Health and Human Services since it the administrators of the federal Medicaid program.

For complete aging in place, from active independent seniors up to nursing home level, there is no facility in Washington County.

Programs for an Aging Population (following section taken from A Regional Plan for Sustainable Housing in Washington County, East, J. and T. Hill, 2014)

At Home Downeast (WHCA)

Aging in Place is a national non-profit program, implemented in 60 locations around the United States. In Washington and Hancock Counties, it is offered through the Washington Hancock Community Agency. It has been implemented in Hancock County, but not yet in Washington County.

It is a member based, volunteer supported program, offering a number of in-home services for seniors, to help enable them to live in their homes longer. It is modeled on the village concept, in that people living in their own homes in close proximity to each other, band together to form a self-directed community organization to meet the needs of seniors.

The program addresses senior isolation, by bringing services to seniors, and has a strong base of community and volunteer support. This program is tailored to each community but has similar guiding principles.

The program is funded by membership fees, often paid by adult children of elderly in the program. Donations and grants also fund the program.

Eligibility Requirements: The program has an age requirement, but is available to all income levels, with membership by fee on a sliding scale.

Services offered by this program include:

- household and yard chores, with the manual work often done by volunteers;
- assistance with technology;
- some transportation;
- assurance that appointments are kept;
- nurse visits every few days; and
- home safety assessments, relative to carpets, stairs, and handrails.

(Sources: WHCA website: <http://www.whcacap.org/at-home-downeast/hancock/about.php>;

GROWashington/Aroostook Sustainable Housing Work Team minutes: <http://gro-wa.org/sustainable-housing-agendas-and-minutes>)

Eastern Area Agency on Aging

The Maine Association of Area Agencies on Aging includes a set of non-profit programs operating in different areas of Maine, funded in part, by Maine Department of Health and Human Services, and in part by donations. The Eastern Area Agency on Aging (EAAA) is the program servicing Washington County, as well as Hancock, Penobscot, and Piscataquis Counties. In operation since 1974, EAAA has a professional staff offering programs that provide general volunteer assistance to seniors including:

- emergency meals for free and meals for sale at \$4/meal;
- several other kinds of nutrition services;
- several hundred Amish heaters to low income families;
- safe, affordable handy people to do manual labor (raking, shoveling);
- information assistance and free legal services for the elderly; and
- support and education to individuals caring for family members, especially regarding dementia.



EAAA also partners with other organizations to provide additional services, including:

- Senior Care Coordination;
- Step by Step Fall Prevention Program;
- Legal Services for the Elderly; and
- EZ FIX, a minor home repair program for seniors.

In addition to emergency meals, EAAA offers the “Nutrition Program” (formerly known as “Meals for Me”), which serves hot lunches to persons 60 and over at 45 Community Cafes (some at senior living facilities) in the Counties it serves. EAAA’s “Meals on Wheels” program, also delivers hot lunches to homebound seniors who are unable to cook a meal themselves.

(Sources: EAAA website: [Website: http://www.eaaa.org/](http://www.eaaa.org/); Volunteer Maine website: <http://volunteer.truist.com/me/org/219249.html>; GROWashington/Aroostook minutes; Dir. of “Nutrition Program” in Machias)



John Cox Sr. serves free lunches in a subsidized elderly apartment complex in Machias, through the EAAA “Nutrition Program” Photo Source: New York Times

Senior Companions (Maine Sea Coast Mission and U. Maine Coop. Extension)

This program serves frail older adults, adults with disabilities, those with terminal illnesses, and caregivers in need of respite. Active individuals, aged 60 and older, are provided with a stipend to assist seniors in need. They provide homebound adults with companionship, and assist with simple chores and transportation. This program also coordinates with food pantries, where volunteers provide meals for persons in need.

The following goals have been defined for this program:

- to provide cost effective alternatives to institutionalization by encouraging the independence of Maine’s older adult population;
- to promote a high quality of life for Senior Companions and their clients;
- to provide a formal structure within which Senior Companions come together to attain a common understanding of the services they provide;
- to recognize and reward the efforts of Senior Companion volunteers; and

- to help Maine people to improve their lives through an educational process that uses research-based knowledge focused on community issues and needs.

(Sources: Senior Companions website: http://www.seacoastmission.org/senior_companions.html; GROWashington/Aroostook Sustainable Housing Work Team minutes: <http://gro-wa.org/sustainable-housing-agendas-and-minutes>)

Catholic Charities Housing Services; a.k.a. Homemaker Services

This Catholic Charities program, also known as Homemaker Services, is a state-wide program that connects support services to those in need. It enables seniors and people with disabilities, to stay longer in their homes, especially those on limited incomes. Services are professionally supervised, and are provided by a team of para-professionals, who help with a variety of tasks. Services include:

- emergency help and food,
- counseling,
- child care,
- housekeeping,
- grocery shopping,
- laundry,
- transportation, and
- incidental help with personal hygiene and dressing.

Eligibility: This program services individuals, families, and children in need, regardless of faith or ability to pay.

(Sources: website for Maine Aging and Disability Services: <http://www.maine.gov/dhhs/oads/aging/long-term/homemaker.shtml>; GROWashington/Aroostook Sustainable Housing Work Team minutes: <http://gro-wa.org/sustainable-housing-agendas-and-minutes>)

Support and Services at Home (U.S. Dept. of Health and Human Services)

This federal program is aimed at supporting elderly people who want to stay in their homes, rather than moving to nursing homes or other long-term care facilities. It has been implemented successfully in Vermont, which can serve as a model for implementation in other areas.

Medicaid (U.S. Dept. of Health and Human Services)

Medicaid is a federal entitlement program that provides medical services to eligible low income persons. In Maine, Medicaid is known as “Maine Care”. The Maine Department of Health and Human Services administers this federal health insurance program at the state level. This program relates to housing by subsidizing “cost of care” for people living in a medical facility, who meet the eligibility requirements. Medical facilities include: nursing homes, residential care facilities, cost reimbursed boarding homes, or adult family care homes. Some people who are eligible to live in a nursing home may get services in their own home instead.

Eligibility Requirements:

- Unless clients' income is set aside for a living-at-home spouse, they must use most of their income to pay for care.
- Income caps: countable income of \$958 per month for one elderly or disabled person, or \$1,293 for two, as of 2013.
- To receive benefits while living in a nursing home, there are minimum thresholds for medical and dementia conditions.

Services Include:

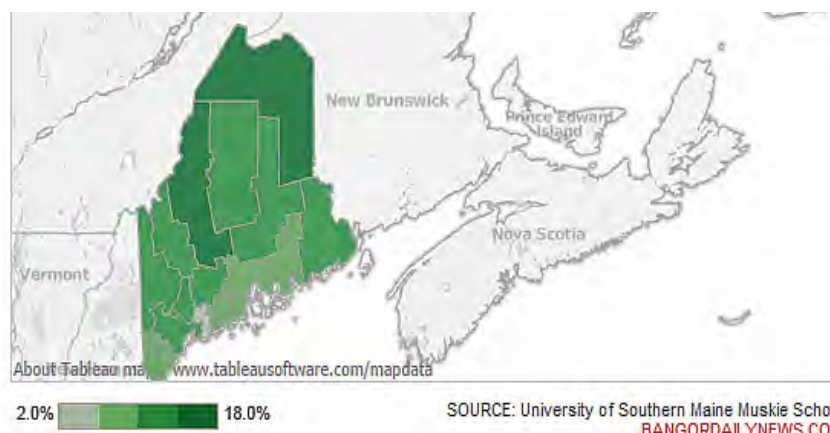
- Adult Day Health,
- Care Coordination Services,
- Environmental Modifications,
- Financial Management Services,
- Homemaker Services,
- Home Health Services,
- Personal Support Services,
- Personal Emergency Response System Services,
- Transportation Services,
- Respite Services, and
- Skills Training.

For residents living in a nursing home, another benefit package provides additional services, including: cost of the room, food, routine supplies and equipment, and nursing care. For residents living in other residential care facilities, a benefits package includes a number of medical services, plus hospice.

Sources: federal website: <http://www.medicaid.gov/>; Maine website: <https://www.maine.gov/dhhs/mainecare.shtml>

Medicare (U.S. Dept. of Health and Human Services)

Medicare is health insurance for people 65 or older, and people under age 65 with certain disabilities. This program helps to pay for medical services, hospitalization, hospice, prescription drugs, and home health care. Thus, for elderly, it can either help pay for nursing home residency, or for medical services at home. There are several parts to Medicare plans. Part A affects living in long-term care facilities. Most people 65 or older are automatically eligible for Part A, with no monthly payment.



Eligibility requirements for Part A include:

- Nursing home stay must be for an illness diagnosed during a hospital stay or for the main cause of a hospital stay.

- Hospice facility benefits are only available for terminally ill persons with less than six months to live.

Medicare Advantage Plans, Part C, are an alternative to traditional Medicare, in that they are public / private partnerships approved by Medicare, but run by private companies. (Sources: <https://www.medicare.gov/>; <http://www.maine.gov/dhhs/>)

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 only affordable for about half of the population of Eastport and 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. 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.

G. GIS MAPPING

GIS, or Geographical Information System, is a computer mapping system designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data. A geographic information system (GIS) lets us visualize, question, analyze, and interpret data to understand relationships, patterns, and trends.

GIS applications are tools that allow users to create interactive queries (user-created searches), analyze spatial information, edit data in maps, and present the results of all these operations on one or more maps. This enables people to more easily see, analyze, and understand patterns and relationships.

Summary of Key Findings

- An online GIS mapping service (<http://gro-wa.org/planners-maps.htm>) is maintained as GIS data changes and provides Eastport access to their parcel maps and the spatial information available in the city
- Efforts to maintain, update and provide Eastport's parcel mapping data to the UMM-GIS Services Center is rooted in the dynamic nature of spatial information and the speed with which our culture, economy, and infrastructure is changing.
- There are written and video training resources available geared to different learning styles and levels of experiences (<http://www.wccog.net/online-gis-written-instruction-guides.htm>)
- Several state agencies also maintain a variety of online web-viewer mapping tools including the Maine Drinking Water Program, the Maine Department of Transportation, and the Beginning with Habitat program

STATUS OF GIS MAPPING CAPABILITY

There are no municipalities in Washington County with the resources or staff to maintain an in-house GIS mapping system. To address this reality of both economy and capacity the Washington County Council of Governments (WCCOG), in partnership with the University of Machias GIS Service Center and Laboratory, has developed online GIS mapping capacity for all Washington County towns⁹. This online service is maintained and updated as GIS data changes and thus provides towns' access to their parcel maps and the spatial information available in their town. The Planners maps serve the needs of municipal and regional Comprehensive Plan maps as well as parcel-specific information for development review.

In addition to the customized online mapping tools provided by the WCCOG/UMM-GIS partnership, several state agencies maintain a variety of online web-viewer mapping tools. Some

⁹ Online GIS Mapping – Frequently Asked Questions <http://www.wccog.net/online-gis-mapping-faqs.htm>

Public Parcel Viewer <http://gro-wa.org/public-parcel-viewer.htm>

Planners Maps <http://gro-wa.org/planners-maps.htm>

GIS Maps Instruction Guides (Paper) <http://gro-wa.org/gis-map-instruction-guides.htm>

Online GIS Mapping Instructional Videos <http://www.wccog.net/online-gis-mapping-instructional-videos.htm>

Paper vs. Digital Maps <http://gro-wa.org/paper-vs-digital-maps.htm>

Status of Comprehensive Plans with the Growth Management Law <http://gro-wa.org/helping-washington-county-plan-its-future.htm>

digital information, such as Maine Department of Transportation construction scheduling, is only available using these online tools.

Another state agency, the Maine Department of Inland Fisheries and Wildlife, only provides information about critical habitat at the time of the Comprehensive Plan dataset. While the WCCOG has advocated on multiple occasion that this information be made available in digital format so that it can be incorporated into the online Planners maps we have not been successful to date. Therefore, Planning Boards and Comprehensive Plan Committees are directed to this information using screen shots of the large poster format maps (also provided in PDF format) within various chapters of the Comprehensive Plans.

Encouraging Eastport to Use Online GIS services

This Chapter and the recommended policy that encourages towns to maintain, update and provide their parcel mapping data to the UMM-GIS Services Center is rooted in the dynamic nature of spatial information and the speed with which our culture, economy, and infrastructure is changing. Encouraging towns to develop their expertise in using online GIS information is based on the following several factors:

1. Spatial information can change significantly over the customary timeline (10-12 years) of a Comprehensive Plan. Thus, the practice of creating static point-in-time Comprehensive Plan maps may inform current policy development but can provide only general depictions at “greater than 20,000 feet” and is of virtually no utility for parcel-specific development review over time.
2. Visual imagery of the variety of GIS mapping products can support policy development throughout the Comprehensive Plan.
3. Online resources provide economical access to the spatial information available to the City of Eastport for this Comprehensive Plan as well as for on-going development review.
4. Instructions (in several learning modes) are provided¹⁰ to Planning Boards and Code Enforcement Officers in the same place where the maps are posted to enable use of online GIS mapping tools by municipal personnel that can experience regular turnover in duties.

Student Training and Workforce Development

The WCCOG partnership with the GIS Service Center at the University of Maine at Machias (UMM) has operated for over a decade. Dr. Tora Johnson and her students in the GIS Program are working on GIS Degree, as well as Certificate and Associates in Science programs. Their course work has, and continues to, directly support many municipal and regional projects in Washington County. It provides students with immediate real-world application of their skills to help them find employment upon graduation. It also provides extraordinary mapping and analysis services to Washington County communities at little or no cost. The courses contributing to this include:

- *GIS I and GIS II foundational courses*
- *Community Applications in GIS*
- *Municipal Applications in GIS*
- *Remote Sensing and Image Analysis*
- *Advanced Projects in GIS*

¹⁰ By the on-going partnership between the Washington County Council of Governments (WCCOG) and the University of Machias GIS Service Center and Laboratory (see links in Foot note 1 above).

- *Web-Based Maps, Applications & Services, and*
- *GIS Internships and Work Study credits.*

When municipalities contract with WCCOG to prepare their Comprehensive Plans, they are benefiting from the WCCOG/UMM-GIS Center partnership. Municipalities also commonly contract directly with the GIS Service Center for parcel mapping, parcel map updates, and emergency management planning maps, among many other projects.

(Former) Comprehensive Plan Map Set

The maps commonly included in a Comprehensive Plan are listed below.

- Location of Eastport in Washington County
- Public Facilities (including Recreation)
 - Always the entire municipality and often an expanded version for a village or city center
 - Combined with Transportation in some of the most rural municipalities
- Topography, Steep Slopes and Floodplains
- Waterways and Wetlands
- Soils Classifications
 - Depicts soils suitability classifications for septic systems, roads, and low-density development; also depicts Prime agricultural soils and soils of statewide significance to agriculture.
- Marine Resources (where applicable)
 - Place Names, Public Access and Marine Resources in some communities
- Land Cover
- Critical Habitat
- Transportation
- Current Land Use
 - Current Zoning also depicted where available
- Proposed Land Use (also called Future Land Use)
 - always the entire municipality and often an expanded version for the village or city center

A great deal of the information depicted on these maps is available through statewide servers from the Maine Office of GIS. For a variety of reasons these statewide servers do not or cannot provide some of this information. For instance, locally derived information can be missing such as cemeteries and commonly used names for points of access or orientation. Residents of the towns of Beals and Machiasport, both exemplary Downeast fishing communities, refer to several beaches, bays, points of land, and small islands as points of reference, often navigational, when discussing planning issues. A map created for each town in 2004 and 2009 respectively names those points of access and reference.

It is also common when reviewing spatial information for residents to find errors in the location of public facilities either because the spatial layer is out of date (eg. the town office moved) or simply inaccurate (eg. the Post office is on the north side of the road and not the south). In these cases WCCOG works with the individual community to correct the inaccuracies and/or create new spatial layers on a town-by-town basis.

Some statewide data, such as the Beginning with Habitat information that describes Critical Habitats, is not posted online on statewide servers. Instead it is provided in digital format to the UMM-GIS Service Center and to WCCOG. When conducting Comprehensive Planning this information is provided to the municipality in a series of large poster sized paper maps. The series of maps includes 3 primary maps and 3 supplementary maps as follows:

- Map 1 - Water and Riparian Habitat
- Map 2 – High Value Plant and Animal Habitat
- Map 3 – Undeveloped Habitat Blocks and Connectors among Conserved Land
- Supplementary Map 7 – Wetlands Characterization
- Supplementary Map 8 – USFWS¹¹ Priority Trust Species
- Regional Map – Building a Regional Landscape

These poster-sized maps are useful to the Planning Board and the Code Enforcement Officer when reviewing development permit applications. The WCCOG recommends that they be posted on the wall of the town office within easy access to the Planning Board and CEO. Board/CEO office

Planning Board and Code Enforcement Officer Training with Online Maps

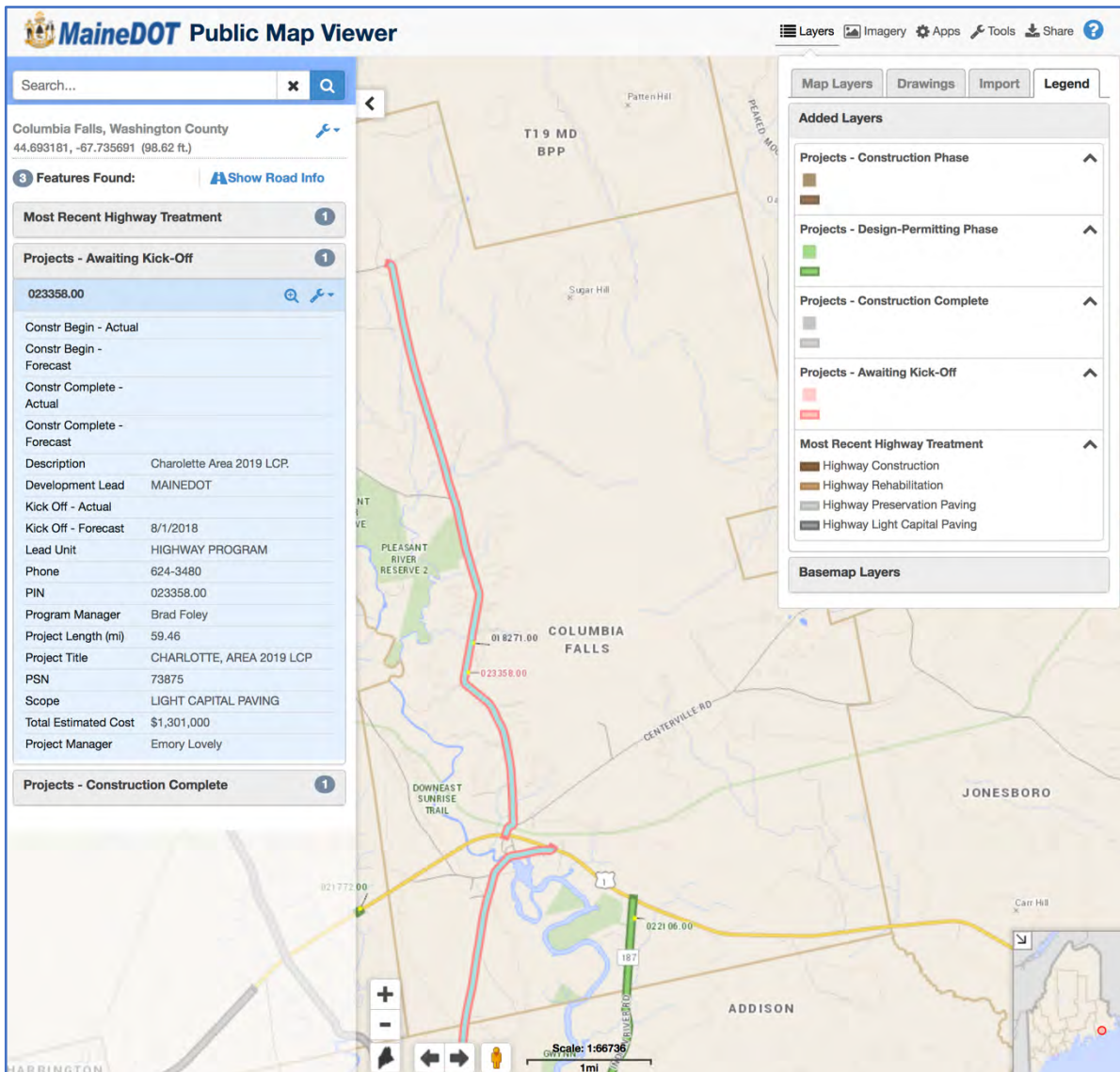
As referenced in footnote 1 above, there are several training resources available that are geared to different learning styles. The written instruction guides (<http://gro-wa.org/gis-map-instruction-guides.htm>) cater to those who like to have a printed (or on-screen PDF) document to study and refer to when they work. Alternatively, the instructional videos (<http://www.wccog.net/online-gis-mapping-instructional-videos.htm>) are provided in short (3-6 minute) formats. Any user is able to determine their level of competence from beginner to intermediate to advanced. Obviously, the videos also allow any user to refresh their memory if they do not use the tools over several months and have forgotten the finer details.

Finally, there is a survey that is open at all times to provide feedback so that the WCCOG/UMM-GIS partnership can improve the online interface and experience based on user feedback.

¹¹ United States Fish and Wildlife Service

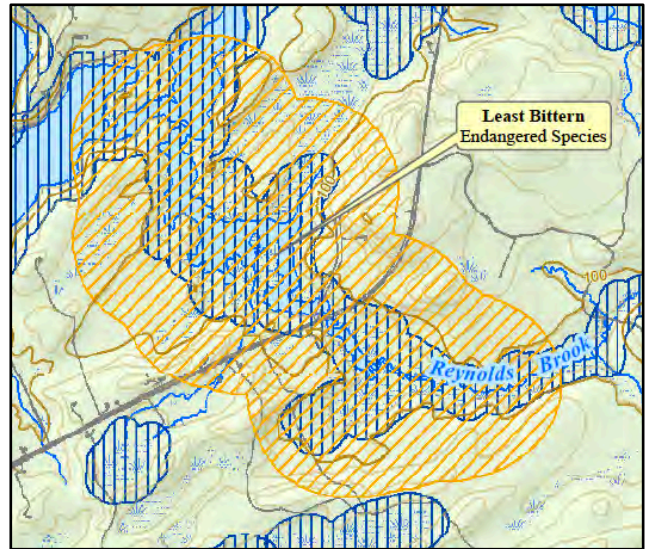
Shifting from Paper to Online Maps in Comprehensive Plans

The result of the shift from paper to online maps is to completely abandon creation of town wide maps centered around the themes of Comprehensive Plan chapters. Readers are instead provided with screen shots of the various and detailed output of the variety of mapping tools. Thus, in the Transportation chapter the text provides information about how to access the MDOT web viewer and the screen shot at right describes the location of planned construction, and depicts the detail behind the map (the attribute table) so that the timing of future construction is available to the town (example from Columbia Falls).



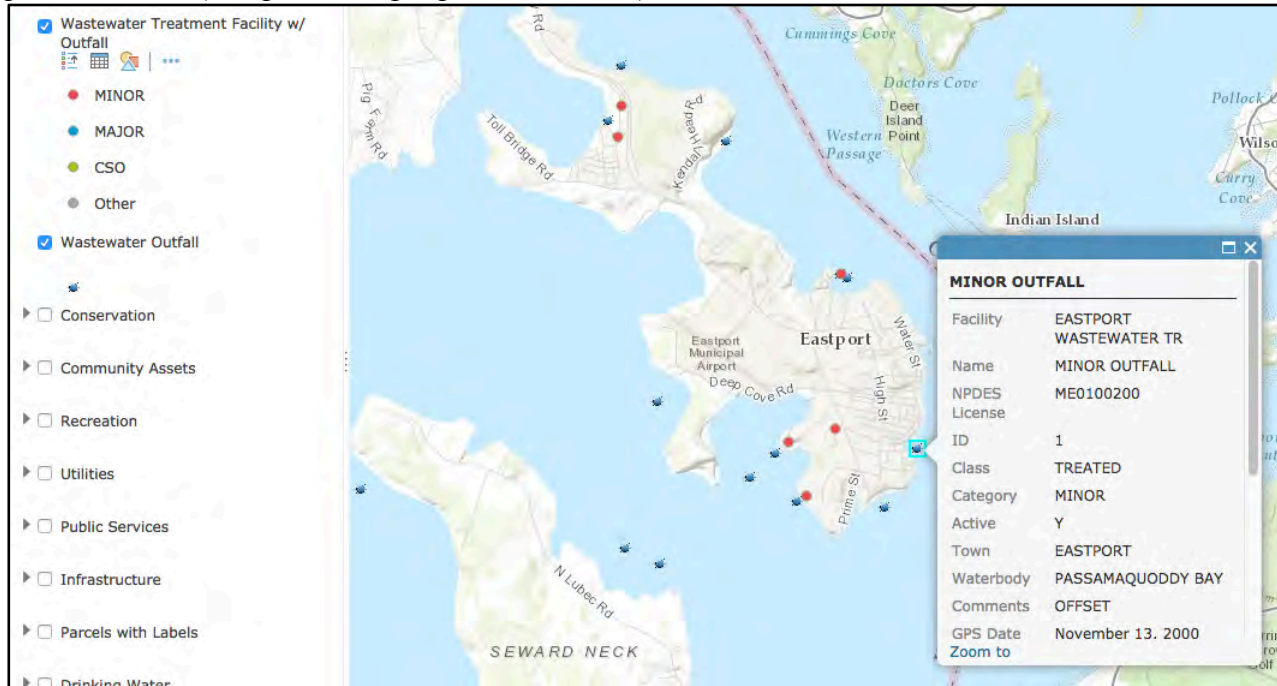
As noted above, the WCCOG would prefer that the Beginning With Habitat data were available through the Maine Office of GIS servers so that it could be available to the online Planners maps (<http://gro-wa.org/planners-maps.htm>). However, abandoning the creation of a single town wide map that depicts the spatial subject matter of each chapter does have a few benefits when depicting Critical Habitat information. First, a single town wide map of critical habitat, often depicted on an 8.5 by 11-inch piece of paper, is relatively useless when determining the location of the Critical Habitats. Second, by inserting a screen capture of zoomed-in areas of Critical Habitat, taken from the large poster (also PDF) format maps, into the discussion in the Natural Resources Chapter it is possible to:

- See the Critical Habitat in particular areas relative to other known points of interest and provide assistance with interpreting the map legends.
- Remind the Comprehensive Plan Committee, Planning Board and Code Enforcement Officer to actually pull out those large format maps, put them on the wall where they can be seen and use them for development review.
- Consider their actions in the context of regionally significant natural resources such as those described in Statewide Focus Areas of Ecological Significance.



As with the MaineDOT map viewer, this approach to Comprehensive Plan maps uses the chapter text to explain a little more about the true value of GIS mapping. GIS maps are not just pretty snap

shots in time. It is the data behind almost any GIS map that provides the vast majority of its value. For instance, when depicting an inventory of point source discharge influences on water quality the screen shot of the online Planners tool can show the location of the discharge, the information box that provides details about it, and the additional map contents that can be turned on or off in any particular area (Eastport example provided below).



The Maine Drinking Water Program also provides a web viewer for municipalities to see mapped spatial information and data about public water supplies. A screen capture of their service is provided in the Natural Resources chapter. This service requires creation of a user name and password which can inhibit its use by some less experienced users.

SUMMARY

GIS mapping tools and the information they provide to municipalities is evolving much faster than the 10 to 12-year time horizon of a local Comprehensive Plan. Even for small rural municipalities who cannot afford the staff, equipment, or software to run GIS mapping products, there are several available alternatives. The Online Planners and Parcel Maps provided by the WCCOG/UMM-GIS partnership provide access to up-to-date spatial information and its background attribute data. Training on how to use it, depict it on alternative base map projections, see and analyze the data behind it, print it, share it, and add to it with local information, is provided in several learning styles and levels of expertise. A variety of web-based mapping tools are also provided by several Maine state departments. This chapter provides examples of these tools. However, the individual chapters of this Comprehensive Plan provide many more examples of what they provide and how to use them in ways that both are specific to Eastport while simultaneously providing the inventory on which this Comprehensive Plan is being updated.

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. Increases in tourism related traffic, from cars to cruise ships to ferries and bicycles, are anticipated into the future.

Summary of Key Findings

- Overall, Eastport’s roadways are in good condition with 3 long local roads (High, Clark, Adams) that have several locations with deterioration that are in need of attention.
- **2016-2018 Work Plan** entries for Eastport include, at a total estimated cost of \$1.1 million:
 - Safety and infrastructure improvements at the Eastport Municipal Airport that may include construction of a snow removal equipment building and terminal, and a Master Plan update (reviewing wildlife hazards)
 - An economic analysis of proposed port, rail, and highway improvements to Eastport
- The Eastport Police Department reported 20 vehicle accidents involving deer during 2015 at an estimated cost of \$40,000. A special hunt is proposed for antlerless deer for 2 weeks in December over 3 consecutive years.
- To relieve parking congestion downtown, the city has identified two city-owned parking areas on Sullivan St. and Washington St. Space marking/delineation and signage (already purchased) is planned to direct motorists to them.
- A comprehensive assessment of bicycle and pedestrian facilities was conducted throughout downtown Eastport in 2013 to support the Eastport Sprocket Society in their efforts to enhance the walking and bicycling experience of residents, especially school children, and visitors alike. The full report may be accessed online via <http://www.wccog.net/bikepedplanning.htm#Eastport>.
- Building on success of BikeMaine2016 the city and businesses will work on bicycle friendly businesses and services to promote bicycle tourism.

ROAD INVENTORY

State Route 190 connects Eastport to the nearest major automobile route, U.S. Route 1, which lies six miles to the north in Perry. Route 190 is maintained by the state and is in good condition. 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.

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. Widening of Water Street 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	Owned by	Maintained by	Surface	Condition/Major Need
Adams Street	Local	Eastport	Eastport	Paved	Good/Poor
Airport Road	Local	Eastport	Eastport	Dirt	Good
Arnold Street	Local	Eastport	Eastport	Paved	Good
Bangor Hydro	Private	Bangor Hydro	Bangor Hydro	Dirt	Good
Barren Road	Local	Eastport	Eastport	Paved	Excellent
Barron Rd (County Rd to Estes Head)	Collector .5 miles	State	State	Paved	Good
Barton Street	Local	Eastport	Eastport	Dirt	Poor
Battery Street	Local	Eastport	Eastport	Paved	Good
Bayview Drive	Local	Eastport	Eastport	Paved	Good
Boynton Street	Local	Eastport	Eastport	Paved	Good
Breakwater	Local	Eastport	Eastport	Paved	Good
Brewster Road	Local	Eastport	Eastport	Paved	Good
Brighton Avenue	Local	Eastport	Eastport	Paved	Good
Brinker Street	Local	Eastport	Eastport	Paved	Good
Broadway	Local	Eastport	Eastport	Paved	Good
Byram Street	Local	Eastport	Eastport	Paved	Good
Bucknam Place	Private	Resident	Resident	Dirt	Good
Burns Place	Private	Resident	Resident	Paved	Good
Byrd Street	Local	Eastport	Eastport	Paved	Good
Capen Avenue	Local	Eastport	Eastport	Paved	Good
Cemetery Road	Local	Eastport	Eastport	Paved	Good

Roadway Name	Arterial, Collector, Local, Public Easement, or Private	Owned by	Maintained by	Surface	Condition/Major Need
Chapel Street	Local	Eastport	Eastport	Paved	Good
Clark Court	Private	Resident	Resident	Dirt	Good
Clark Place	Private	Resident	Resident	Dirt	Good
Clark Center	Private	Resident	Resident	Dirt	Good
Clark Street	Collector	Eastport	Eastport	Paved	Good/Poor
Clark's Way	Private	Resident	Resident	Paved	Good
Cleveland Street	Local	Eastport	Eastport	Paved	Good
Conner Street	Local	Eastport	Eastport	Paved	Good
County Road (SR 190) ***	Collector	State	State	Paved	Good
County Road (SR 190)	Arterial	State	State	Paved	80% Excellent /20% Good
County Road	Local	Eastport	Eastport	Paved	Excellent
Custom Street	Local	Eastport	Eastport	Paved	Good
Dana Street	Local	Eastport	Eastport	Paved	Excellent
Dawson Street	Local	Eastport	Eastport	Paved	Good
Deeks Street	Local	Eastport	Eastport	Paved	Good
Deep Cove Road	Local	Eastport	Eastport	Paved	Good
Dresner Street	Local	Eastport	Eastport	Paved	Good
Drummond Road	Local	Eastport	Eastport	Paved	Good
Eagle Street	Local	Eastport	Eastport	Paved	Good
Elm Street	Local	Eastport	Eastport	Paved	Good
Evans Street	Local	Eastport	Eastport	Paved	Good
Favor Street	Local	Eastport	Eastport	Paved	Good
Franklin Street	Local	Eastport	Eastport	Paved	Good
Furniture Avenue	Local	Eastport	Eastport	Paved	Good
Gilman Street	Local	Eastport	Eastport	Paved	Good
Green Street	Local	Eastport	Eastport	Paved	Excellent
Hallett Avenue	Local	Eastport	Eastport	Paved	Good
Harris Point Road	Local	Eastport	Eastport	Paved	Good
Hawkes Avenue	Local	Eastport	Eastport	Paved	Good
Hayes Avenue	Local	Eastport	Eastport	Paved	Good
High Street	Collector	Eastport	Eastport	Paved	Good/Poor
Indian Road	Local	Eastport	Eastport	Dirt	Poor
Island View Drive	Private	Resident	Resident	Paved	Good
Janny Street	Local	Eastport	Eastport	Paved	Good
Jensen Street	Local	Eastport	Eastport	Paved	Good
Johnson Street	Local	Eastport	Eastport	Paved	Good
Kemmerer Road	Local	Eastport	Eastport	Paved	Good
Kendall Head Road	Local	Eastport	Eastport	Paved	Good
Key Street (aka. Ray St.)	Local	Eastport	Eastport	Paved	Good
Kilby Street	Local	Eastport	Eastport	Paved	Good
Leavett Avenue	Local	Eastport	Eastport	Paved	Good
Lincoln Street	Local	Eastport	Eastport	Paved	Good
Long Street	Local	Eastport	Eastport	Dirt	Good

Roadway Name	Arterial, Collector, Local, Public Easement, or Private	Owned by	Maintained by	Surface	Condition/Major Need
Lovelace Road	Local	Eastport	Eastport	Paved	Good
Lower High Street	Local	Eastport	Eastport	Paved	Good
Madison Street	Local	Eastport	Eastport	Paved	Good
McKinley Street	Local	Eastport	Eastport	Paved	Good
Meyer Street	Local	Eastport	Eastport	Paved	Good
Michenor Street	Local	Eastport	Eastport	Paved	Good
Middle Street	Local	Eastport	Eastport	Paved	Good
Mitchell Street	Local	Eastport	Eastport	Paved	Good
Norwood Road	Local	Eastport	Eastport	Paved	Good
Orange Street	Local	Eastport	Eastport	Paved	Good
Perkins Road	Local	Eastport	Eastport	Paved	Good
Pleasant Street	Local	Eastport	Eastport	Paved	Good
Prime Street	Local	Eastport	Eastport	Paved	Good
Prince Avenue	Local	Eastport	Eastport	Paved	Excellent
Proprietor's Lane	Private	Resident	Resident	Paved	Poor
Redoubt Hill	Local	Eastport	Eastport	Paved	Good
Redoubt Road	Local	Eastport	Eastport	Paved	Good
School Street	Local	Eastport	Eastport	Paved	Good
Sea Street	Local	Eastport	Eastport	Paved	Good
Seigen's Marina	Private	Resident	Resident	Paved	Good
Shackford Head	Local	Eastport	Eastport	Dirt	Poor
Shackford Street	Local	Eastport	Eastport	Paved	Good
Snyder Road	Local	Eastport	Eastport	Paved	Good
Soldiers Lane	Local	Eastport	Eastport	Paved	Good
South Street	Local	Eastport	Eastport	Paved	Good
Spear Avenue	Local	Eastport	Eastport	Paved	Excellent
Spruce Street	Local	Eastport	Eastport	Paved	Good
Staniel Road	Local	Eastport	Eastport	Paved	Good
Stevens Avenue	Local	Eastport	Eastport	Paved	Good
Sullivan Street	Local	Eastport	Eastport	Paved	Good
Sunset Drive	Local	Eastport	Eastport	Paved	Good
Sunrise Drive	Local	Eastport	Eastport	Paved	Good
Third Street	Local	Eastport	Eastport	Paved	Good
Toll Bridge Road	Collector	Eastport	Eastport	Paved	Good
Trecartin Avenue	Local	Eastport	Eastport	Paved	Good
Vanasse Road	Local	Eastport	Eastport	Paved	Excellent
Warren Street	Local	Eastport	Eastport	Paved	Good
Washington Street (SR 190)	Arterial	State	State	Paved	Good
Water Street	Collector	Eastport	Eastport	Paved	Good
Willow Street	Local	Eastport	Eastport	Paved	Good
Wilson Street	Local	Eastport	Eastport	Paved	Good
Woodman Place	Local	Eastport	Eastport	Paved	Good

Source: Maine Department of Transportation and Comprehensive Plan Update Committee, 2016

Road Maintenance

Overall, Eastport's roadways are in good condition with 3 long local roads (High, Clark, Adams) that have several locations with deterioration that are in need of attention. 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. More recently (2015) several roads were re-paved in concert with the water system improvements. The city works diligently with limited resources to maintain their local roads.

The damage that does occur to city 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 non-local roads and maintains County Road with financial support from Maine DOT. 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.

Eastport supports and is actively engaged in regional transportation efforts in Washington County. Regional transportation plans that address transportation facilities in Eastport include

- Strategic Investment Plan for Corridors of Regional and Economic Significance
- Eastport Freight Rail Restoration Study (2009)
- Northeast CanAm Connections: Integrating the Economy and Transportation (2009)
- Multi-Modal Corridor Management Plan for the Downeast Coastal Corridor (2009)
- Multi-Modal Corridor Management Plan for the Coastal Canadian Corridor (2011)
- Maine Integrated Freight Strategy (June 2014)
- Rail to Port Alternatives Analysis (2014)

- Bold Coast Scenic Byway Corridor Management Plan (2015)
-

MaineDOT prepares a Work Plan outlining the work the department plans to perform over three-year periods. The most recent Plan covers the period from 2017-2018-2019.

2017-2018-2019 Work Plan entries for Eastport include, at a total estimated cost of \$1.1 million:

- Safety and infrastructure improvements at the Eastport Municipal Airport that may include construction of a snow removal equipment building and terminal, and a Master Plan update (reviewing wildlife hazards)
- Drainage improvements beginning at Deep Cove Road and extending east 0.62 of a mile to Water Street.

Traffic Volumes and Patterns

Eastport is connected to the mainland by 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, commuters who leave or come to Eastport for work, and abundant truck traffic related to the port. This route cuts directly through the heart of the Passamaquoddy community of Sipayik (Pleasant Point); it is also the transportation lifeline of the port of Eastport. The “speed trap” through Pleasant Point is known throughout the region and its strong enforcement protects a walking corridor that is used by many pedestrians within that community.

For several years, in the 2004 Comprehensive Plan Update, and in studies to enable Port of Eastport expansion the city has examined an alternative or 2nd bridge to serve the city. Most recent focus is a new bridge from Perry to Carlow Island. This would be a very significant investment but could provide:

- 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 could be connected by an interior route (or by a rail trans-loading facility) 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

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 continue this discussion as a long-term strategy that supports economic diversification and development within the industrial and tourism sectors of eastern Washington County. As noted above the current Maine DOT Biennial Work plan includes an economic analysis of proposed port, rail, and highway improvements to Eastport.

Although the population of Washington County has decreased modestly between 1990 and 2010, 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 for Eastport Roads

LOCATION	AADT11	AADT12	AADT13	AADT14	AADT15
DEEP COVE RD W/O SR 190	-	260	-	-	230
BARRON RD E/O COUNTY RD	-	210	-	-	-
ESTES HEAD PIER RD W/O PRINCE COVE RD	-	490	-	-	430
IR 933(CONNER ST) W/O IR 927(PERKINS RD)	-	150	-	-	-
IR 933 (CONNER ST) SW/O SR 190	-	190	-	-	190
CLARK ST E/O SR 190	-	-	-	-	760
COUNTY RD SE/O SR 190 (WASHINGTON ST)	-	900	-	-	1050
COUNTY RD SE/O KEY ST	1020	830	-	-	860
COUNTY RD NW/O BARRON RD	-	630	-	-	590
HIGH ST N/O SR 190 (WASHINGTON ST)	-	570	-	-	560
HIGH ST S/O SR 190 (WASHINGTON ST)	-	1280	-	-	1170
HIGH ST S/O PLEASANT ST	-	260	-	-	-
HIGH ST SE/O CLARK ST	-	430	-	-	350
HIGH ST SE/O ADAMS ST	-	550	-	-	-
HIGH ST S/O KEY ST	-	620	-	-	-
HIGH ST N/O SOUTH ST	-	410	-	-	-
HIGH ST S/O SOUTH ST	-	470	-	-	-
HIGH ST S/O BATTERY ST	-	360	-	-	340
KEY ST E/O COUNTY RD	-	300	-	-	230
KEY ST W/O WATER ST	-	540	-	-	-
KEY ST E/O HIGH ST	-	560	-	-	-
KEY ST W/O HIGH ST	-	480	-	-	-
BRIGHTON AVE S/O SR 190 (WASHINGTON ST)	-	440	-	-	-
BOYNTON ST W/O MIDDLE ST	-	440	-	-	-
WATER ST N/O SR 190 (WASHINGTON ST)	-	1520	-	-	1210
WATER ST S/O SR 190 (WASHINGTON ST)	-	-	-	-	1180
WATER ST E/O MIDDLE ST	-	270	-	-	-
WATER ST N/O SULLIVAN ST	-	950	-	-	-
WATER ST SE/O CLARK ST	-	-	-	-	500
BATTERY ST E/O HIGH ST	-	180	-	-	160

LOCATION	AADT11	AADT12	AADT13	AADT14	AADT15
MIDDLE ST N/O WATER ST	-	90	-	-	-
MIDDLE ST S/O WATER ST	-	190	-	-	-
LINCOLN ST SE/O COUNTY RD	-	90	-	-	-
SR 190 (WASHINGTON ST) E/O COUNTY RD	-	2400	-	-	2590
SR 190 (COUNTY) NW/O SR 190 (WASHINGTON)	-	3010	-	-	-
SR 190 (WASHINGTON ST) E/O HIGH ST	-	1510	-	-	-
SR 190 (WASHINGTON ST) W/O HIGH ST	-	2180	-	-	-
SR 190 (WASHINGTON ST) W/O WATER ST		1450			1410
SR 190 W/O CLARK ST	-	3410	-	-	3340
SR 190 (COUNTY RD) SE/O IR 398(DRUMMOND)	-	3230	-	-	-
SR 190 (COUNTY RD) NW/O IR 398(DRUMMOND)	-	3170	-	-	-
SR 190 N/O IR 933 (CONNER ST)	-	2850	-	-	2240
SR 190 SE/O IR 4013 (TOLL BRIDGE RD)	-	2920	-	-	2720
SR 190 NW/O IR 4013 (TOLL BRIDGE RD)	-	2830	-	-	-
IR 4013 (TOLL BRIDGE RD) W/O SR 190	-	460	-	-	530
Source: Maine Department of Transportation, 2011-2015					

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 current system 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, during 2013-2015, the CRF was above 1, indicating above average accident rates, at the intersection of Airport, County, and old Redoubt Roads – the CRF rate

was 2.15. During this same time period, 2013-2015, a total of 13 accidents were reported on Eastport roads.

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. Redoubt Hill Rd/SR190 (ledge)
2. Washington St/High St (poor visibility due to structure)
3. Brewster Rd/Clark St (visibility can be difficult with vegetation)
4. Key St/High St (problems caused by motorists not stopping at end of Key Street)
5. Deep Cove Rd/ County Rd (SR190) (complex intersection)
6. Franklin St./Middle St./Battery St. (limited visibility; failure to stop on Franklin at intersection)

City residents and visitors have experienced a steady increase in deer-related problems for the past decade. The Eastport Police Department reported 20 vehicle accidents involving deer during 2015 at an estimated cost of \$40,000. In their request for a special hunt for antlerless deer in 2016, the city reported on a straw poll of residents in November 2015 that found 76% of voters believe that the deer population density is a concern; and 76% of voters were in favor of working with Maine Department of Inland Fish and Wildlife to reduce the deer population. A special hunt is proposed for antlerless deer for 2 weeks in December over 3 consecutive years.

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 fair to good condition. The city is in the process of completely repairing cross road culverts on Toll Bridge Road, Kendall Head Road and Deep Cove Road. A number of catch basins, identified as needing repair/replacement, are scheduled for repair.

Parking Facilities

The lack of parking downtown can be a problem. Very few downtown businesses have on-site parking. Most 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 many downtown businesses are now parking off street to allow customers to use on street parking.

To relieve parking congestion downtown, the city has identified two city-owned parking areas on Sullivan St. and Washington St. Space marking/delineation and signage (already purchased) is planned to direct motorists to them. The city has recently increased handicapped parking from 2 to 6 spaces.

Pedestrian Facilities

Bicycle and pedestrian facilities in Eastport include streets, shoulders, sidewalks, crosswalks, bike racks, and multi-use trails. The age, condition, availability, and accessibility of these facilities vary considerably across the city. Many segments are in dire need of improvement.

A comprehensive assessment of bicycle and pedestrian facilities was conducted throughout downtown Eastport in 2013 to support the Eastport Sprocket Society in their efforts to enhance the walking and bicycling experience of residents, especially school children, and visitors alike. The full report may be accessed online via <http://www.wccog.net/bikepedplanning.htm#Eastport>. A hard copy is also available at the Town Hall. The Washington County Council of Governments worked closely with members of the school and residential community to prepare this plan. These recommendations will take time, coordination and financial commitment to become a reality.

Maps were created to help visualize the challenges and opportunities for Eastport's pedestrian network. These maps illustrate origins and destinations of travel, and current sidewalk and shoulder conditions. Photo inventories of existing sidewalk obstructions along recommended routes provide further detail on critical obstructions to a pedestrian friendly community. Recommendations for improvements and priorities as well as information on potential funding sources for these improvements are also provided in the report.

Washington Street is owned by Maine DOT while Eastport owns the sidewalks. Storm drains on Washington Street are in need of repair and are not a current priority for Maine DOT. The city would like to repair the sidewalks when the storm drains are repaired but has been unable to get Maine DOT to make Washington Street stormwater drainage a priority.

Building on the enormous success of the BikeMaine 2016 event, the city continues to work with the Washington County Council of Governments and the Bicycle Coalition of Maine on policies, services and improvements to welcome bicycle tourism to Eastport and its businesses.

Downtown revitalization remains a priority for local residents and the town, with special emphasis placed on how the historic downtown and waterfront can attract people and contribute to the generation of jobs and investment. Recent improvements in commercial buildings, sidewalks, parks, public art, and trails are notable draws to downtown. Opportunities also exist for visitor attractions such as bike rentals (one has opened recently), eco-tourism and other waterfront access opportunities. Eastport was an active member of the Healthy Maine Street Program; however, state government no longer supports the program.

PUBLIC TRANSPORTATION

Public transit facilities are only available at the regional level. Downesat Community Partners, formerly the Washington Hancock Community Agency (WHCA), provides transportation to medical appointments for MaineCare recipients (<https://www.whcacap.org/transportation/transportation-assistance.php>). 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, people with one or no available vehicles, and the elderly. WHCA also coordinates a volunteer driver program.

SunRides Community Transit (<https://www.whcacap.org/transportation/public-bus-schedule.php>) is open to the general public for a fee and is free on a first come first served basis for seniors. Also coordinated by WHCA SunRides Community Transit includes a scheduled van and door-to-door on demand transportation from Whiting to Machias, Ellsworth, and Bangor.

West Transportation provides a scheduled bus service for Washington County offers daily service from Calais to Bangor, round trip. Western Washington County communities receive public bus service and social service 52 weeks a year. The Bangor/Calais route operates daily year-round. Pick up points are at various locations throughout the county. Those closest to Eastport is at Perry Corner, which is the intersection of Route 1 and State Route 190.

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. A ferry for passenger service operated during the summer months in recent years but is no longer in operation. 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. There is strong support for a return of this service. However it is difficult for private operators to continue while experiencing operating losses.

Airports

Eastport Municipal Airport (EMA) has a 4000-foot lighted 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 is up to date and scheduled for updating in 2018 to include wildlife hazard assessment. Eastport reaffirmed a Disadvantaged Business Enterprise program at the Eastport Municipal Airport in 2014 to retain eligibility for FAA funds to improve management and infrastructure at the airport.

The EMA property includes 252 acres. The terminal area, adjacent to the end of abandoned runway 25, contains all of their public facilities including the terminal building, auto parking, and privately owned aircraft hangars. The remainder of the property is undeveloped with a remote portion dedicated to a municipal dog park. 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 has potential for medical evacuations as well as routine operations. However, Life Flight currently serves Eastport and surrounding communities from the airport with fixed wing service.

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). 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 that is 173 feet above sea level and Redoubt Hill that 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 1986. 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 who have since converted it for use as a walking and bicycling trail.

The Eastport Freight Rail Restoration Study, 2009 prepared by HNTB estimated the cost of restoring rail freight service to the port of Eastport and to determine a feasible location, layout and cost for a rail to truck trans-load facility within reasonable distance to the port of Eastport. The results of this report were incorporated in an application for an ARRA TIGER Grant for Federal Stimulus funds (NOT FUNDED) that would have been used to solicit funding to restore vital rail freight access to the port of Eastport.

A Rail to Port Alternatives Analysis (<http://gro-wa.org/rail-to-port-alternatives-analysis.htm>) completed in 2014 examined the 2009 study and agreed that the preferred location for a rail-to-truck transloading facility is in Perry, Maine, adjacent to an abandoned section of the old Eastern Maine Railway line, approximately seven miles from the port facility in Eastport. Three other sites in Perry were evaluated by HNTB in 2009, but can be eliminated from further consideration due to increased distance from Eastport and Ayers Junction, increased safety concerns due to the number and location of at-grade road and railroad crossings, significant environmental impacts that would complicate site permitting, and limited potential for future expansion as compared to the preferred alternative. The Rail to Port Alternatives Analysis included an on-the-ground peer review of all four potential transloading locations, and confirmed the site closest to Ayers Junction as the most cost-effective and feasible site for a transloading facility.

The preferred alternative necessitates a re-routing of State Highway 190 that would bypass the Passamaquoddy Indian community at Pleasant Point. Rerouting the highway to bypass the reservation would allow for faster and more direct movement of freight vehicles to the port; it would allow the causeway to be removed, greatly improving the marine environment in the coastal waters adjacent to the reservation; and the resulting dead-end of the existing SR-190 highway at the Carlow Island strait would limit vehicular traffic on the reservation to just residents, employees, delivery trucks, and visitors. Such a re-routing would necessitate construction of a new right of way and bridge for State Route 190 serving the Port of Eastport. Removal of the causeway is supported by Pleasant Point on cultural, environmental and economic grounds. The proposal would remove ~35,000 trucks/year from bisecting the reservation. The proposed bridge, right of way, and subsequent multi-modal connectivity would support port expansion. Associated increases in freight traffic will have greater port access with significantly fewer conflicts with existing residential concentrations. Furthermore, the new right of way (~2 miles) for State Route 190 traverses 5 parcels of land, all currently undeveloped and almost entirely owned by the Passamaquoddy Tribe at Pleasant Point.

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. Existing infrastructure includes bulk warehousing, a state-of-the-art bulk conveyor, and livestock handling systems, unique to the northern Atlantic seaboard. The naturally high tides in the Bays of Fundy and Passamaquoddy give the Estes Head Terminal, at a depth of 64 feet at mean low water and approach channels in excess of 100 feet, the deepest natural harbor in the continental US. 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. After its partial collapse in December of 2014 the breakwater is undergoing restoration and expansion scheduled for completion in the summer of 2017. It provides essential services to the fishing fleet, residents and visitors including cruise ship visitation downtown. The Port has successfully obtained a Shore and Harbor Planning grant to design and manage the dredging of the inner harbor and is currently seeking Small Harbor Improvement Program (SHIP) grant funds to construct floats in the expanded inner harbor.

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.

TRANSPORTATION ISSUES FOR AN AGING COMMUNITY

Access to transportation, particularly in rural communities, enables community and civic involvement and it essential for securing basic necessities. As people age they can lose the ability to operate their own vehicles. Some lower income residents and seniors simply do not have access to a vehicle. These individuals are most at risk for social isolation. Many experience significant discomfort at the loss of independence when they can no longer drive their own vehicle.

Without a personal vehicle the options for public transportation within and beyond Eastport are very limited. The elderly are mostly dependent on family members and some community or volunteer systems. Those public transportation options that are available must also often be equipped with wheelchair lifts; accessibility from a poorly maintained sidewalk can also inhibit safe access. Even when public transportation is available some seniors do not have information about their hours of operation, their cost, or eligibility rules to use them.

Driving time to hospitals in relation to the location of senior housing, assisted living, and nursing homes is especially critical for an aging population. The two hospitals in Washington County, the Calais Regional Hospital in Calais, and the Down East Community Hospital in Machias are both located in service center areas at a distance of 45 minutes to an hour away.

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 is envisioned. This will improve safety and help to diversify 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.

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.

Summary of Key Findings

- Eastport maintains multiple appointed and elected Boards and Committees; two are newly formed: Parks and Recreation Committee and *Age Friendly Action Eastport*
- The city owns roughly 65 parcels of land amounting to 274 acres and valued at a total of \$22,615,600. While some properties stayed in the city’s inventory in the past, current city managers divest of all that can be sold in a timely manner.
- Eastport maintains its own fire and police departments and cooperates regionally with Downeast EMS for emergency response.
- Marine Rescue is provided by a US Coast Guard station housed in a new facility next to the recently reconstructed Breakwater on the downtown waterfront.
- Water and sewer systems have seen significant upgrades in recent years.
- Greater recycling and a negotiated reduction in tipping fees to the Marion Transfer Station has decreased annual tipping fees to the city to ~\$150,000 from nearly \$200,000
- Eastport has completed a recent planning grant to expand broadband within the city; another grant provided technical assistance in late 2017 to seek to implement the findings of the planning study.
- School enrollment in both the Elementary and Shead High School has declined precipitously in recent decades from nearly 600 in the 1980s to less than 400 in the early 2000s to less than 200 in 2017

GENERAL MUNICIPAL ADMINISTRATION

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 1930s. 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 Washington Street.

Boards and Committees

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

Appointed Boards/Committees		Elected Boards
Age Friendly Action Eastport	Harbor Committee	City Council Port Authority School Board
Airport Advisory Committee	Historic Review Board	
Budget Committee	Parks and Recreation Committee	
Board of Assessors	Planning Board	
Cemetery Committee	Recycling Committee	
Charter Review Committee	Shellfish Conservation Committee	
Comprehensive Plan Committee	Zoning Board of Appeals	
Downtown Committee		

The zoning board of appeals hears grievances, variance requests, and 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 development proposals. The planning board also reviews shoreland zoning and wetlands issues for compliance with state and local regulations.

Municipal Buildings, Facilities and Services

The city office is located on Washington Street, within the downtown district.

The city owns roughly 65 parcels of land amounting to 274 acres and valued at a total of \$22472,800. The inventory below (created May 2, 2017; updated December 12, 2017) describes one of these parcels (in red below) as open for bid and purchase. The remaining parcels are used for a variety of purposes including parks, water access, parking areas, public works, school, recreation areas, sewer system pump stations, and cemeteries. The parcels are described in the following table including their address, acreage, value and use.

City Owned Property as of May 2, 2017; updated Dec 12, 2017				
Address	Map/Lot	Acres	Value	Remarks
24 SNYDER ROAD	D2-0D5-14/15/16	0.40	\$6,000	EXCESS SHORELINE; ~ 20 feet of land at end of road; not buildable
22 SNYDER ROAD	D2-0D5-14A	0.13	\$2,000	PUMP STATION
4 PERKINS ROAD	D3-0C1-2A	0.22	\$6,600	EXCESS SHORELINE; ~ 20 feet of land at end of road; not buildable
2 VANASSE ROAD	D3-0C2-10	1.30	\$44,500	Q. V. SEWER STATION
1 SNYDER ROAD	E2-0B3-3A	0.03	\$3,700	SEWER PUMP STATION
1 BYRD ST	E3-0A1-02	0.15	\$8,200	RESIDENTIAL-4 TIMES OUT TO BID; After no takers; Council decision therefore for it to be a city park
8 ARNOLD ST	E3-0B2-02	0.21	\$42,000	QUODDY VILLAGE FIRE STATION
1 ARNOLD ST	E3-0B3-01	8.00	\$911,900	FORMER GUILFORD
154 COUNTY RD	E4-0D3-03	0.57	\$4,300	TURNOUT CARRYINGPLACE COVE
140 COUNTY RD	G4-0B5-01	2.74	\$531,600	CITY GARAGE
6 DRUMMOND RD	G4-0C5-01	6.33	\$89,000	SAND STORAGE AREA
9 DRUMMOND RD	G4-0D3-03	3.90	\$117,000	TENTING AREA/DOG PARK; owned by Airport
5 CEMETERY RD	G6-0D5-01	9.00	\$139,000	BAYSIDE CEMETARY
1 CLARK ST	G7-0D4-2A	0.06	\$3,500	CLARK ST. PUMP STATION
26 DEEP COVE RD	H4-0D2-02	0.30	\$9,600	NEW BOAT RAMP
132 COUNTY RD	H4-0D5-01	144.78	\$3,267,100	AIRPORT LOTS
1 CEMETERY	H7-0B1-01	0.56	\$26,500	CAMICK FIELD CEMETARY
132 HIGH ST	H7-0B1-06	7.00	\$93,500	CEMETARY WEST SIDE
133 HIGH ST	H7-0B1-3A/05	0.29	\$27,600	NW PORTION OF HILLSIDE
1 CAPEN AVE	H7-0B5-5A	0.02	\$4,000	CAPEN AVE. PUMP STATION
131 HIGH ST	H7-0C2-01	6.89	\$100,300	EAST CEMETARY & TOMB
18 DEEP COVE RD	I4-0B4-01	11.00	\$80,000	BROAD COVE PARK

City Owned Property as of May 2, 2017; updated Dec 12, 2017				
Address	Map/Lot	Acres	Value	Remarks
12 DEEP COVE RD	I5-0B1-01	4.00	\$33,000	CONEY PARK; former dump site, remediated; under development as city park
10 DEEP COVE RD	I5-0B3-01	5.00	\$47,300	EXCESS SHORELINE
6 DEEP COVE RD	I5-0B5-01	3.00	\$45,000	EXCESS SHORELINE GALEN LOT
98 HIGH ST	I6-0A5-01/B5-17	26.46	\$3,016,000	ELEMENTARY SCHOOL
68 COUNTY RD	I6-0B3-04	0.18	\$15,000	CORNER FLAG LOT
68 COUNTY RD	I6-0B3-05	1.67	\$430,400	FIRE/EMS STATION
47 COUNTY RD	I6-0C4-01	3.00	\$80,700	LITTLE LEAGUE DIAMOND
KEY ST	I6-0C4-03	0.56	\$7,900	LITTLE LEAGUE PARKING AREA
20 COUNTY RD	I6-0D3-01	6.15	\$8,197,500	SEWER PLANT
91 HIGH ST	I7-0A2-01	0.44	\$9,400	ADJ. TO HIGH SCHOOL
89 HIGH ST	I7-0A2-02	0.18	\$6,000	HIGH SCHOOL CORNER LOT
89 HIGH ST	I7-0A2-03/04	2.53	\$1,672,300	PORTION OF GYM
61 HIGH ST	I7-0A2-15/05	1.50	\$2,025,700	HIGH SCHOOL
61 HIGH ST	I7-0A2-15A	0.01	\$2,800	OLD STANDPIPE LOT
78 HIGH ST	I7-0B2-29	0.32	\$185,300	FORMER CITY HALL; currently listed for sale
29 SULLIVAN ST	I7-0B3-01	0.20	\$12,600	SULLIVAN ST. TOT PARK
33 WASHINGTON ST	I7-0B3-07	0.11	\$9,400	CIVIL WAR MONUMENT
22 WASHINGTON ST	I7-0B4-21/22	0.66	\$811,400	CITY HALL & POLICE STA.
1 BREAKWATER	I7-0B5-01	0.04	\$7,100	PUMP STA. HEAD OF
3 BREAKWATER	I7-0B5-02	0.31	\$39,400	FRONT ENTRY TO B/WATER
119 WATER ST	I7-0B5-04	0.10	\$5,000	WALKWAY
9 BOYNTON ST	I7-0C4-03	0.12	\$66,700	SENIOR CENTER
14 GREEN ST	I7-0C4-10	0.03	\$4,900	PARKING AREA
85 WATER ST	I7-0C5-04	0.12	\$27,700	OVERLOOK PARK
85 WATER ST	I7-0C5-16A	0.10	\$7,800	WALKWAY
59 WATER ST	I7-0C5-23	0.26	\$40,800	PORTION FISH PIER PARKING
59 WATER ST	I7-0C5-24	0.01	\$1,500	PORTION FISH PIER PARKING
59 WATER ST	I7-0C5-25	0.08	\$4,500	PORTION FISH PIER PARKING
59 WATER ST	I7-0C5-26	0.01	\$1,500	PORTION FISH PIER PARKING
57 WATER ST	I7-0C5-28	0.99	\$1,500	FISH PIER LAND
57 WATER ST	I7-0C5-32	0.01	\$5,100	PIER PARKING LOT & WALKWAY
57 WATER ST	I7-0C5-42	0.01	\$1,500	WALKWAY
57 WATER ST	I7-0C5-43	0.17	\$2,500	WALKWAY
45 & 47 THIRD ST	I7-0D1-10, 11	0.26	\$14,400	MURPHY and OHMEIS LOTs merged in 2017; no bids, council to offer for purchase in 2018
39 WATER ST	I7-0D5-3A	0.02	\$5,700	WALKWAY
10 COUNTY RD	J6-0B4-01	10.96	\$78,400	MORANG'S POND LOT
1 MIDDLE ST	J7-0B3-03/04	0.07	\$1,900	SEWER PUMP STATION
4 MIDDLE ST	J7-0B3-9B/01	0.39	\$10,600	SEWER PUMP STATION
1 CUSTOMS ST	J7-0C4-22	0.02	\$1,000	PUBLIC ACCESS RAMP
6 DAWSON ST	J7-0D4-10	0.22	\$2,500	LAND LOCKED PARCEL
1 DAWSON ST	J7-0D4-5A	0.02	\$1,000	SEWER PUMP
5.5 HIGH ST	K7-0A2-1A	0.03	\$900	SEWER PUMP STATION

City Owned Property as of May 2, 2017; updated Dec 12, 2017				
Address	Map/Lot	Acres	Value	Remarks
Totals		274.36	\$22,472,800	

There appears to be a perception discovered in the final question of the survey that there is city owned property that could be sold in order to provide funds for investments in other public services and infrastructure. In 2017 three parcels were available for sale and one sold. There is another misconception that airport-owned property can be sold; it cannot. The table above makes it clear that those properties that the city acquires through foreclosure or tax liens or abandonment are being sold. The Code Enforcement Officer reports that some simply do not sell. A parcel in Quoddy Village (1 Byrd Street) for instance was out for bid four times and did not sell. The city has decided to turn it into a park for the benefit of many children in Quoddy Village who have no park facilities within their neighborhood. While there may have been properties that stayed in the city's inventory in the past, current management appears to be divesting of all that can be sold in a timely manner.

The city owns and manages several municipal recreational facilities; these are described in Chapter B – Cultural and Social Resources.

Public Safety

Fire and Emergency Protection. Eastport is served by a volunteer fire department with 21 members and four vehicles. The city has 68 hydrants and is in insurance classification “D”. The city contracts with the Washington County Emergency Medical Services Authority (WCEMSA), AKA “Downeast EMS” for their ambulance service. The ambulance and rescue squads provide care at the EMT-Basic, Advanced EMT and Paramedic levels. The Eastport base station of Downeast EMS is housed at the Fire Department.

Police Protection. There are four 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 is located in the City Hall.

E911. Introduced locally in the fall of 2002 the E911 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 consisting of a work crew of eight personnel and two search and rescue boats that serve a 100-mile stretch of coastline. A new Coast Guard station was completed in 2004 next to the Eastport Breakwater that includes the local emergency response center.

Public Works

The Public Works Department for the city of Eastport consists of a four-person crew, including the superintendent. One employee divides time between Public Works and the Sewer Department. In addition to assorted tools and small mowers, the city owns the following large equipment according to insurance records:

Equipment

2005 International Dump Truck

2017 Komatsu loader with 8' bucket, plow wing, dustpan plow
 Battery powered manlift
 2008 Chevy Silverado pick up with 6' plow
 1994 International Dump Truck
 1995 Caterpillar loader with 8' bucket
 2009 Sterling Dump Truck
 1989 Caterpillar Grader with wing and grader plow
 2009 John Deer tractor with 5' mower and 5' bush hog
 2005 Case Bobcat with 5 foot bucket, liftforks and sweeper
 2005 Case Back Hoe with 2" trenching bucket
 3 trailers (14', 12', 10')

The Public Works Department is housed in a facility on County Road that is used for storage and maintenance of equipment during inclement weather. 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.

Cemetery and parks in Eastport are managed by the Public Works Department who are responsible for the grounds maintenance on the cemetery, parks, and other municipal properties such as the industrial mill complex and downtown. Eastport has two cemeteries, Hillside Cemetery on High Street and Bayside Cemetery on Cemetery Road.

Water Supply

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. A full description of recent upgrades to the entire system is provided in the Natural Resources chapter – page D-13. 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.

Sewage Treatment

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.

In the past decade the city has embarked on multiple additional upgrades to the entire city-wide sewage treatment system. These upgrades are taking place in two phases. The first phase, near completion included:

- upgrades to all seven pumping stations including the pumps themselves, telemetry for the alarms, computerized monitoring systems and other circuitry;
- upgrades to the sewage treatment plant in Quoddy Village that replaced both inflow and effluent pumps, reconstruction of the building housing the facility, replacing all switches and creating an improved sampling area;
- completing an analysis of the entire system to understand and reduce stormwater infiltration.

The second phase, now being designed, will complete upgrades to the primary plant. It will still provide primary sewage treatment but with upgrades to improve operations.

Funding for these improvements has also come from multiple sources including:

- two CDBG Public Infrastructure grants (\$\$1million)
- State Revolving Loan Funds (\$1million loan with \$786,800 loan forgiveness)
- USDA Rural Development grants (\$2million) and loan (\$2million)

Solid Waste

Solid waste removal and transportation within the city is provided by private businesses who truck the waste to the Marion Transfer Station (MTS), a regional solid waste facility. Trash from the MTS facility is trucked to a landfill in New Brunswick.

The city also operates a 5000-square foot facility recycling center on Route 190 at the Industrial mill complex. From this site all materials are transferred to the MTS for disposition. The center accepts paper, cardboard, tin cans, plastic, and aluminum. A recycling committee is always looking into better ways to separate the trash as markets for recyclable materials fluctuate over time.

Solid waste tipping fees had reached almost \$200,000 per year, a near doubling in cost since 2004. A 2017 vote of the MTS Board reduced tipping fees charged to the city. This reduction combined with greater recycling has reduced overall tipping fees to ~\$150,000/year. The city should also consider options for increasing recycling such as:

- System of “pay as you throw”
- mandatory recycling
- expanding the transfer station options to make recycling easier.

In addition to improved productivity, long term cost protection results from successful management of the demolition debris site at MTS.

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

Emera Maine, Bangor Hydro District

Telephone Service

Consolidated Communications Inc.

Television, Radio and Cable

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
 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
 WSHD (

Newspapers

Bangor Daily News (daily)
 Calais Advertiser (weekly)
 Ellsworth American (weekly)
 Machias Valley Observer (weekly)
 Quoddy Tides (twice-monthly) Eastport

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 also 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 Charlotte (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).

Telecommunications

There are currently two Internet service providers including Spectrum (formerly Time Warner Cable) and Consolidated Communications Inc.

While some of the City is connected to high-speed internet, many residents do not have reliable WiFi in their homes, prompting them to sit in cars outside of the library or other downtown public hotspots to access the internet. A Connect Maine Authority planning grant, completed in 2017, provided an inventory of Eastport’s broadband access from service providers, their equipment in various areas of town, the feasibility and layout of various broadband upgrade options if the city chose to invest in upgrades, community and business survey with respect to digital literacy, current speed of service and the services in use at the time.

In late 2016 Fairpoint Communications (now Consolidated Communications) upgraded their DSL capabilities as a result of the Connect Maine Authority planning grant. In addition, Spectrum (formerly Time Warner Cable) also upgraded their cable Internet services to Eastport in 2018. Bangor Savings Bank also donated a downtown wifi hotspot that was installed in 2017.

The city received an EPA *Cool and Connected* technical assistance grant in October of 2017. This planning process yielded identified **vision statement** that applies to broadband connectivity as well as a broader economic and social aspiration. There was a good cross section of voices who generated the vision and it can serve as part of the **vision** for this larger Comprehensive Plan and Age Friendly Action Planning Process:

As the easternmost city in the contiguous United States and with its proximity to Canada, Eastport attracts visitors to appreciate its arts, culture, working waterfront and geography. Eastport has a vibrant walkable downtown, a diverse community both young and old, and festivals that attract residents from around the world. With reliable broadband service, there is a large community of people who can appreciate the vast community amenities, raise families, and support the local economy as telecommuters.

Energy Efficiency

Eastport has demonstrated leadership in the county to invest in energy efficient fixtures and to support use of electric vehicles. The city accepted a grant-funded¹² electric vehicle charging station installed on the City Building in 2018.

Port Authority

As a port city the functions of the Eastport Port Authority are described in detail in the Transportation chapter of this document.

Of note since the 2004 Comprehensive Plan is the construction of a new Port Authority administrative building immediately beside the Breakwater on Water Street in the heart of the downtown. The Port Authority has reconstructed the Breakwater after its partial collapse in 2014 and manages the Breakwater for multiple users. Their new facility provides a community room for meetings. Also, since 2004, new public restrooms are located at the entry to the Breakwater.

EDUCATION

AOS 77

Eastport is a member of AOS77, which also includes the Towns of Alexander, Baring Plantation, Charlotte, Crawford, Dennysville, Lubec, Pembroke, Perry, Robbinston. 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 facility features classrooms for Grades K through 8 as well as 4-year old and pre-K classes. It has 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, in 2003 was 157, and in April 2017 was 71 with an additional class of eight 4-year old but no pre-K enrollment.

¹² Funds provided by A Climate to Thrive (ACTT) a non-profit organization based in Bar Harbor, Maine.

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.

Shead High School enrollment has been declining slowly over the past 3 decades years: in 1971 it was 241, in 1985 it was 238, in 1994 it was 179, in 2002 it was 169, and in April of 2017 it was 97.

According to data provided by the Maine Department of Education (<http://www.maine.gov/doe/data/student/enrollment.html>) there were no Eastport students enrolled in private schools in 2017.

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 AOS77, the AOS should begin now to develop a long-range plan for the future of the area's education system including innovative system changes.

Higher Education

WASHINGTON COUNTY COMMUNITY COLLEGE The Washington County Vocational Institute was established in 1969 and became the Washington County Community College in 2003. The Calais campus is situated on 400 acres of land overlooking the St. Croix River. Washington County Community College is one of six institutions in the Maine Community College System. Programs train students for employment in several diverse occupations - from construction and mechanical trades to food service and business studies; several of these programs matriculate into degree programs at other colleges and Universities. The College has the capacity for 500 full-time students, while the Continuing Education Division serves an additional 400 part-time students at sites throughout Washington County. The college is accredited by the New England Association of Schools and Colleges. Enrollment in 2017 was approximately 450 students.

UNIVERSITY OF MAINE AT MACHIAS (UMM). <http://www.umm.maine.edu> The University of Maine at Machias is one of seven campuses of the University of Maine System. Less than an hour from Eastport, UMM offers Bachelor and Associate degrees in a wide range of subjects including business education and administration, recreation management, biology, environmental studies, English, and history. More than 1,000 students are enrolled at UMM, with a faculty to student ratio of 1 faculty member for every 13 students. The average class size is 17 students. UMM offers several Distance Degree Programs allowing convenient and affordable education.

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 audits and reports.

Summary of Key Findings

- The mil rate in Eastport was \$21.75 per thousand in 2012 and has held steady at \$23 per thousand in 2013, 2014 and 2015 and increased to \$25.25 in 2016
- A city-wide re-valuation was completed in 2017 and Eastport's state certified assessment ratio is 98% of market value

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 valuation and is determined by the local tax assessor.

According to city reports, Eastport's total real and personal property valuation was between \$121M to \$124.1M between 2013 and 2017.

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.

The most recent city-wide revaluation was conducted in 2017 and Eastport's state certified assessment ratio was 98% of market value in 2017. The state indicates that a city should be revalued at least once in every 10-year period. However, they also indicate that a revaluation must be performed when the assessment ratio falls below 70% of market value.

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 rate was \$21.75 per thousand in 2012 and has held steady at \$23 per thousand in 2013, 2014 and 2015.

MUNICIPAL REVENUES AND EXPENDITURES

Two tables on the following pages summarize municipal revenues and expenditures for the years 2013 through 2016, the latest years for which audited financial statements are available.

Revenues

The table below shows the major sources of municipal revenue received for calendar years 2013 through 2016. Revenue from property taxes steadily increased (+6.2%) over the 2013-2016 period while total revenues declined (-5.6%) a result of decreases in intergovernmental transfers that formerly more fully supported transportation, education, tree growth, and homestead reimbursement programs. The higher amount of revenue in the capital grants line reflects funds used to repair the breakwater in 2015.

Table J2 - City of Eastport Revenues 2013-2016

Revenues	2013	2014	2015	2016
<i>Program Revenues</i>				
Charges for services	\$1,189,194	\$1,279,280	\$1,129,231	\$1,276,163
Operating grants & contributions	\$711,689	\$976,601	\$585,594	\$686,498
Capital grants & contributions	\$729,236	\$433,486	\$1,220,323	\$289,503
<i>General Revenues</i>				
Property taxes levied for general purposes	\$2,816,808	\$2,803,062	\$2,831,122	\$2,990,532
Excise taxes	\$177,997	\$188,589	\$188,024	\$210,789
Grants & contributions not restricted to specific programs	\$224,421	\$159,091	\$163,791	\$138,076
Licenses, permits & fees	\$1,657	\$1,243	\$1,624	\$2,373
Unrestricted investment income	\$7,754	\$1,922	\$4,777	\$6,296
Other transfers	\$190,777	\$62,848	\$61,179	\$109,761
TOTAL REVENUES	\$6,049,533	\$5,906,122	\$6,185,665	\$5,709,991

Source: Eastport Financial Audits 2013-2016

Expenditures

The table below illustrates the amount of money expended within the city of Eastport for calendar years 2013 through 2016. Total expenditures decreased by 9.8% over the 2013-2016 period while education also decreased modestly by 5.6%. There were substantial swings in other categories of expenditure over the same time period. For instance, both general government and public works increased substantially, 71.35% and 99.3% respectively, while public safety decreased by 31%. These variations reflect a different way of categorizing expenses among the 4 audits as the 2013 and 2014 audits were done by a different firm than the 2013 and 2014 audits.

Table J3 - City of Eastport Expenditures 2013-2016

Expenditures	2013	2014	2015	2016
General Government	\$502,250	\$956,924	\$957,065	\$860,594
Public Safety	\$664,749	\$481,025	\$470,563	\$458,863
Public Works	\$289,965	\$564,085	\$609,803	\$577,918
Culture & Recreation		\$27,347	\$3,207	\$4,677
Health, welfare and sanitation	\$156,058	\$192,100	\$194,637	\$200,015
Cemeteries		\$23,477	\$23,609	\$14,631
Education	\$2,642,284	\$2,684,780	\$2,677,039	\$2,493,910
County tax	\$178,478	\$196,166	\$201,595	\$208,115
Unclassified	\$896,160			
Interest on long term debt	\$47,656	\$54,174	\$29,801	\$29,032
Sewer	\$551,979	\$553,479	\$555,783	\$545,784
Airport	\$175,265	\$30,054	\$63,880	\$89,363
School lunch program	\$95,688	\$103,283	\$104,651	\$107,478
TOTAL EXPENSES:	\$6,200,532	\$5,866,894	\$5,891,633	\$5,590,380

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 that can include equipment and machinery, buildings, real property, utilities and long-term contracts. Capital improvements differ from operating expenses or consumables that are ordinarily budgeted as operations. Capital improvements are funded through the establishment of financial reserves and generally have an acquisition cost of \$10,000 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 that 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
Public Works	Road re-paving and maintenance	\$5 million	B	Highway Department	Local Taxes; Bond Issue
Public Works	Sidewalk repair/replacement	\$2 million	A/B	Highway Department	Local Taxes; Bike/Ped (MDOT)
Economic Development/Transportation	Downtown parking and circulation study	\$6-7,000	B	City Manager; City Council	Local Taxes; MaineDOT/WCCOG
Public Works	Downtown Revitalization: signage, information services	\$10,000	B/C	City Council; Highway Department	town taxes
Public Works	Infrastructure in support of commercial fishing at the Fish Pier	\$50,000	B	Port Authority	SHIP, BIG, CDBG-PI
Public Works	Secure landing facilities for public access to water (land acquisition; landing facilities, maintenance of existing facilities)	Variable	B/C	City Council, Harbor Committee, Port Authority	SHIP, LWCF, LMF, Shore and Harbor Grant (DACF)
Public Works	Wave attenuation at breakwater	\$1.5 million	B	Port Authority	BIG, SHIP, EDA, NBRC, CDBG-PI
Sewer Department	Main treatment plant and sewer system improvements	\$5 million	B	Sewer Department	State Revolving Loan Fund/ USDA Rural Development/ Sewer User Fees
School Department	Maintenance to existing buildings	\$150,000	A/B	School Committee/ Superintendent	State, Local Taxes
Public Works	Trail System (easement negotiations)	\$5000	C	Recreation Board/ Airport Committee/ Others	Land and Water Conservation Fund; Recreational Trails Fund
Public Works	Picnic and camping area at Cony Park; Quoddy Village Tot Lot	\$25,000	C	Highway Department	Local Taxes; Maine DOT
Airport	See Annual FAA-CIP for Airport				

CDBG-PI: Community Development Block Grant – Public Infrastructure
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
BIG: Boating Infrastructure Grant
LWCF: Land and Water Conservation Fund
LMF: Land for Maine’s Future
EDA: Economic Development Administration
FAA-CIP: Federal Aviation Administration – Capital Investment Plan
NBRC: Northern Border Regional Commission

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 capital 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, and better signage. These are included in the CIP. Private sector improvements are also needed including more restaurants, and overnight accommodations. Since the 2004 Comprehensive Plan the city has improved docking facilities for different types of pleasure craft including cruise ships and the Port now offers public transportation 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

Final decisions on land use are based upon the information found in the inventory and analysis within the preceding sections of this comprehensive plan. Existing land use patterns - historical, recent and current - are reviewed and anticipated into the future. The recommended land use plan is shaped by this analysis and by the inventory and policies from each section of the comprehensive plan.

Summary of Key Findings

- Eastport is a small island city with a compact residential and commercial core oriented along its waterfront
- Housing density and former waterfront factories reflect a population that was several times higher a hundred years ago than today
- The Estes Head Terminal has shifted the majority of commercial/industrial activity out of the downtown core though the commercial fishing fleet, Coast Guard, and tourism activity are very active at the Breakwater downtown
- Eastport has a variety of local ordinances very conveniently posted on its web site. The zoning ordinance, most recently revised in 2017 is accompanied by downloadable PDF copies of the of the zoning maps. The zoning districts are also posted to the online Planners Maps (<http://gro-wa.org/planners-maps.htm>) for Eastport.
- Eastport proposes six growth areas and two rural areas that follow its existing Zoning Ordinance last updated in 2016.

PAST DEVELOPMENT

The existing downtown is compact and highly urbanized reflecting what was a dense concentration of commercial and residential structures associated with factories along the waterfront at the turn of the 19th to 20th 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. Many have received such care in the last 15 years.

The construction of the Estes Head Marine Terminal 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, tidal energy manufacturing support, and aquaculture industry in the southern part of the island to service and manufacturing enterprises along Route 190.

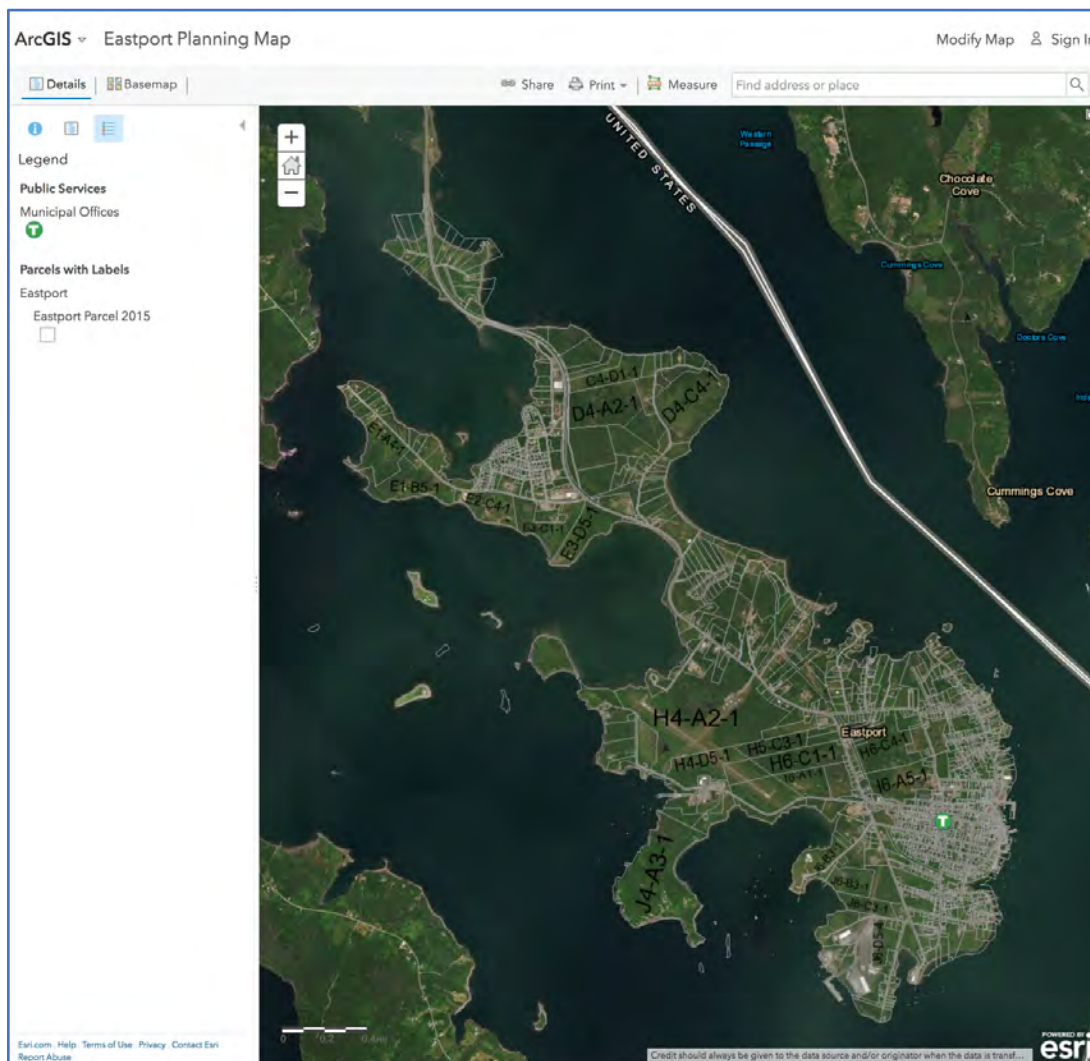
A significant loss in population in the past 100 years has resulted in a deteriorating housing stock and high vacancy rates. Some of the housing stock in Quoddy Village was built by the federal government in the 1930s and is in need of renovation or demolition. Commercial and second floor residential vacancy in the downtown is high.

EXISTING 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

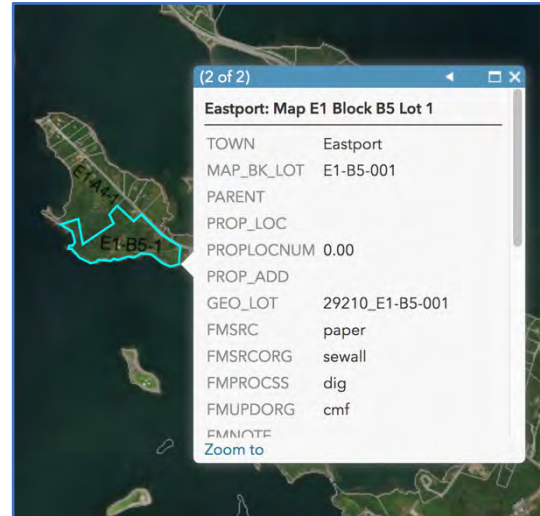
eastern part of the island, filling and urban development has obscured or obliterated much of the natural form of the land.

Eastport's existing land use patterns are viewable on some example maps on the following pages and in detail, particularly when an aerial photo base map is employed, using the online Planners maps (<http://gro-wa.org/planners-maps.htm>) for Eastport. The majority of the downtown core area contains very small lots and an interconnected street pattern typical of development patterns of the early 20th century. The Quoddy Village area is likewise composed of very small lots and interconnected streets. Larger residential lots are found on the southern tip in an area formerly used for commercial and waterfront factory activities, as well as along the eastern side of Route 190 all the way to the norther causeway to Pleasant Point. Larger parcels still encompass the airport and industrial activities that, except for the forested lands of Shackford Head State Park, are located on open land along the western side of Route 191 south of Carryingplace Cove. A screen capture of the online Planners map output for the entire city is provided below using an aerial photo base map and the parcel layer that shows these patterns.

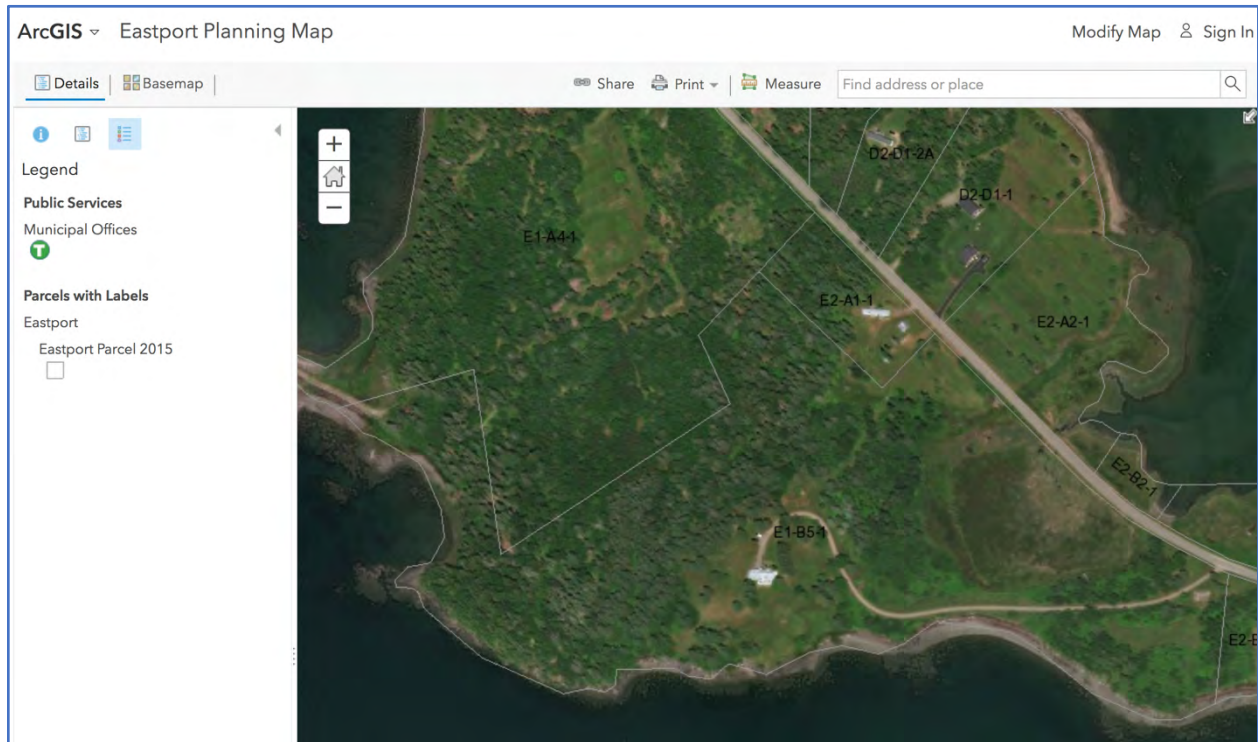


Eastport Current Land Use 2018; prepared and hosted by the University of Maine at Machias GIS Laboratory for the Washington County Council of Governments using the Esri ArcGIS Online platform.

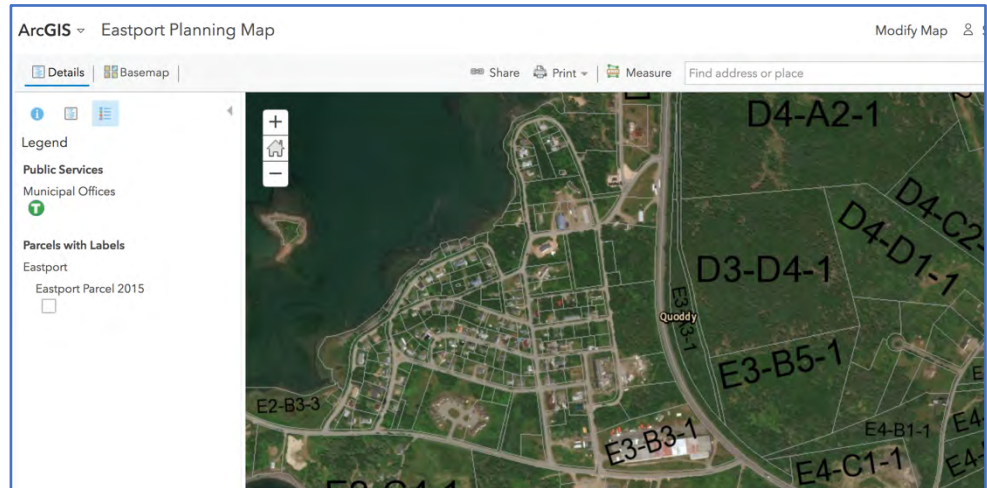
Online maps provide residents as well as the Planning Board and Code Enforcement Officer with the capability to more closely examine current land use on individual lots or in sub areas of the city. For instance, a large parcel facing Cobscook Bay (shown at right with the pop up box of the selection tool visible) appears to have a mix of open and wooded land use on the town wide map above.



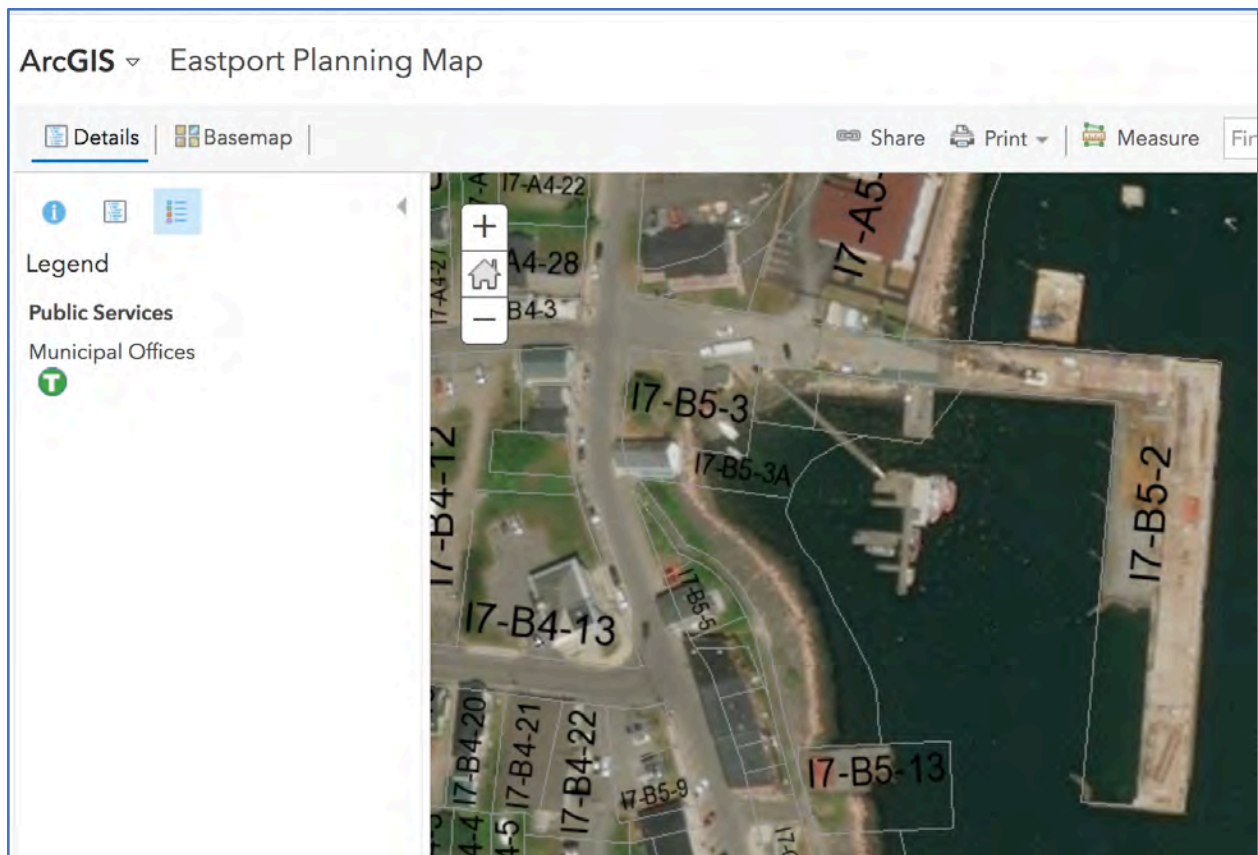
By clicking the “zoom to” option in the pop-up box it is possible to see the entire parcel, where the development on it is located, the access road, and the proportion of open and wooded land that make up its current land use. The measure tool can also determine the setback of the structures from the shoreline.



Likewise, the online maps allow examination of the mixed-use pattern of development in Quoddy Village (as shown at right), where developed or not, and the relative density of residential and commercial activities. Note that,



as screen captures, these images provide only an impression on what can be viewed with far greater ease and at multiple scales by using the online Planners Mapping tool¹³. The aerial photo base maps are updated in the Planners Mapping tool regularly. At any one time however, the imagery reflects current conditions as in the screen capture below depicting the breakwater after its collapse in 2014 and before its reconstruction was complete in 2017.



¹³ <http://gro-wa.org/planners-maps.htm>

DEVELOPMENT PRESSURE

Development of new housing and residential subdivision activity was far stronger in the 20 years prior to the new millennium than in the 18 years since. However, while new construction and new subdivision has declined, the amount of renovation and redevelopment of existing structures has been and continues strong. This is reflected in the type of building permits issued (see Housing Chapter). Between 2012 and 2016 eleven new homes were permitted (6 stick built and 5 mobile) while 70 permits were issued for additions, decks, storage sheds and garages.

The number of commercial building permits issued, five between 2012 and 2016, belies the significance of that activity. The Eastport Breakwater was reconstructed during this time period and now hosts cruise ships, as strategy sought for in the 2004 Comprehensive Plan. The Port of Eastport also saw construction of a new access road, a bulk container loading system, and several other onshore improvements. Aquaculture has returned to the city after the devastating losses to disease in the early 2000s and the opportunity of tidal energy was demonstrated in a grid connected commercial operation by Ocean Renewable Power Crop though they have moved their operations to Alaska for the time being. Likewise, downtown businesses and organizations renovated several historic buildings creating new galleries, artists spaces, restaurants, and retail spaces. In addition, Eastport saw an increase in total taxable sales (12.2%) for the period of 2010 to 2014. A significant driver for this growth is “General Merchandise and Retail Sales”. Eastport is supported by its designation as a Main Street Maine community by the Maine Downtown Center, a variety of Downtown Revitalization Community Development Block Grants in the last two decades, and the preparation of this update to the City’s Comprehensive Plan.

Anticipated Future Development Trends

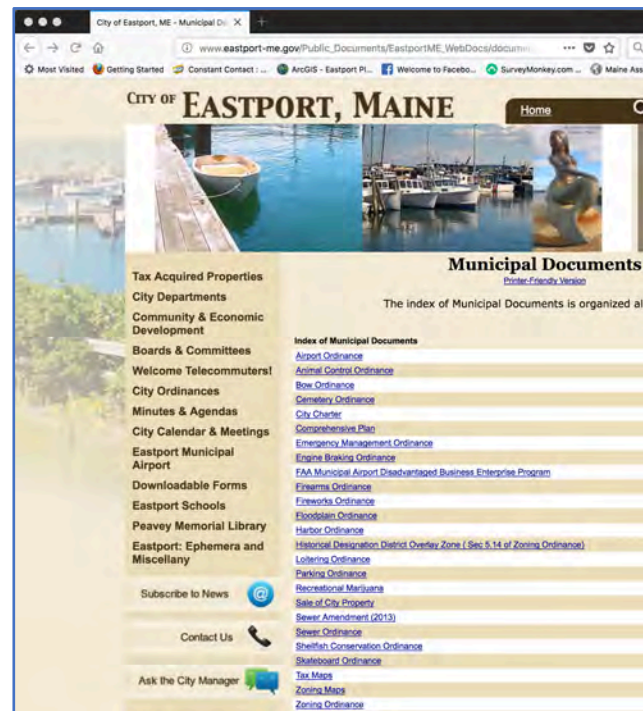
Eastport will always face the challenges associated with its geographic isolation and a seasonal economic base. But a good cross section of effort is focused on developing year-round services and employment. As small island city development pressures are primarily felt through intensification of endeavor in existing centers of activity such as the downtown, the port at Estes Head and the land near the airport.

As noted in the Economics chapter, diversity in the economic base is sought by development of aquaculture, shipping and tourism. All three have experienced growth in the last few decades and appear poised to continue on a positive trend. Land side facilities for aquaculture and the commercial fishing industry have developed in the last decade and new facilities are under development. Tourism and associated retail development has also experienced growth since the 2004 Comprehensive Plan as demonstrated by strong attendance at multiple annual festivals, regular visitation by cruise ships, increase in bicycle tourism, strong retail sales growth, local food and restaurant options, and pending re-development of waterfront property for retail and accommodation. The Port of Eastport continues to exceed expectations in the volume of goods throughput and continues to work toward inter-modal connections that will link it to the national and international rail network.

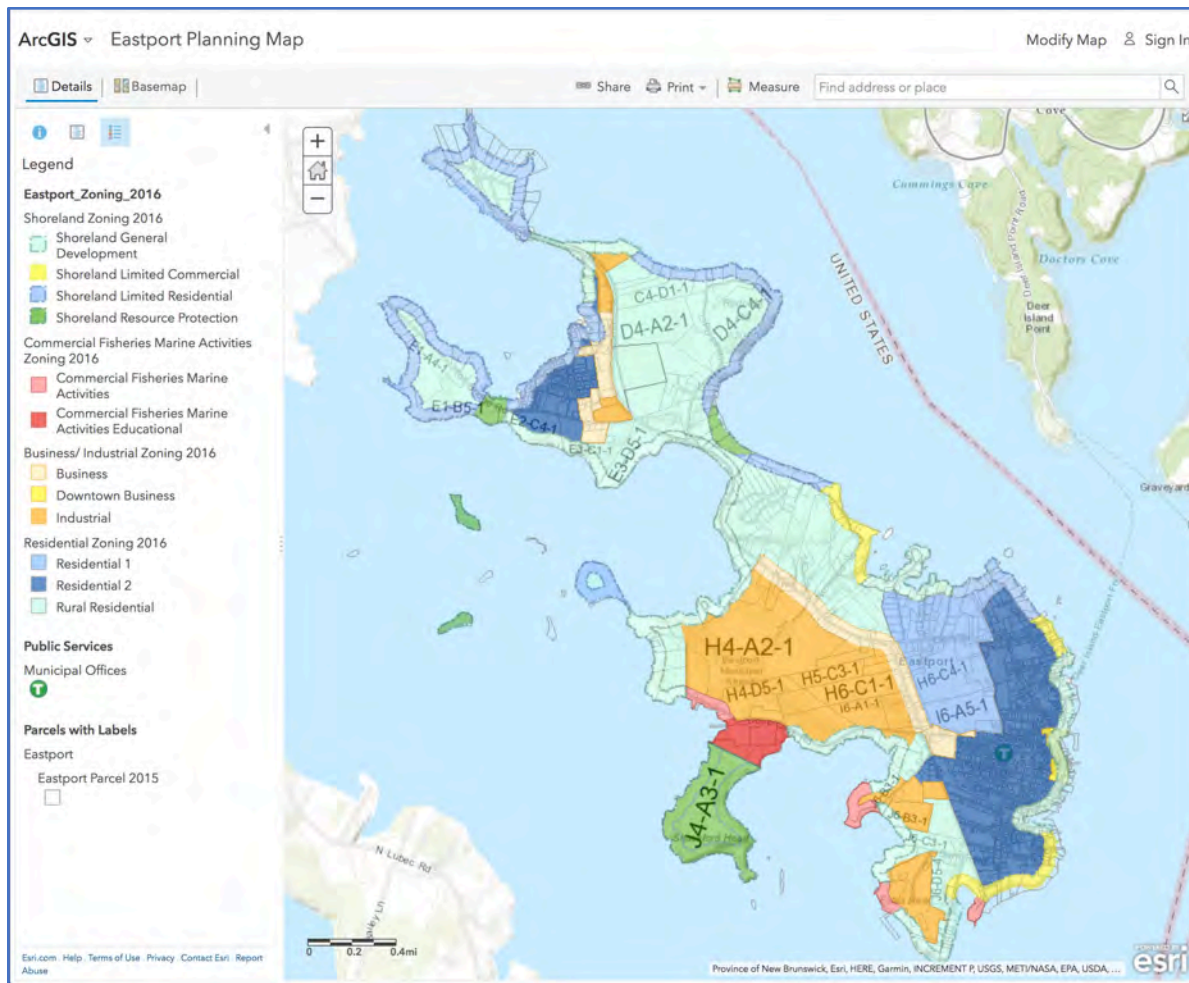
Eastport is also developing a strong reputation for accommodating sectors of society seeking a place with arts, culture and health care services as they choose second careers and /or retire. This is supported by the telecommuter web site presence, the Age Friendly Community Action Planning, and the wonderfully diverse arts and cultural activities.

PRESENT LAND USE REGULATION

Eastport has a variety of local ordinances very conveniently posted on its web site¹⁴. The zoning ordinance, most recently revised in 2017 is accompanied by downloadable PDF copies of the of the zoning maps. The zoning districts are also posted to the online Planners Maps (<http://gro-wa.org/planners-maps.htm>) for Eastport a screen shot of which is provided below.



¹⁴ http://www.eastport-me.gov/Public_Documents/EastportME_WebDocs/documents



Several existing land use regulations that municipal boards and officials must follow are listed below. Regulations change over time and it is the responsibility of municipal officers to keep up with these changes.

MDOT Access Management (17-229 Maine Administrative Rules Chapter 299, Part A and B) - The Act specifically directs the MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials".

There are no such retrograde arterials in all of Washington County but access management along State Route 190 is essential to ensure that access to the port is not compromised by unregulated accesses that decrease the posted speeds.

Shoreland Zoning Ordinance (Maine *Land Use Laws*, 1992) - Shoreland areas include those areas within 250 feet of the normal high-water line of any great pond, river or saltwater body, within 250 feet of the upland edge of a coastal or freshwater wetland, or within 75 feet of the

high-water line of a stream. The City of Eastport has integrated its Shoreland Zoning into its city wide Zoning Ordinance.

Currently the local Shoreland Zoning Ordinance contains the following districts:

Commercial Fisheries and Marine Activity (CFMA and CFMAE plus education)
Shoreland/Resource Protection District (SRP)
Shoreland/Limited Residential District (SLR)
Shoreland General Development District (SGD)
Shoreline Limited Commercial (SLC)

Floodplain Management Ordinance - Eastport updated its floodplain management ordinance in 2017 in keeping with the revised Flood Insurance Rate Maps issued in that year and is a participating member of the National Flood Insurance Program thereby agreeing to comply with the requirements of the National Flood Insurance Act of 1968 (P.L. 90-488, as amended).

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 Floodplain 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.

Critical 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

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.

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 the Future Land Use Map at the end of this section. They follow the existing Zoning Ordinance and Map, last updated in 2016.

Eastport proposes six growth areas as described below:

Residential High Density (R1):

This currently residential area, east of County Rd., adjacent and close to the downtown, is of great historic interest and includes old homes, some open lots for development, and has great 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.

Residential Medium Density (R2):

This includes the area the north and west of the center city and the area known as Quoddy Village. Both are a mix of well-cared for 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.

Commercial Downtown (D):

The commercial center of Eastport includes the Downtown area and the shoreland zone, designated in a General Development Zone, includes the breakwater, marina, and 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.

Commercial Retail Services (C/RS):

There are two areas that support mixed commercial and retail services businesses along Route 190 near Quoddy Village and adjacent to the airport. Uses include a mix of civic, institutional, retail and services.

Industrial (I):

These districts support the foundation of Eastport's industrial and transportation-based economy including the airport, aquaculture facilities, the Marine Trades Center, Estes Head Marine Terminal, and the Sewage Treatment plant. 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. 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.

Commercial Fisheries Maritime Activities (CFMA):

This is a shoreland zoning district located immediately adjacent to the industrial area surrounding the airport. It supports water dependent, aquaculture, commercial fishing and marine trades activities.

Rural Areas

The Rural Areas consists of those areas in Eastport where minimal new development will take place and where existing resources will be protected including forested lands, critical habitat, wetlands, scenic areas, and open space - land uses generally incompatible with intensive development. These districts are shown on the Future Land Use Map at the end of this section.

Eastport proposes two rural areas as described below:

Residential Low Density (R3):

These areas include relatively large lots with homes set well back from the shore and include Carlow Island, the peninsula west of Quoddy Village, Kendall Head, Johnson Cove, Harris Cove, Redoubt Hill, Treat Island, Matthews Island, and Dog Island.

Conservation (C):

This district defines the interior of Shackford Head State Park.

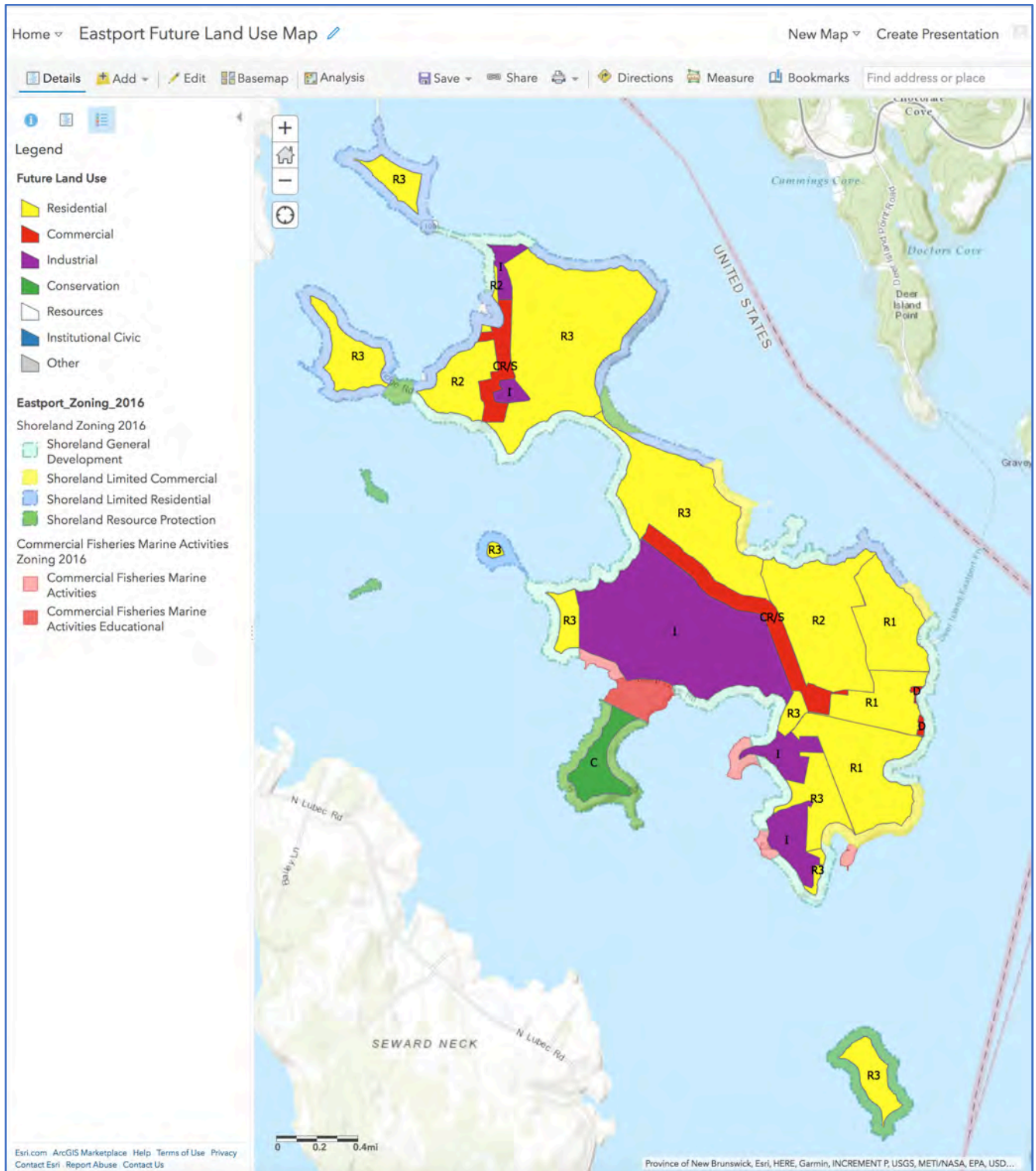
NOTE – the Resource Protection district within the Shoreland Zoning ordinance include the following shoreland areas, many of which are adjacent of shorebird nesting and habitat areas:

Spectacle and Goose Islands, Shackford Head, Johnson's Cove and Toll Bridge Road salt marshes, and Radio Hill at Prince Cove.

The Future Land Use Map for Eastport is provided on the following page. As with all of the online Eastport Planners maps, the Planning Board, Code Enforcement Officer or any user can zoom in to get a closer look at the future land use districts relative to other features on the map. The Shoreland Zoning districts in particular are far clearer and more visible when the user zooms into a small, magnified portion of the map. The District names, descriptions, symbols, and whether they are Growth or Rural Areas are defined in the following table.

Future Land Use Plan Districts for the City of Eastport

District Name	Description	Legend Reference (Map Symbol)	Growth or Rural Area	Color
Residential High Density	1 residence/1/2 acre or less	Residential (R1)	Growth	Yellow
Residential Medium Density	1 residence/1-2 acres	Residential (R2)	Growth	Yellow
Residential Low Density	1 residence/+2-many acres	Residential (R3)	Rural	Yellow
Commercial Downtown	City and village centers; combination of business and residential uses	Downtown (D)	Growth	Red
Commercial Retail/Service	Retail, professional services, offices, typically near population centers or main transportation corridors	Commercial/Retail Service (CR/S)	Growth	Red
Industrial	Business which involves the manufacturing of goods, generally located on the outskirts of densely populated areas due to associated noise, odor, light, or traffic	Industrial (I)	Growth	Purple
Conservation	Critical Habitat and/or Conserved Lands	Conservation (C)	Rural	Green



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 N – Public Survey Results and in Appendix 1. 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. It is recognized that site specific information can and should qualify mapped information if it is more accurate than what is depicted on the mapped layers. This can often be the case with property tax lines, wetland delineations, and soil suitability analysis.

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:

Public Issue or Concern:	Performance Standard:
<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, 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.

Public Issue or Concern:	Performance Standard:
<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.

The planning board, code enforcement officer, board of appeal, and city council will review annually the land use 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. In the review, they will determine whether changes in the minimum requirements of state or federal laws would require local amendment of the land use regulations. Eastport will continue to educate residents on local land use ordinances by maintaining online access to all local ordinances and when they are applicable. The city is required to notify and involve all citizens in the development and amendment of local ordinances.

L. REGIONAL COORDINATION

The city of Eastport is a small city situated 115 miles to the east of Bangor and 27 miles to the southwest of Calais. It is an island turned peninsula by the causeway linking the Tribal Community of Pleasant Point north to Perry and south to Eastport. Surrounded by Passamaquoddy Bay to the east and Cobscook Bay to the west, Eastport is very close by sea to the Canadian Islands of Campobello and Deer Island in Passamaquoddy Bay to the east, and to the town of Lubec across Cobscook Bay to the west. With sporadic, seasonal ferry service to these locations it can take the traveling public an hour or more to reach these close neighbors. Eastport is a minor center of commercial activity in eastern Washington County in terms of basic services. However, it provides significant regional employment and working waterfront services as a result of its deep-water port and breakwater, commercial fishing fleet, and a vibrant arts and tourism economy.

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the city. The town of Lubec has a locally adopted Comprehensive Plan that is consistent with state law and it has a town wide land use ordinance but no zoning ordinance.

Eastport has included analyses of regional issues in the areas of:

- Transportation
- Economic development
- Energy use and production
- Housing
- Emergency planning
- Public facilities
- Natural resources
- Land use
- Public Health
- Adaptation to climate change

Summary of Key Findings

- Regional Transportation infrastructure in Eastport includes its deepwater shipping port at Estes Head and the newly reconstructed breakwater in the downtown both served by State Route 190; Eastport is also home to one of two United States Coast Guard stations in Washington County located immediately adjacent to the breakwater
- Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services as well as beacon and fueling services.
- Regional employers in Eastport employ people in the aquaculture, commercial fishing, shipping, food processing, retail trade, hospitality, and light industry sectors.
- Four major festivals annually attract visitors from the entire region.
- Eastport is the most developed part of the Cobscook Bay Statewide Focus Area of Ecological Significance.
- Eastport's drinking water comes from the Passamaquoddy Water District whose source protection area is below Boyden Lake in the neighboring municipality of Perry.
- The City of Eastport contracts with the Washington County Emergency Medical Services Authority (WCEMSA), AKA "Downeast EMS" for their ambulance service.
- Regional recreation facilities include Shackford Head State Park as well as the Eastport Breakwater in the historic downtown.
- Cultural institutions attract regional audiences including the Tides Institute and Museum of Art and the Eastport Arts Center.

- A range of outpatient health-care services is available through Eastport Health Care, Inc. with locations in Eastport, Machias and Calais.
- The City of Eastport contracts for kennel services with PAWS in Calais and employs one part time Animal Control Officer.
- Eastport provides a regional recycling depot that serves Eastport and Perry residents. Materials are hauled away by a contracted aggregator.
- Eastport has a locally adopted emergency management plan and ordinance which calls for regional cooperation and inter-operability with the County EMA.
- Eastport is a member of AOS77, which also includes the Towns of Alexander, Baring Plantation, Charlotte, Crawford, Dennysville, Lubec, Pembroke, Perry, Robbinston. Many secondary students from these towns attend Eastport's Shead High School.

REGIONAL TRANSPORTATION

Roads

As a city located on the end of a peninsula, Eastport is reached by one artery, Route 190, that provides access for all residents, visitors, freight and commuters.

State Route 190 connects Eastport to the nearest major automobile route, U.S. Route 1, which lies six miles to the north 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. Eastport and the entire region are reliant on Routes 1 and 9 as the primary means of transportation mobility. Overall, roadways in Eastport are in good condition.

Eastport is connected to the mainland by 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, commuters who leave or come to Eastport for work, and abundant truck traffic related to the port. This route cuts directly through the heart of the Passamaquoddy community of Sipayik (Pleasant Point); it is also the transportation lifeline of the port of Eastport. The "speed trap" through Pleasant Point is known throughout the region and its strong enforcement protects a walking corridor that is used by many pedestrians within that community.

For several years, in the 2004 Comprehensive Plan Update, and in studies to enable expansion of the Port of Eastport the city has examined an alternative or second bridge to serve the city. Most recent focus is a new bridge from Perry to Carlow Island. This would be a very significant investment but could provide:

- An alternative access in the event of an emergency.
- A by-pass for truck traffic that currently cuts through 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 could be connected by an interior route (or by a rail trans-loading facility) 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.

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 continue this

discussion as a long-term strategy that supports economic diversification and development within the industrial and tourism sectors of eastern Washington County. As noted in the Transportation Chapter the current Maine DOT Biennial Work plan includes an economic analysis of proposed port, rail, and highway improvements to Eastport.

Although the population of Washington County decreased between 1990 and 2010, the total number of vehicle miles traveled increased by over 13 percent. Most roads are not congested now, but there is a need to protect them from future degradation and the significant taxpayer expense of adding remedial capacity. The city should ensure that access management standards are used to keep the Level of Service (LOS) on Route 190 from deteriorating.

It is important that Eastport continue to participate in regional transportation planning efforts. Municipalities can cooperate with neighboring communities and regional committees. The 3 largest communities in eastern Washington County - Baileyville, Calais and Eastport - have particularly significant transportation linkages that are all dependent on a shared labor force, large retail services (in Calais), regional education and health services, and the deep-water port facilities in Eastport.

Eastport has and will continue to participate in regional Corridor Management Planning initiatives including the Downeast Coastal Corridor, the Coastal Canadian Corridor, the Eastern Interior (Route 6) Corridor (see <http://www.wccog.net/corridor-planning.htm>) and the East-West Highway, as outlined in chapter #-Transportation. These regional corridor-planning initiatives provide the opportunity to encourage residential, commercial and industrial development in locations that support local development goals while retaining efficient transportation mobility. Corridor management plans outline the appropriate locations for sound access management techniques such as frontage roads, shared driveways, intersections, turning lanes and signals.

Trails

The Down East Sunrise Trail (DEST) is a 90-mile regional trail, inaugurated in sections starting in 2009 for multiple users including bicyclists, walkers, ATV riders, snowmobilers and cross-country skiers. Following the former Calais Branch railway corridor, it forms an east-west corridor to which numerous other snowmobile and ATV trails can connect. The DEST currently ends at Ayers Junction in Charlotte. There is a former rail spur that proceeds south to Perry and once brought rail traffic all the way into Eastport. The Passamaquoddy Tribe has converted the portion of the rail corridor in Pleasant Point into a trail. A Routing Study, prepared by the Washington County Council of Governments

(http://www.wccog.net/assets/files/bikeped/eastport%20routing%20study/Routing%20Study%20Eastport%20Final%2011_12.pdf) presents several alternatives for the development of a trail corridor within the city of Eastport that would link the Pleasant Point Tribal Community to the terminus of the old railroad bed on Sea Street in historic downtown Eastport. It examines the current location, condition and ownership of the original railroad bed and provides alternative routes to avoid private homes, bypass protected natural features and create a safe bicycle and pedestrian route between the places where residents live and where they attend school or other community functions.

Public Transportation

Eastport has limited public transportation options. West's Transportation offers daily round trip service from Calais to Bangor with in-town stops along Route 1. The Washington Hancock

Community Agency (WHCA) provides scheduled van and door-to-door on demand transportation for clients referred to them by the State of Maine Department of Human Services.

WHCA transportation services are provided to income-eligible clients, children in state custody, welfare clients, Medicaid patients with medical appointments, the elderly and disabled, or people needing transportation to Meals for Me. Transportation is also available for members of the general public on a space-available basis. Most of the longer trips are for medical services: shorter trips are to local doctors, pharmacies and groceries.

The general public is theoretically free to schedule rides with WHCA, although less than six percent of the current ridership is unsubsidized fare-paying customers. The average worker cannot use Sun Rides as a commuter service, because:

- a) General-public riders are taken on a space-available basis only, so even a ride scheduled well in advance will be bumped if the transit vehicle is at capacity with contracted clients;
- b) Unsubsidized fares are too high for low-wage workers to use the service on a daily basis; and
- c) Demand-response systems serve some rural communities just one day a week, with fluctuating departure and arrival times.

Workforce Transportation

The sporadic nature of demand-response service typically eliminates public transit as a viable option for rural workers with inflexible daily hours, shift workers, and those with on-call or overtime work responsibilities.

West's Transportation operates the other public transit service in Washington County. This incorporated firm has adopted a public-private partnership model. It receives federal transit funding to operate a daily fixed-route (i.e., scheduled) public service between Calais and Bangor and back via US-1 and US-1A, as well as several smaller intercity fixed routes, and it also markets its services to social service agencies (particularly for the longer trips to Ellsworth and Bangor). Thus, the ridership on West's Transportation routes is a mix of general public and contracted agency clients, and any revenues in excess of operating expenses generate corporate profits.

Fixed-route transit service is a much more predictable and reliable transportation mode for rural workers, and many workers would be willing to spend an hour or more of commute time each morning and evening in return for predictable and reliable daily transportation. However, West's current fixed routes and schedules are too limited to accommodate the average 8-to-5 workers, let alone those on shift work or non-standard schedules.

As currently configured, neither WHCA's Sun Rides service nor West Transportation's fixed-route service adequately meet the needs of the rural workforce in Washington County.

Transit Improvements

Innovative strategies and practices could greatly enhance the current level of service for all transit operations in Washington County, particularly in their capacity to serve working-age adults. The current emphasis on agency-contracted clients can be attributed to a chronically inadequate federal transit funding formula, offset by fairly generous contract reimbursement incentives that help to ensure the availability of rides for social service agency clients.

At present, the “public” best served by the rural public transportation system is a very narrow subset of the total population. This is true all over the United States, not just in Washington County. However, other transit agencies have found ways of increasing their efficiency and ridership that might work in Washington County. This assumes, of course, that the agencies delivering the transit services (currently WHCA and West’s Transportation) are willing to undergo changes – some minor, some fairly radical – to their current operations, in return for potential increases in ridership and efficiency. The current externally governed MaineCare brokerage system pays transit providers with a very small portion of the client reimbursement fees to get to medical appointments. Both agencies may be operating too close to a financial break-even point to risk expanding their services to accommodate workforce transit, even if the changes are likely to produce greater efficiencies and enhanced revenues over time.

Notwithstanding these barriers, several alternative service ideas from other places are summarized below. They all have some potential to expand access to public transportation and workforce development in Washington County.

- “Fixed-schedule” service – combines the convenience of demand-response service with a published daily schedule, making it more predictable and reliable for general public riders
- Immediate-response “Dial-A-Ride” service (works best as a community-based system in relatively compact population centers, with a strong local volunteer base if volunteer drivers are used)
- Establish transit stops at formal and informal “Park and Ride” lots
- Ride-sharing and vanpooling programs, often using GIS to match drivers to riders; some vanpool programs are “self-organized” by a group of employees living in the same general area
- Innovative use of transit scheduling software
- Child-oriented transit service: hire a transit attendant to escort young children on rides to daycare/school/appointments, thus allowing the parent(s) to work
- Dues-paying, 24-7 non-profit ride service with incentives for pre-scheduling, flexible scheduling, and shared rides; successfully operating in Portland and surrounding communities (eg. <http://www.gomaine.org/>)
- Provide easy-load bike racks on ALL vehicles in the public transit fleet.

Airports

There is one airport within Eastport described below. Primary regional airports include:

1. Bangor International Airport is the nearest airport with regularly scheduled passenger commercial service. BIA provides national and international commercial passenger and freight services, as well as Air National Guard operations. It has an 11,441-foot main runway and car rental services are available.
2. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no beacon or fueling services. Last rated by the state in poor condition.
3. **Eastport Municipal Airport** has a 4000-foot runway and provides limited charter and instructional services as well as beacon and fueling services. Last rated by the state in good condition.
4. Hancock County - Bar Harbor Airport located in Trenton provides daily commuter service to Boston, Massachusetts, and charter service is offered. Car rental services are available. 5,200-foot main runway.
5. Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. Last rated by the state in good condition.
6. Machias Valley Airport has a 2909-foot runway and is used by private plane owners and

- in an emergency, by air ambulance services. Beacon, but no fueling services. Last rated by the state in good condition.
7. Princeton Municipal Airport has two runways, the larger of which is 3999 feet, and is used primarily by private businesses and recreational fliers. Beacon, but no fueling services. Last rated by the state in poor condition.

Railroad Facilities and Rail Services

Abandoned rail lines stretch across Washington County and are generally in poor condition, as passenger service stopped nearly fifty years ago and freight service stopped in the mid-1980s. Recent efforts have created recreational trails along abandoned rail lines and rights-of-way. As noted above in the section on trails, the Downeast Sunrise Trail is an 90-mile multi-use trail on the exempt Calais Branch rail line corridor from Ellsworth to Ayers Junction. The Management Plan for the Calais Branch specifies that if rail becomes a feasible use of the corridor then the Downeast Sunrise trail will no longer be the primary use of the corridor. The East Coast Greenway is a bicycle and walking trail planned to extend from Key West, Florida to Calais, Maine, which also uses the rail line rights-of-way.

There are efforts to expand freight rail service in Washington County, particularly in the Calais and Eastport areas with connections to the railroad lines that cross into Canada and back into Maine to reach the western part of the state across the Route 6 corridor in northern Washington County. Passenger rail service in the State has increased with the reinstatement of passenger service between Boston and Portland and, more recently up to Brunswick, Maine.

Ports

The deep-water port of Eastport at Estes Head is located within Eastport and is of critical importance to current and future economic activity in Eastport and the region. Eastport has the greatest natural depth of water of any port on the east coast of the United States and as the easternmost port in the United States, is significantly closer to Europe. With 100 feet of water on approach channels, 64 feet of water at the pier at low tide and more than sufficient space to turn the largest ships afloat, Eastport is uniquely positioned and naturally endowed to accommodate any size vessel existing or planned. The port has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate a ship up to 900 feet in length. There is also a municipal breakwater in downtown Eastport for use by smaller vessels.

REGIONAL ECONOMIC DEVELOPMENT

Eastport is tied into the regional economy of Washington County in several ways. Eastport residents obtain goods and services from service center communities like Calais, Machias and, to some extent, Bangor. Some residents also rely on these centers for employment. Thus, their well-being is tied to fluctuations in the entire region's economy.

Recent closures of the Louisiana Pacific plant and the closure/re-opening/sale of the Woodland Pulp LLC (formerly Domtar) mill (both located in Baileyville) affected residents in Eastport and many surrounding communities. Responses to these shifts vary and include retraining, returning to school, taking early retirement and doing other related work. Some younger workers left the area but many of all ages remain. Many are simply travelling further for employment and working several jobs.

The St Croix Tissue Mill in Baileyville completed a \$120 million renovation in 2016 from fine paper to tissue manufacturing. The renovated mill produces over 120,000 tons of tissue per year. It is the

largest employer in Washington County employing over 300 individuals. Their affiliate, Woodland Pulp, is located in the same industrial complex along the St Croix River. It produces a bleached Kraft pulp manufactured using hardwood chips from Maine and New Brunswick. This pulp is sold worldwide with approximately one-third used by St Croix Tissue.

As noted in the Employment and Economics chapter, Eastport employs its own residents and is also a regional employer. These jobs are found in the aquaculture, commercial fishing, shipping, food processing, retail trade, hospitality, and light industry sectors.

Brownfields Assessment and Redevelopment

A regional driver of economic renewal comes from the Washington County Brownfields Assessment program that has operated since 2009 with a regional advisory committee and USEPA Brownfields Assessment funds through the Washington County Council of Governments (<http://www.wccogbrownfields.com>). Brownfields are defined as real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Since 2009 the Washington County Brownfields Program has conducted site assessments on over 30 properties throughout Washington County. Redevelopment/reuse is complete on 20 of those sites and several more are under active redevelopment. There is a pending inventory of at least another 50 sites. By definition Brownfields assessment is needed on properties with a commercial/industrial history.

WCCOG staff and the regional advisory committee rank sites for use of public funds according multiple criteria and place an emphasis on redevelopment potential. With their history of use Brownfields sites are often in the very best locations for redevelopment; they are located in downtown centers, near existing infrastructure, at the junction of arterial highways, in historic structures, and on municipal waterfronts.

Eastport strongly supports active solicitation of industrial, commercial, and residential redevelopment of existing developed areas. Redevelopment of abandoned residential, commercial, and industrial properties fosters a sense of vibrancy, promotes diversity, and expands the experience of community. Infill erases signs of emptiness and decay, and allows existing natural areas to continue providing forest products, wildlife habitat, land for sports and recreation, and a continued sense of a rural landscape. The city of Eastport is represented on the Washington County Brownfields Advisory Committee. The city has and will continue to recommend sites to the program for assessment and redevelopment.

Community Economic Development Strategy (CEDS)

In July of 2011, Washington and Aroostook Counties were combined in a realignment of the seven Economic Development Districts (EDDs) in Maine. The purpose of this realignment was to better represent natural economies. The linkage between Aroostook and Washington counties is based on many similar attributes and unique assets – some of them with great promise and some with serious challenges. This new Economic Development District is called the Aroostook Washington Economic Development District (AWEDD) and the Comprehensive Economic Development Strategy (CEDS) that is required for all EDDs was completed in July of 2013. A new CEDS is being developed for

adoption in the spring of 2018. The previous five-year CEDS can be downloaded on the GROWashington-Aroostook web site here: <http://gro-wa.org/region-wide-resources>.

Aroostook Washington Economic Development District (AWEDD) has great potential to leverage its natural resource base and environment, its hardworking people, its proximity to Canada and Europe, and its inherent economic resiliency. Those that live here are individuals and families that have become “survivors” – doing whatever is necessary to secure adequate food, shelter and clothing in a very rural location with an extreme winter climate. However, mere survival is not good enough and regional leaders are committed to a transformation that will reverse the economic and social decline of the past three decades.

After a slight rebound in manufacturing, specifically in forest products, 2015-16 has seen a downturn in lumber prices, and increased challenges on biomass energy plants. Covanta closed plants in Washington County and ReEnergy in Aroostook County is facing the loss of out of state contracts at the end of 2017.

The biggest challenge facing the AWEDD is workforce related, due to the loss of population. Aroostook and Washington counties have been trending downward in population, median age, median household income and percentage of total population in the workforce for the past four decades. All of these issues are directly related to the continuing out-migration of young working-age people (20-44-year-olds) from the region that results in 1) loss of business due to recruitment issues, 2) less entrepreneurship, and 3) loss of services (healthcare and schools, most directly). Immediate actions need to be taken to retain our young people and lure others to the region; and it must be an initiative that includes and engages all aspects of our communities– business, educational and governmental.

Mobilize Maine, an asset-based strategic planning process, offers an effective process for accomplishing this positive change. It engages local and regional business leaders to establish measurable goals that are then linked to assets (natural, business and human resources), job creation, and business expansion from within the region. The foundational premise is that business, municipal and non-profit leaders have the capacity to lead economic change if it is based on regional assets that are in our control. Using the Mobilize Maine process, the 2013 Community Economic Development Strategy (CEDS) for the AWEDD has identified the economic sectors that offer the best opportunity, and are investigating, defining and initiating business activities in those clusters that will improve wages and create new jobs to achieve the goals of the strategy. Driving the strategies in the CEDS is the following regional vision:

AWEDD Regional Vision

Our region is a place of abundant natural resources that is reflected in the beauty of our landscape and the potential for economic and social prosperity it offers. We value the individuality and endurance of our people while recognizing the strong sense of community and place that sustains us. We will create economic growth by focusing on sectors that best leverage these assets and by working to develop policies that promote private sector investment; while at the same time, retaining the quality of life that makes the region special.

The following Opportunities and Challenges drive the CEDS regional vision:

Opportunities:

- Very active international border with Canada that offers significant economic opportunity for business expansion and more meaningful cross-cultural engagement.
- Expanded shipping opportunities at the Port of Eastport (deepest port on the U.S. east coast), especially to European biomass market.
- Available (and increasing) tillable cropland, much of it suitable for organic use.
- Expanding and diversifying value-added wood products that will leverage the most concentrated wood resource in the U.S.
- Utilization of our renewable and alternative energy resources in wind, tidal, biomass and compressed natural gas.
- Expanding value-added processing of crop and marine resources.
- Potential of mining in northern Maine.
- Expanded utilization of higher education resources.
- Expanding Maine Military Authority's bus refurbishment expansion to aid Loring Commerce Centre employment.
- Light manufacturing at former Cutler Naval Station.

Challenges:

- Lowering energy costs for business and industry.
- Broadband availability/access to high speed internet.
- Mitigating distance to market through more effective/efficient transportation.
- Limitations on local economy's ability to support more businesses/service providers.
- Inability to capture more tourism visitors.
- Reversing the prevalent negative mindset and aversion to risk-taking/trying something new.
- Lack of rail infrastructure connection to Port of Eastport.
- Small number of "leaders" in the region.
- General lack of business acumen/sophistication and lack of entrepreneurial training and assistance.
- Accessing Canadian market.

AWEDD's approach to asset based economic development focuses on the region's competitive strengths and opportunities. Systematic regional asset mapping has been completed in nine categories including tangible and intangible assets, natural, human/skills, knowledge, cultural/historic, geographic, excellence, infrastructure, government and innovation. The exploration and analysis of the region's assets has included prioritizing assets that are "truly unique and indigenous" and that can be leveraged to reach the measurable economic vision. Outputs from this analysis are regional priority assets, targeted industry clusters, strategies and specific industry sectors for value chain mapping. AWEDD's priority industry clusters are:

- *Alternative Energy*
- *Manufacturing*
- *Diversified Agriculture*
- *Forest Resources*
- *Tourism*
- *Marine Resources*

AWEDD economic development professionals and engaged business leaders will be paying particular attention to how educational institutions and workforce training address the changing structural job requirements to better support these clusters.

REGIONAL ENERGY USE AND PRODUCTION

Energy use and production issues are intimately related to the economic health of the region. The Findings and Recommendations of the Down East Maine Renewable Energy Working Group¹⁵ (January, 2014) summarized a 6-month exploration of renewable energy issues.

The following is excerpted from the Executive Summary (hereafter referred to as the 2014 Renewable Energy Working Group Report):

The Renewable Energy Working Group assumed that expanded investment and deployment of renewable energy, if found to be cleaner and more affordable than existing fuels and systems, would benefit Maine residents, who currently rely on fossil fuels for heat and electricity to a much greater extent than the average American or the average New Englander. The report examined investments, challenges, and opportunities – real and anticipated – in relation to renewable power, its sources, networks, mechanical systems, costs, and workforce requirements.

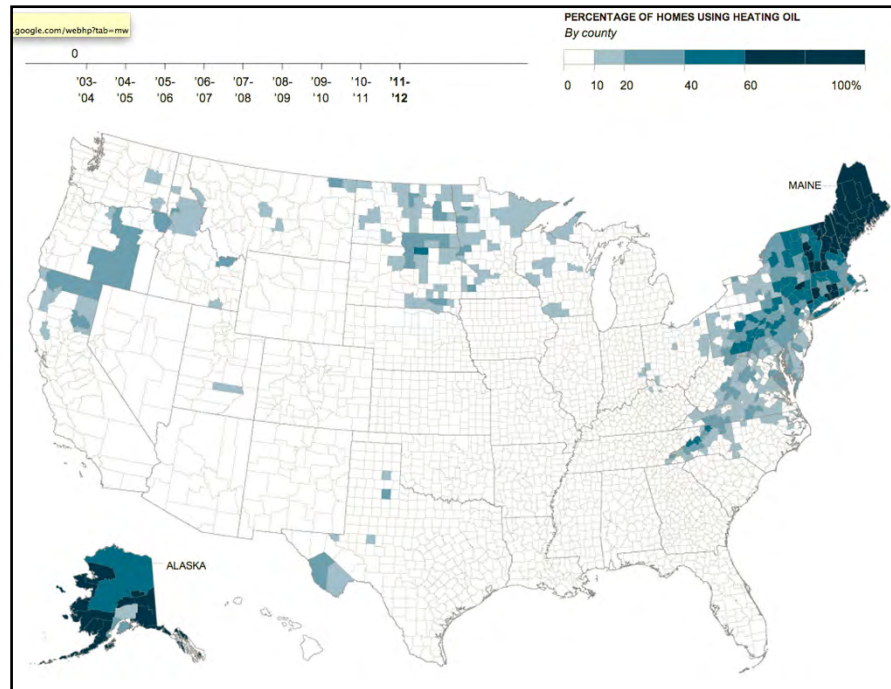
The topics arising most consistently, urgently, and persuasively throughout all these investigations concerned the linked challenges of **front-end transition costs, market distortion, and fair policy frameworks**. In particular, these issues were recurrent in relation to expanded deployment of renewable energy in Down East Maine:

1. status quo is full of liabilities, full of opportunities: existing conditions in Down East Maine’s energy sector are problematic due to high reliance on non-renewable fuels (which creates a statewide path dependency), prevalence of fuel poverty, home energy affordability gaps, excess winter morbidity, investment efficiency gaps, and market failures; at the same time, renewable assets are unusually high on a per capita basis, with new employment potential dovetailing with ailing traditional industries.
2. lack of equitable, consistent, and predictable regulation: when there is a perception of imbalance or caprice, investors can lose confidence and startups cannot attract the affordable capital they need.
3. new incentives for new energy markets: feed-in tariffs are viewed as an important tool with which to approach price-parity between incumbents and newcomers in the renewable energy marketplace, providing the funding and stability that support comprehensive development strategies.
4. reliable and affordable access to capital for installation, transition & retrofit: front-end industry investments in alternative energy technologies bring unit prices “multiples above market” in relation to incumbent energy sources, sending a discouraging message about investment in renewables.
5. uniform metrics for impacts & pricing: without apples-to-apples yardsticks for the full cost, success, impact of alternative energy, foggy decision-making precludes long-term policies and investments.
6. prohibitive transaction costs: insufficient information about options coupled with a lack of time and energy to investigate them; absence of trustworthy (neutral) technical guidance
7. low workforce capacity: even if investment were high, Down East Maine currently lacks the technical workforce (and capacity-building potential) to support large-scale energy transition to renewables.

Associated with production of renewable energy is the issue of affordable heat for low-income households. The 2014 Renewable Energy Working Group Report describes the energy consumption profile in Maine and Washington County. As of 2011, Maine’s overall energy consumption was 26th in the country (at approximately 311m BTU per capita annually), but the cost of that energy ranked

¹⁵ Calame, Jon and Woodworth, Asher. January, 2014. Down East Maine Renewable Energy Working Group: Findings and Recommendations Report. Available at: <http://www.gro-wa.org/down-east-maine-renewable-energy-report>

much higher – at 10th in country (approximately \$5,508 per capita annually, amounting to 14% of Mainers’ personal income on average and a statewide expenditure of \$7.32b for the year).¹⁶

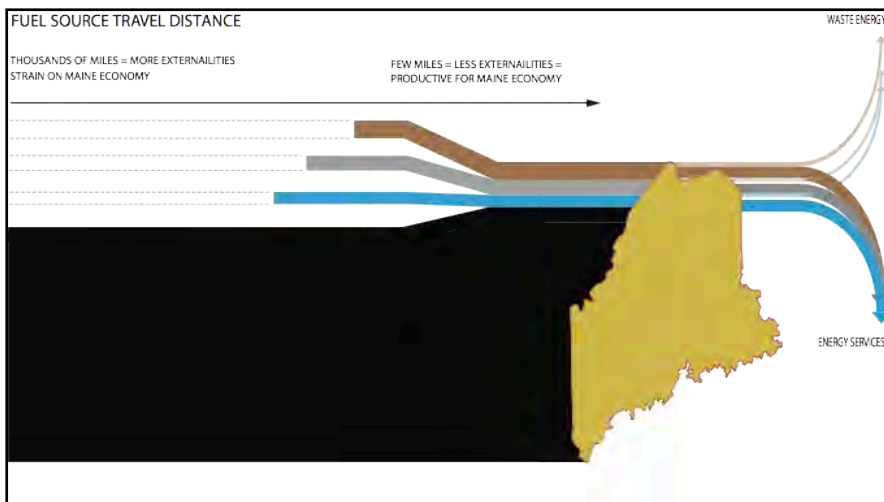
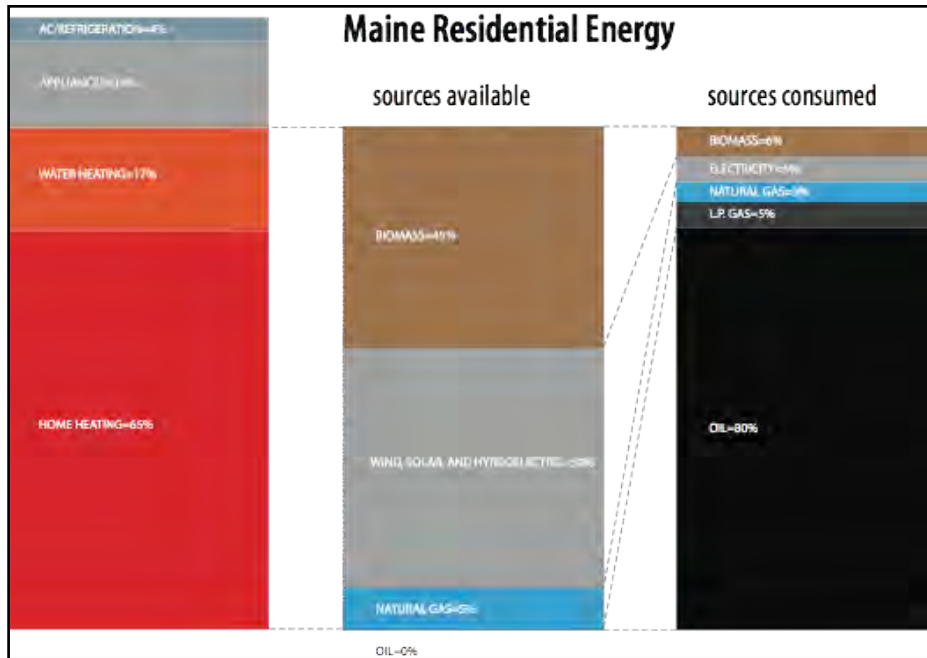


Since Maine residents have household incomes generally well below the national average, these figures spell out a painful picture: those with less income spend more per unit of energy. **The map above, published in 2013 by the New York Times**, shows the special dependency on fossil fuel for structural heating in Maine, reflecting recent data from the US census showing that 75.6% of Maine’s homes use #2 heating oil,¹⁷ is by far the highest proportion of heating oil dependency of any state in the continental U.S.

Another way to look at Maine’s energy consumption profile is to compare regionally available energy sources with the fuels actually burned. The following two illustrations (from the 2014 Renewable Energy Working Group Report) depict the discrepancy between regionally available energy sources (mostly renewables in the form of biomass, wind, solar, and tidal sources) and current dependencies is evident.

¹⁶ US EIA Maine state profile based on 2011 data.

¹⁷ From the Energy Information Agency [website](#).



Environmental concerns aside, Maine’s reliance on heating oil is problematic because it contributes to energy insecurity, exposes consumers to price volatility, wastes resources on long-distance fuel transport, and constitutes a large annual net export of wealth out of the state and, in large part, out of the country.

REGIONAL HOUSING

The housing challenges in Washington County are related primarily to the age of the housing stock as well as the age and income of the population. It is more cost effective and often preferred by elders to stay in their homes. However, older housing (71% is pre-1979) is often in disrepair; many of these houses are very large and most have inefficient heating systems and inadequate thermal insulation. Rental housing is also broadly inadequate; it is not affordable for low-income persons especially young families who pay a disproportionate percentage of their income for rent; and there are quality issues for all income levels that are also related to the age of the housing stock.

There is a “Catch-22” in relation to subsidized housing. There are an insufficient number of vouchers in relation to need and those that are available can expire due to a common inability to find adequate housing that meets the standard for a voucher given the short (30 day) timeframe allowed to find the rental. In addition, landlords are deciding not to accept vouchers because of the requirements to

upgrade the housing (also related to age of housing stock). If housing is found, there is often a mismatch between its location and that of the tenants' place of employment. Low-income persons do not often have a reliable vehicle for a long commute.

Homelessness is known on an anecdotal basis but existing measures do not adequately document those who "couch-surf", double up with families in homes built for single-family occupancy, or live in sub-standard structures (camps, trailers, school busses). Finally, and also related to the age of the housing stock, many homes are unhealthy due to lead paint and mold.

Housing is primarily an issue measured and planned for on a town-by-town basis. However, the needs of certain populations, like seniors and those who may need an institutional setting, are often served at the regional level. The needs of and programs for elderly housing are discussed at length in the Housing Chapter. Funding for housing assistance, whether for new construction or rehabilitation, is also provided at the regional level. For a detailed list of options that could be applied to Eastport, visit the sustainable housing page of the GroWashington Aroostook website at:

<http://gro-wa.org/sustainable-housing.htm>.

As an example, Federal Community Development Block Grant (CDBG) funds for housing assistance are available through the Office of Community Development at the Maine Department of Economic and Community Development (DECD). Local governments applying for these limited funds must demonstrate their capacity to properly administer the funds. A town may work with one or two of its neighboring towns to develop this capacity, or it can seek assistance from the Washington Hancock Community Agency, which currently administers most of the region's CDBG housing assistance funds.

REGIONAL NATURAL RESOURCES

Eastport is a cluster of marine islands surrounded by Passamaquoddy and Cobscook Bays. The coastline supports coastal and wading waterfowl and several productive fisheries. The city is the most developed part of the Cobscook Bay Statewide Focus Area of Ecological Significance. The richest wildlife diversity in Eastport is avian. Bald eagles (*Haliaeetus leucocephalus*) are common and nest on Matthews Island and Treats Island. 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.

The water resources of Eastport are vital to the community and the region. There are extensive tidal waters ranging from deep-water passageways to secluded coves that support shipping, commercial fishing, recreational fishing, aquaculture, tourism, and recreation. Eastport fishermen harvest among the fewest pounds annually of the most active ports in Washington County. However, as described in the natural Resources Chapter, the value of those landings represents close to \$5,000,000/year in value. There are also several aquaculture lease sites in the coves that surround the island community of Eastport that come in and out of operation for the periods of their respective licenses. All are finfish operations.

The Maine Geological Survey has identified no sand and gravel aquifers within Eastport. Eastport's drinking water comes from the Passamaquoddy Water District whose source protection area is below Boyden Lake in the neighboring municipality of Perry.

There is one point source of pollution in Eastport, the sewage treatment plant, a plant and system that is the subject of multiple years of investments on the part of the city with support from state and federal funding sources.

REGIONAL PUBLIC FACILITIES

The City of Eastport contracts with the Washington County Emergency Medical Services Authority (WCEMSA), AKA “Downeast EMS” for their ambulance service. Downeast EMS provides 24-hour service and operates out of three base stations in Baileyville, Eastport, and Lubec. The ambulance and rescue squads provide care at the EMT-Basic, Advanced EMT and Paramedic levels. The Eastport base station of Downeast EMS is housed at the Fire Department.

Recreation facilities accessible to residents of and visitors to Eastport and the Downeast region include Shackford Head State Park as well as the Eastport Breakwater in the historic downtown. The City hosts four major festivals each year, the 4th of July Celebration, the Salmon and Seafood Festival, the Pirate Festival, and the Sardine and Maple Leaf Drop. All attract visitors from the entire region. There are a few cultural institutions that serve as regional attractions including the Tides Institute and Museum of Art and the Eastport Arts Center. Both provide a wide range of indoor recreational activities associated with artist’s-in-residence programs, creative workshops, live theater, community kitchen, and music series, among other programs. These are described in more detail in Chapter 2 Cultural Resources.

A range of outpatient health-care services is available through Eastport Health Care, Inc. with locations in Eastport, Machias and Calais. Services include medical, dental and behavioral healthcare.

The City of Eastport contracts for kennel services with PAWS in Calais and employs one part time Animal Control Officer. The animal control officer assists with domestic pet issues and aids the Maine Department of Inland Fisheries and Wildlife for wild animals. The animal control facility in Calais is in good condition and can serve well for years to come.

Eastport provides a regional recycling depot that serves Eastport and Perry residents. Materials are hauled away by a contracted aggregator. Indeed, Eastport is being named in 2018 as a *Rural Recycling Rockstar* at the April, 2018 Maine Resource Recovery Association annual conference.

REGIONAL EMERGENCY PLANNING

Washington County Emergency Management operates under the Maine & Federal Emergency Management Agencies—MEMA & FEMA—and is also under the authority of the county commissioners. Emergency Management offers Washington County communities a central source for emergency preparedness information and training. Emergency Management works with each community's local emergency management director to help deliver vital services in case of a large-scale emergency. Eastport has a locally adopted emergency management plan and ordinance (posted on the City website (http://www.eastport-me.gov/Public_Documents/EastportME_WebDocs/documents)) to assist citizens with immediate or long-range emergency management tactics which calls for regional cooperation and inter-operability with the County EMA.

REGIONAL LAND USE

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the

boundaries of the town. As indicated in the natural resources section of the plan, the city should attempt to develop compatible resource protection standards with nearby communities.

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. Pleasant Point has no future land use districts nor any adopted land use regulations. Proposed land use districts in Lubec are consistent with the existing pattern of development in Eastport as well as its Future Land Use Plan.

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.

Eastport regularly coordinates with neighboring communities on a variety of issues, including land use, through participation in the Washington County Council of Governments, Washington Hancock Community Agency, and other regional groups. 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.

REGIONAL PUBLIC HEALTH

A coordinated effort between Washington, Aroostook, and Hancock Counties is underway to develop and implement solutions to reduce the incidence of preventable chronic disease throughout the region. These efforts are spearheaded by the 2 Healthy Maine Partnerships serving the 3 counties: Healthy Acadia and Healthy Aroostook. A primary focus is to increase access to and availability of both local food and opportunities for exercise.

Desired outcomes are summarized as follows:

- Reduction in the incidence of preventable chronic disease throughout the region
- Increased access/availability to local food;
- Improved access to recreational assets providing opportunities for healthy exercise;

Additional public health goals for the Healthy Maine Partnership serving the region, include:

- Reduce, prevent and manage substance abuse; increase awareness of its impacts and provide healthy alternatives.
- Improving access to the full continuum of affordable health care services.

Initiatives to achieve these solutions currently underway in Washington County include several focus areas: access to physical activity, access to transportation, access to healthy foods and a wide range of outreach programs provided by Healthy Acadia.

Active Communities

Regular physical activity is an essential part of improving health and wellbeing. People who are moderately or vigorously active lower their risk of high blood pressure, heart disease and stroke,

Type 2 diabetes, colon and breast cancer, and osteoporosis. Regular physical activity can also significantly improve mental health. Exercise can sharpen thinking, learning and judgment skills, reduce symptoms of anxiety and depression, and help us sleep better.

Fewer than half of all Americans get the physical activity they need to provide health benefits and 25% of adults are not active at all in their leisure time. In Maine only 23.7% of youth get the recommended level of exercise (60 minutes per day) and only 56% of Maine adults get the recommended levels of physical activity (30 minutes, 5 times per week).

Physical activity does not have to be strenuous and highly time-consuming to be beneficial. As an example, for adults, walking 30 minutes 5 times a week can benefit health and wellbeing. For youth, participating in school sports, engaging in after school activities, or walking to school can provide the recommended exercise to promote health and wellbeing.

Transportation for Health

Access to Transportation is a significant challenge in rural communities. Lack of transportation can be an obstacle to reaching needed health and social service appointments as well as employment and other services. Significantly more detail on this issue is provided above in the section on **Regional Transportation Issues - Public Transportation.**

Local Food Systems

Washington County is described by USDA as a “[food desert](#)”, a term that comes from the Food Access Research Atlas of the USDA (<http://www.ers.usda.gov/data-products/food-access-research-atlas>). In a food desert “those with low incomes have limited access to supermarkets, supercenters, grocery stores, **or other sources of healthy and affordable food**” (Emphasis added). However, the two Census Tracts (9551, 9559) in Washington County where these criteria are met include only our large depopulated areas and account for only 18% of our population.

Countywide there are indeed many low-income households, also many with inadequate transportation that limits access to fresh food. However, 82% of the population resides in the census tracts NOT deemed a “food desert” and 56% of low-income households reside in the service centers where the existing supermarkets, supercenters and grocery stores are located.

Furthermore, the USDA Food Access Research Atlas does not fully reflect data on “other sources of healthy and affordable food” in Washington County. And Washington County has a great deal of great food. The **Washington County Local Foods Map** posted at <http://www.gro-wa.org/wcfood> depicts over 80 farms, several active farmers markets and buying clubs, producers and retailers of local specialty food, and abundant seafood. There is an active local food movement in Washington County that is growing within the



county and reaching out to the rest of the state to support a regional (Maine and New England) food system.

In the face of this potential plenty we do indeed have significant **food security** issues mostly as a result of the high rates of poverty. Food pantries report that demand outstrips supply, yet also report difficulty in distributing fresh vegetables. Many do not have the experience or knowledge of preparing whole, fresh foods for consumption. In response pantry organizers provide classes on whole food cooking. The 11” by 17” poster of Food Pantry and Community Meal Sites shown at right can be downloaded from the GROWashington Aroostook web site here: <http://www.gro-wa.org/washington-county-food-pantries>.

In addition to increased health, building the local foods infrastructure has powerful economic implications. Not only do local dollars stay in the economy, new dollars arrive and bring jobs and business opportunities, providing the resources needed for equal access for all.

Healthy Maine Partnership Programming

The programs of Healthy Acadia that reach out to youth and adults span the public health spectrum. They are provided at a regional scale as well as to individual municipalities and schools; they include:

- **Tobacco Cessation and Substance Abuse Prevention** - tobacco-free and tobacco cessation programs work to reduce exposure of children to second hand smoke, raise awareness of prevention assistance programs, provide tobacco-free policy for public events, and increase the number of retailers adhering to Maine NoButs! Program that limits tobacco sales to minors. Likewise, businesses and law enforcement collaborate on strategies to reduce underage drinking; schools, parents and businesses support open discussion of risks associated with under-age or binge drinking.
- **Farm and Food programs** – Farm to School including curriculum outreach, vermiculture, recipe and menu planning for school cafeterias; FoodCorps service leadership; support to the Food Pantry network; greenhouse materials & construction at discounted prices; support in the formation of a regional food council and healthy eating initiatives.
- **Nutrition programs** – We Can! (Ways to Enhance Children’s Activity & Nutrition) public education; SNAP-Ed (Supplemental Nutrition Assistance Program) providing nutrition and cooking classes for residents receiving SNAP benefits; 5-2-1-0 Let’s Go to encourage kids and families to eat 5 servings of fruit and vegetables, 2 hours or less of recreational screen time, 1 hour or more of physical activity and 0 sugary drinks.
- **Living Well programs** – worksite wellness; Keep Me Well health assessment tool; Screen Washington County to increase awareness and actual screening for colon cancer; free Breathe Easy signs to reduce exposure to second hand smoke; Tobacco Free Pledge resources; Healthy Homes information on lead exposure, testing and education on symptoms of high lead blood levels; information on trails in the region.
- **Youth programs** – Washington County: One Voice youth coalition; Jobs for Maine Graduates profiles; Downeast Teen Leadership Camp for students entering grades 7,8, and 9

- **School and Community programs** – Coordinated School Health Program, an 8 part program to improve kids health and capacity to learn; Transportation Infrastructure and access to Quality Health Care including collaborating with regional partners to improve transit options and publication of a Transportation Services Guide; Annual October Turkey-A-Thon to raise funds for the Food Pantries.

REGIONAL CLIMATE CHANGE

Climate change - change in the long-term broad patterns of weather - is happening in Maine. It is well documented¹⁸ by more frequent and stronger storm events, higher tides, hotter summers, greater precipitation, shifting ranges of plant and animal species, expanded ranges of southern pests and disease, rising sea levels and acidification of the waters of the Gulf of Maine.

The short and long-term impacts associated with climate change are significant and far-reaching.

- Storm severity and frequency has and will continue to cause flooding, erosion and property damage.
- Sea levels will rise at an accelerated rate and threaten coastal infrastructure including roads, rail, working waterfronts, water and sewage treatment plants and many downtown centers.
- The temperature and salinity of the Gulf of Maine is reducing the productivity of the entire aquatic food chain with significant declines in zooplankton and stresses on shellfish.
- Pest species like Lyme disease-bearing ticks are reaching further north as winters become milder.
- Agricultural production is threatened with both drought and extreme precipitation as well as new pests and pathogens with expanded ranges and survival.
- The forest products industry might benefit from higher growth rates for some species. However a longer mud season and shorter periods of hard freeze will reduce harvest opportunity and large shifts in species composition (from insect, disease, or dieback) could ripple across the forest products industry.
- The public health impacts are also a concern, particularly for the elderly or infirm, as extreme temperatures increase risk of heat stroke and, during coastal flooding, isolation from services or emergency response.
- Natural systems also face loss of wetlands and wildlife are exposed to exotic species and temperature-related stress.

Some changes may bring more tourism to Maine; increase forest productivity (and carbon sequestration), and increased variety and security in food production.

¹⁸ *Maine's Climate Future* An Initial Assessment; February, 2009. University of Maine; [People and Nature Adapting to a Changing Climate - Charting Maine's Course, February, 2010](#) – a Summary of the Report Presented by the Maine Department of Environmental Protection to the Joint Standing Committee on Natural Resources of the 124th Legislature

Climate Vulnerability Assessment

Climate vulnerability assessment (CVA) is a collection of tools and analyses used to understand how we are vulnerable or resilient in terms of impacts on people, infrastructure, public health, natural systems, and the economy. It asks what systems, species, populations, entities, facilities and infrastructure are most vulnerable to expected climatic changes, often depending on factors such as exposure, sensitivity, and adaptive capacity. Geographic information systems (GIS) mapping tools are a powerful means of:

- a. visualizing our vulnerability,
- b. recognizing the gaps in our understanding of our vulnerability, and
- c. focusing our efforts on gathering necessary information and preparing for risk and change.

In the fall of 2013, the Washington County Council of Governments, working in cooperation with the University of Maine at Machias GIS Service Center presented a series of town- and bay-specific climate vulnerability assessments (CVAs) that anticipate a variety of storm impact scenarios. The GIS Service Center adapted the Sea, Lake and Overland Surges from Hurricanes (SLOSH) model, a computerized numerical model developed by the National Weather Service (NWS)¹⁹ to estimate storm surge heights resulting from historical, hypothetical, or predicted hurricanes by taking into account atmospheric pressure, size, forward speed, and track data. The SLOSH model is applied to a specific locale's shoreline, incorporating the unique bay and river configurations, water depths, bridges, roads, levees and other physical features.

The bay-specific CVAs were based on SLOSH model output of a hypothetical but entirely plausible hurricane that makes landfall in Penobscot Bay.

These CVAs included Eastport and can be downloaded here: <http://gro-wa.org/washington-county-climate-change-response>. The coastal CVAs are made possible by the recent (2012) acquisition of LiDAR (light detection and ranging) elevation data. The flights and analysis that provide this very high-resolution elevation data are very expensive. As a result, they are only available along the immediate coast of Washington County.

Adaptation to Climate Change Impacts

There is a range of adaptation responses that landowners, businesses, and municipalities can take to limit exposure to our vulnerabilities. These include:

For storm adaptation:

- Evacuation and shelter planning including in real time
- Establish communications protocol between UMM-GIS Service Center Director and County EMA Director to Ensure real time scenario development in event of actual predicted hurricane in the Gulf of Maine
- Pre-position equipment to areas that may be cut off during a storm
- Map house bound and elderly residents; add to Climate Vulnerability Assessment

For roads, bridges and transportation:

- Inventory transportation infrastructure

¹⁹ According to the NWS, the surge height predictions from the SLOSH model are accurate to within +/-20% for storms that follow the track and force patterns within the model. National Weather Service Sea, Lake, and Overland Surges from Hurricanes (SLOSH) Model. 2013. <http://www.nhc.noaa.gov/surge/slosh.php>

- Participate and update culvert mapping inventory of Washington County Council of Governments
- Keep sand & salt piles above flood levels
- Improve stormwater capacity
- Improve culverts, flow under causeways
- Evaluate substructure of roadways most vulnerable to inundation and upgrade where necessary

For municipal officials:

- Limit building in flood prone areas using on-line mapping tools provided by Washington County Council of Governments (<http://www.gro-wa.org/planners-maps>)
- Adopt construction codes for coastal properties
- Maintain wetlands and floodplains to absorb flood waters

For Public Health:

- Plan for heat emergencies
- Distribute education about pest borne illnesses especially Lyme disease;
- Translate health advisories into Spanish and Passamaquoddy
- Assist elders and low income households with air conditioning/cooling

For any and all concerned:

- Train all personnel on use of on-line scenario mapping tool
- Always document impacts from severe storms ([Damage and Injury Assessment AKA “Form 7”](#) & photos) to ensure County EMA officials can assemble documentation of regional storm impacts to reach Federal Disaster Declaration thresholds

SUMMARY

Throughout this planning process, Eastport has analyzed regional issues in the areas of:

- Transportation,
- Economic development,
- Energy use and production,
- Housing,
- Public facilities,
- Natural resources,
- Emergency planning,
- Public health,
- Land use, and
- Climate change.

Eastport cooperates whenever possible with adjoining towns and regional agencies and should continue to do so. Eastport is reasonably active on regional committees and authorities dealing with solid waste, emergency response, public health, and transportation and economic development. These activities will continue with a strong emphasis on regional transportation policy, facilities sharing, public health, and infrastructure development.

M – PLAN IMPLEMENTATION

INTRODUCTION

As an integrated Comprehensive Plan and *Age Friendly Community Action Plan* there are many similar or complementary implementation measures between the two initiatives. This chapter seeks to address the requirements of the Growth Management Act with respect to consistency of the Comprehensive Plan with state law and, to the extent possible, cross reference with the *Age Friendly Community Action Plan* implementation tables, templates for which are provided by AARP.

Many policies and implementation strategies are multi-faceted and are based on the inventory and analysis chapters, some singularly and some in multiple ways. Housing and transportation issues, for instance, can have a relatively straight-line relationship to their respective chapters. The inventory and analysis of Social and Cultural Issues on the other hand includes the basis for almost every *Age Friendly Community Action Plan* Table and to the Comprehensive Plan policies of Social and Cultural Resources, Recreation, and Public Facilities and Services. The reader is thus provided with a) the table of contents above, b) goal(s) in the Comprehensive Plan policy tables that cross reference to the *Age Friendly Community Action Plan* tables, and c) a recommendation to look at several tables below to determine if their issue of concern is addressed in at least one place recognizing that it may sometimes be expressed or described in more than one table depending on the specific action recommended by the analysis.

COMPREHENSIVE PLAN - POLICIES AND IMPLEMENTATION STRATEGIES

<i>Social and Cultural Resources</i>			
Goals:			
<ol style="list-style-type: none"> 1. 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. 2. As part of Eastport’s <i>Age Friendly Community Action Plan</i> the city will ensure aging members of the community, whether year round or seasonal, will have access to health care and services to support aging in place, and feel welcomed and respected for the contribution they make to the economic, social and civic life in the community (See <i>Age Friendly Community Action Plan Community Support and Health Services, Respect and Social Inclusion, and Communication and Information</i> Implementation Tables; see also Table immediately following this one for Recreation goals, policies and implementation strategies) 			
Policies	Implementation Strategies	Responsibility	Timeframe
Preservation			
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, Tides Institute and Border Historical Society	On-going
	Work in cooperation with the State of Maine to protect identified historical and archaeological resources within Eastport.	Planning Board, City Council, Historic Review Board	On-going
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
	Explore fire-proof containment of historical records	City Council, Historic Review Board	As funding allows

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Policies	Implementation Strategies	Responsibility	Timeframe
	Digitize / store historical city records in ME Memory Network	City Council, Historic Review Board	As funding allows
Education			
Continue to identify and document Eastport’s above ground resources.	Collect and maintain historic city records.	City Council, Historic Review Board	On-going
Encourage public access to significant historic and shoreline sites within the City.	Encourage: <ul style="list-style-type: none"> • tours to historic sites; • efforts to preserve Eastport’s sardine canning history • preservation and public awareness of the history of Camp Lee-Stephenson (Quoddy Village). • Inscribe the historic site marker and move to municipal property; • exploration and preservation of Eastport’s cultural history • preservation of the former Boynton High School building 	City Council, Historic Review Board	As funding allows
Interpret local history	Place interpretive signs at local historic and National Register buildings and sites. Eg. “Museum in the Streets”	Border Historical Society, Tides Institute	On-going and as funding allows In-process
Regulation			
Maintain guidelines or land use controls to protect and preserve historic and archaeological resources if identified.	Review the existing Shoreland Zoning and Zoning Ordinance and retain land use controls for protection of archeological and historic sites and structures.	Planning Board, Historic Review Board	On-going
	Establish a mechanism for review of construction or ground disturbing activity within prehistoric archeologically sensitive and historic archeologically sensitive areas.	Planning Board, Historic Review Board	Immediate
	Require that development plans include a plan showing the preservation of known historic or naturally significant areas.	Planning Board, Historic Review Board	Immediate

Recreation			
Goals:			
1. Eastport will maintain and improve access to recreational opportunities, particularly water access.			
2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will ensure aging members of the community, whether year-round or seasonal, will have available to them safe and accessible recreational facilities (See <i>Age Friendly Community Action Plan Outdoor Spaces and Buildings Implementation Table</i>)			
Policies	Implementation Strategies	Responsibility	Timeframe
Facilities and Services			
Improve the provision of and support for recreational opportunities.	Pursue the development of city-owned property suitable for recreation.	City Council; Parks and Recreation Committee	Immediate and as funds allow
	Provide part-time/full time Recreation Director.	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 Committee	Immediate
	Restore tot lot at Quoddy Village on existing city property.	City Council; Recreation Committee	As funds allow
Recognize that recreation, is a quality of life provider.	City owned facilities will be multi-purpose, inter-generational and fully accessible to all abilities.	City Council, Parks and Recreation Committee	On-going
	Encourage the Youth Center to continue provision of recreational activities as the facility can accommodate.	Eastport Youth Center	On-going
	Continue negotiations to secure public access along the abandoned rail bed for use by residents.	City Council; Tides Institute	As landowner agreements can be negotiated
	Inventory maintenance needs on existing public trails through the downtown.	City Council	Short-term; as funding allows
Engage the private sector to provide recreational opportunities.	Support existing and new recreation-based business.	Chamber of Commerce	Immediate
Public Access			
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
Preserve public access to salt water beaches.	Map public access sites, retain city-owned properties that provide shore access; install safe entry point to access points where necessary	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

Population			
Goal: Eastport will use complete and current information about its population when making administrative and policy decisions for the city.			
Policies	Implementation Strategies	Responsibility	Timeframe
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.	WCCOG	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.	WCCOG	Immediate
	The city will update the population information files every five years.	WCCOG	Long-term

Natural Resources			
Goals:			
<ol style="list-style-type: none"> 1. Eastport will protect and preserve the natural resources on which its economy and quality of life depend. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will ensure aging members of the community, whether year-round or seasonal, will have access to healthy food (See <i>Age Friendly Community Action Plan Community Support and Health Services Implementation Tables</i>) 			
Policies	Implementation Strategies	Responsibility	Timeframe
Water Quality and Water Resources			
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	On-going
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 by ensuring sedimentation and erosion control language in the zoning and subdivision ordinances reflects most recent Best Practices.	Planning Board	On-going
	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.	Planning Board; City Council; CEO; Highway Dept.	On-going
	Continue sewage treatment plant and associated infrastructure upgrades throughout the city	City Council, Sewer Department	On-going
Support and keep current on research on the impacts of current marine industries on the marine environment	Research to include, but not limited to: <ul style="list-style-type: none"> • Overboard aquaculture discharge; • Overboard discharge from foreign vessels; • Destructive scallop/urchin harvesting; • Destructive harvesting of marine plants. 	City Council, Harbor Advisory Committee, Shellfish Committee	On-going
Maintain and improve shellfish management activities.	Support Shellfish Warden, Shellfish Committee, and Harbor Advisory Committee in their efforts to maintain the health of the flats and to enforce the Shellfish Management Ordinance	City Council, Harbor Advisory Committee, Shellfish Committee	On-going

Natural Resources			
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Policies	Implementation Strategies	Responsibility	Timeframe
	<ul style="list-style-type: none"> • Maintain adequate number of flats for softshell clam harvest. • Identify source of nutrient loading to reduce algae buildup on clam flats. • Reduce fertilizer/nutrient runoff from the land into productive shellfish areas • Reduce sewage presence in shellfish areas • Continue to identify and replace failed septic systems to maintain productive clam flats. 	City Council; WCCOG online resources http://www.wccog.net/clams-economy.htm	On-going
Protect drinking water supplies.	Continue to maintain water delivery infrastructure within the City.	City Council, Passamaquoddy Water District	On-going
	Support efforts to improve water quality within Eastport and request (Passamaquoddy Water District) increased frequency of tests and notices about water quality issues.	City Council, Passamaquoddy Water District	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 online and in Age Friendly kiosk	City Council, Passamaquoddy	Short Term
Forest and Street Tree Resources			
Seek Tree City USA designation for Eastport.	Attend a Project Canopy presentation from the Maine Forest Service; obtain resources to conduct a street tree inventory to a) reduce risk of power line damage, b) determine city/landowner responsibility for removal/maintenance, and c) develop recommendations for additional trees and maintenance of existing canopy.	Coordinate with Age Friendly emergency plan	Short Term
Sustainable Development			
Development will be sited using the best available information.	Lot sizes outside of city-sewered areas will be increased if soil potential ratings and site-specific soils analysis necessitate a larger area to accommodate development siting.	Planning Board, Code Enforcement	On-going
	Develop resource packet for property owners with information (and online links to city website) on all city ordinances including local regulations, online GIS mapping resources, and contact information for Code Enforcement Officer and local review Boards.	City Manager, WCCOG	Short term
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	On-going
	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,	Planning Board	On-going

Natural Resources			
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Policies	Implementation Strategies	Responsibility	Timeframe
	piers, docks, wharves, and restaurants are not losing ground to residential development.		
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.	Planning Board	On-going
	Ensure that significant expansion of existing facilities will be required to buffer existing neighborhoods from the expansion of their activities.	Planning Board	On-going
Education and Traditional Use			
Support marine resources training and research.	Encourage Eastport's role in State aquaculture training and research.	City Council; Marine Trades Center WCCC Harbor Com.	Short Term
	Encourage Cobscook Bay Resource Center to work with industry to develop and support marine resources and market penetration.	City Council; Marine Trades Center WCCC Harbor Com.	Short Term
	Support and encourage research and development of tidal energy as Ocean Renewable Power Corporation explores additional generation opportunities.	City Council; Marine Trades Center WCCC Harbor Com.	Short 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, kiosks, resource packet for property owners, 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; 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)
	Protect public access to the shore at Customs Street, Clark Street, Sea Street, Drummond Park, Deep Cove Rd., and Bayside Cemetery Road.	City Council Planning Brd.	On-going

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Policies	Implementation Strategies	Responsibility	Timeframe
	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 in Eastport.	City Council Planning Brd.	Immediate (within two years)
	<p>Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private land owners to secure these accesses will include:</p> <ul style="list-style-type: none"> • Acknowledgement/celebration of landowners who continue the centuries old practice of allowing public use of their lands; • Informal agreements allowing public use of lands; • More formal agreements allowing public use of lands until and unless problems arise from disrespectful use of private land (eg. Leaving gates open, littering, vandalism); • Providing property tax incentives to property owners who grant written, revocable rights of access across their property; • Purchasing rights of first refusal for access points or property of critical importance to the fishery; • Purchasing permanent easements or fee title to access points or property of critical importance to the fishery. 	City Council; Planning Brd. Harbor Com.	Immediate (within 2 years)
Participate in 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	Continue management strategy of allowing herd culling by special permit and extended season.	City Council Police Dept. State DIFW	Immediate
	Maintain balance between the pleasure of wildlife observation, property destruction, deer tick population migration, herd health and motorist safety.	City Council; Planning Brd. Harbor Com.	Immediate (within 2 years)
Regional Coordination on Natural Resources – see Regional Coordination Table below			

<i>Employment and Economy</i>			
Goals:			
<ol style="list-style-type: none"> 1. Eastport will have full employment and a prosperous downtown. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will encourage aging members of the community, whether year-round or seasonal, to participate in paid or volunteer work and in municipal boards and committees (see <i>Age Friendly Community Action Plan Civic Participation and Employment Implementation Table</i>) 			
Policies	Implementation Strategies	Responsibility	Timeframe
Promotion of Economic Activity			
Forge working partnerships between businesses, volunteers and the City.	Establish, nurture and maintain a network of partnerships at local, regional and statewide levels, seeking input and cooperation.	City Council City Manager Chamber of Com. Civic Orgs.	On-going
	Encourage cooperation and coordination among businesses with respect to hours of operation, customer service, sharing of information, festivals and events, and mutual support.	City Council City Manager Chamber of Com. Civic Orgs.	On-going
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-dependent uses	City Council	On-going
	Coordinate uses of waterfront facilities among multiple user groups.	City Council; Harbor Committee	On-going
	Promote both existing and potential aquaculture (finfish, shellfish, sea vegetables).	City Council; Harbor Committee	On-going
Promote expansion and diversification of the economic base of the community.	Support local organizations to provide assistance to local businesses; promote use of city and Chamber web sites, community bulletin board, and local business directory.	City Manager Chamber of Com.	On-going
	Provide information on sources of business assistance at the City Office.	City Manager Chamber of Com.	On-going
	Maintain online presence for Eastport businesses and services particularly for mobile device access.	City Manager Chamber of Com.	On-going
	Maintain Eastport business and services guide for marketing and promotion.	City Manager Chamber of Com.	On-going
	Support/recruit new business in light manufacturing, marine support, boat building/repair, food processing, and other businesses that are currently missing and supportive of local economy.	City Manager Eastport for Pride Chamber of Com. Harbor Com.	On-going
Tourism Sector			
Continue to support tourism as an economic development goal.	Improve public infrastructure: parking, restrooms, and better signage, and public transportation during celebrations or special events.	City Manager Chamber of Com. Port Authority	On-going
	Encourage private sector investment in restaurants, overnight accommodations, laundromat, docking facilities, gas station with week-end hours.	City Manager Chamber of Com. Port Authority	On-going

<i>Employment and Economy</i>			
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<ol style="list-style-type: none"> 1. Eastport will have full employment and a prosperous downtown. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will encourage aging members of the community, whether year-round or seasonal, to participate in paid or volunteer work and in municipal boards and committees (see <i>Age Friendly Community Action Plan Civic Participation and Employment Implementation Table</i>) 			
Policies	Implementation Strategies	Responsibility	Timeframe
Create a long-term marketing niche and plan to attract visitors and investors.	Develop a coordinated marketing plan across multiple public and private agencies	Chamber, Tides Institute, DART	Immediate
Infrastructure			
Improve and maintain city infrastructure	Maintain Seawall Walk to accommodate visitors to downtown and the waterfront. Encourage businesses to contribute in-kind and financially.	City Manager Chamber of Com.	On-going
	Maintain public projects, including landscaping and plantings.	City Manager, Public Works, Garden Clubs	On-going
	Work with state and regional organizations to improve signage directing visitors to Eastport.	City Manager, DART, WCCOG	On-going
Develop infrastructure in support of heritage tourism	Place interpretive signs to explain significant historical events and continue to encourage walking tours of historical sites using self-directed, volunteer or paid guides aided by the Walking Tour Guide.	Historic Preservation Board; Downtown Committee	On-going
Incentives			
Develop and implement incentives, programs, and methods of supporting private, infrastructure investment.	Create a committee to examine creation of TIF districts within the city.	City Council, City Manager	Immediate
	Encourage and promote use of micro-loan fund	City Manager, City Council	Immediate and on-going
Sustainable Development			
Adopt new ordinances or revise existing ordinances as needed in support of revitalization and preservation goals in the existing downtown.	Encourage use of upper stories for office and housing use.	Planning Board, CEO	Immediate
	Support ordinance restrictions prohibiting residential use of 1 st floor street level space as dwelling units in the downtown ¹ commercial area to preserve the character of the downtown.	Planning Board, CEO	Immediate
	Encourage use of rear grade level space, i.e. opening onto the Sea Walk, for dwelling or commercial purposes within the downtown.	Planning Board, CEO	Immediate
Continue revitalization efforts that favor the primacy of historic preservation.	Ensure, in the Historic District, design ordinances maintain the original, architectural integrity of historic buildings, and require the consistent and complementary design of new construction.	Historic Review Board	On-going

<i>Employment and Economy</i>			
Goals:			
<ol style="list-style-type: none"> 1. Eastport will have full employment and a prosperous downtown. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will encourage aging members of the community, whether year-round or seasonal, to participate in paid or volunteer work and in municipal boards and committees (see <i>Age Friendly Community Action Plan Civic Participation and Employment Implementation Table</i>) 			
Policies	Implementation Strategies	Responsibility	Timeframe
As downtown business expands, encourage mixed use on feeder streets, on Water Street south and north of the existing downtown, and on Sea Street.	Design and use in any new construction, renovation, or expansion shall be complementary and consistent with the historic character of the downtown and city as a whole.	Historic Review Board	On-going
	Support façade improvement program. Seek additional funding to expand both participation and grant awards.	City Council, City Manager, Tides Institute, Historic Rev Board	On-going
Program Awareness			
Continue to 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 Manager	On-going
	Continue to expand high speed Internet access within Eastport.	Axiom Education and Technology, private sector, City Council	On-going
Assist those who are eligible for assistance and help them to receive it.	Provide at City offices and on city web site current information about sources of public assistance, unemployment assistance, job training, and aid to the elderly and/or handicapped.	City Manager	On-going
Educated Workforce			
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.	City Council, School Board	Immediate
	Support efforts to provide job training and continuing education.	City Council, regional development and higher education agencies	
	Continue to support provision of digital literacy education.	Peavey Memorial Library, Axiom Education and Technology, Island Institute	On-going
	Maintain working waterfront, support curriculum development and education on marine resources.	City Council, Friends of the Boat School	On-going
Regional Coordination on Economic Development– see Regional Coordination Table below			

Housing			
Goals:			
<ol style="list-style-type: none"> 1. Eastport will encourage and promote affordable, decent housing opportunities for Eastport residents. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will ensure aging members of the community, whether year round or seasonal, will have access to a range of housing options, home-modification programs (See <i>Age Friendly Community Action Plan Housing Implementation Table</i>) 			
Policies	Implementation Strategies	Responsibility	Timeframe
Programs and Grants			
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	On-going
	Welcome and encourage participation in programs, grants and projects to: <ul style="list-style-type: none"> • improve energy efficiency and habitability of subsidized units • to insure sufficient, affordable housing options for its elderly citizens • to provide transportation options to existing subsidized housing, and as a criterion in locating future housing. 	City Clerk, Treasurer	On-going
Codes and Regulation			
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

Housing			
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1. Eastport will encourage and promote affordable, decent housing opportunities for Eastport residents. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will ensure aging members of the community, whether year round or seasonal, will have access to a range of housing options, home-modification programs (See <i>Age Friendly Community Action Plan Housing</i> Implementation Table)			
Policies	Implementation Strategies	Responsibility	Timeframe
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.	Planning Board	On-going
	Ensure city ordinances do not inhibit construction of affordable housing, and housing that is affordable.	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

GIS Mapping			
Goal: Eastport will use current spatial information to inform its land use and transportation policy choices.			
Policies	Implementation Strategies	Responsibility	Timeframe
Eastport will make use of the online tools and resources where spatial information is kept up to date.	The city will provide periodic updates of changes to its parcel mapping and property information to those regional and statewide agencies hosting spatial data.	CEO, Planning Board, WCCOG; UMM- GIS Service Center ²⁰ , MEGIS ²¹	On-going
	The city will provide links from its web site to the online Planners Maps, Public Parcel Maps, and other online spatial tools available from WCCOG (http://www.wccog.net/community-planning.htm)	City Manager, CEO, WCCOG	On-going

²⁰ University of Maine at Machias GIS Service Center and Laboratory

²¹ Maine Office of Geographic Information Services (<https://www.maine.gov/megis/>)

Transportation			
Goals:			
<ol style="list-style-type: none"> 1. Eastport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our city's anticipated growth and economic development. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will ensure aging members of the community, whether year round or seasonal, will have access to safe and affordable transportation in order to get to needed services and desired activities (See <i>Age Friendly Community Action Plan Transportation Implementation Table</i>) 			
Policies	Implementation Strategies	Responsibility	Timeframe
Management and Maintenance			
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
Port Development			
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), 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, 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	Immediate
Trail Development			

<i>Transportation</i>			
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Policies	Implementation Strategies	Responsibility	Timeframe
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	Short-term
	Include shoulders to accommodate bike travel when roads are reconstructed.	City Council	On-going
Regional Coordination on Transportation – see Regional Coordination Table below			

Public Facilities and Services			
Goals:			
<ol style="list-style-type: none"> 1. Eastport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. 2. As part of Eastport's <i>Age Friendly Community Action Plan</i> the city will ensure aging members of the community, whether year round or seasonal, will have access municipal services, access to information in online and written formats, and support in the event of extreme weather and disaster events (See <i>Age Friendly Community Action Plan Outdoor Spaces and Buildings, Community Support and Health Services, and Communication and Information Implementation Tables</i>) 			
Policies	Implementation Strategies	Responsibility	Timeframe
Local Facilities			
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)
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
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, 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	On-going
Services			
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.	Parks and Recreation Committee City Council	As funding allows
	Support establishment of Adult Day Care Center and Assisted Living Facility	City Council; EHC; EMNH	Short term
Education about Services			
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

<i>Public Facilities and Services</i>			
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Policies	Implementation Strategies	Responsibility	Timeframe
	Literature on the local recycling program will be made readily available to residents at the city office.	City Manager and staff; City Council Recycling & Solid Waste 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
Regional Coordination on Public Facilities & Services – see Regional Coordination Table below			

Regional Coordination			
Goal: Eastport will contribute to the regional connectivity and health of Washington County by cooperating on the delivery of regional services and endeavoring to achieve economies of scale where feasible.			
Public Facilities and Services			
Cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Continue to work with Passamaquoddy Water District to improve service and quality	City Council; Passamaquoddy Water District	On-going
	Research alternate water sources, ownership and management	City Council	Immediate
	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 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
	Seek out cooperative means of reducing regional administrative costs for the school district and delivery of public services.	City Council, School Board	On-going
	Stay current with local and regional emergency disaster response and pandemic disease training and planning through both existing regional mutual aid agreements and the Washington County Emergency Management Planning Agency.	City Council, Fire Department	On-going
Regional Economic Development			
Participate in regional organizations that provide technical assistance and information about business support and regional economic development opportunities.	Maintain active membership in the Washington County Council of Governments and participation in activities of the Sunrise County Economic Council.	City Council, directly, or through appointment of others	On-going
	Act constructively in regional discussions on labor force issues (low wages, substance abuse problems, seasonal fluctuations) in Washington County.	City Council, City Manager	On-going
Coordinate the town's land use strategies with other local and regional land use planning efforts.	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies	City Council, Planning Board	Ongoing
Advocate for infrastructure improvements to enhance the economic competitiveness of Eastport and Washington County.	Advocate for improvements to State highways, airports, seaports, rail corridors and telecommunication facilities to enhance the regional economy.	City Council	Ongoing

Regional Coordination			
Goal: Eastport will contribute to the regional connectivity and health of Washington County by cooperating on the delivery of regional services and endeavoring to achieve economies of scale where feasible.			
Encourage and support regional development efforts that promote affordable, workforce, and senior housing.	Participate in programs, grants and projects for the construction of subsidized housing within the city and the region to ensure sufficient, affordable housing options for its elderly or low-income citizens, including subsidized housing and energy-efficient housing.	City Council; WCCOG; WHCA	On-going
Regional Transportation			
Cooperate in the development of regional transportation policy.	Participate actively in regional transportation meetings and policy development	City Council	On-going
	Pursue construction of another bridge/causeway to serve Eastport.	City Council, Port Authority	On-going
	Pursue/support improved signage directing travelers on Route 1 to Eastport attractions.	City Council, DART	On-going
	Research need and demand for an intra-county bus transportation system (Eastport-Machias-Calais)	City Manager	Long Term
	Work with the Port Authority, the Chamber of Commerce and others to make neighboring communities, the County and the State realize the value of the Port and industries of Eastport to their economies.		
The city 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
Natural Resources			
Protect shared critical habitats.	Cooperate with neighboring towns in the designation of critical resource areas where they cross municipal boundaries.	City Council, Planning Board, Downeast Salmon Federation	On-going
Ensure that water quality is sufficient to provide for the protection and propagation of fish, and wildlife and provide for recreation in and on the water.	Expand water quality-testing programs for the town's lakes, rivers and streams. Give the highest priority to those water bodies most important for recreation and for fisheries and wildlife.	DEP Volunteer Programs, Dennys and East Machias River Watershed organizations	On-going
	Continue dialogue and exchange of information on watershed planning issues with neighboring communities.	Planning Board, WCCOG, Dennys and East Machias River Watershed organizations	On-going
Land Use			

<i>Regional Coordination</i>			
Goal: Eastport will contribute to the regional connectivity and health of Washington County by cooperating on the delivery of regional services and endeavoring to achieve economies of scale where feasible.			
Coordinate Eastport’s land use strategies with other local and regional planning efforts to protect critical rural and natural resource areas.	Work with nearby communities to coordinate land use designations and strategies related to neighboring or shared assets, such as water resources, wildlife habitat, transportation, housing, and recreation.	Planning Board, City Council, WCCOG	On-going
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.	City Council	Short Term

Land Use			
Goals:			
1. Eastport will preserve the character of the city that is vital to the continued stability of the local economy			
2. Eastport will revitalize its downtown			
3. Eastport will continue to be a great place to live, work and vacation			
Policies	Implementation Strategies	Responsibility	Timeframe
Ordinances and Regulation			
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.	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, CEO	On-going
	Update the existing ordinances to ensure their consistency with state and federal laws and the local needs.	Planning Board, CEO	As needed
	When permitting new or replacement construction, consider requiring/suggesting radiant heated concrete at entrances for ice control.	Planning Board, CEO	Short Term
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.	City Council, DACF	On-going
Support mixed uses that serve community needs while minimizing incompatibility and conflict.	Evaluate whether current land use and zoning practices and enforcement inhibit housing renovation by new or existing residents in tightly developed areas.	Planning Board, CEO	Short Term
	Develop tighter good neighbor standards for impacts of traffic, parking, trucks, deliveries, odors, and buffering given current allowance for small businesses and animal husbandry in R2 districts.	Planning Board, CEO	Short Term
	Develop home occupation performance standards to ensure compatibility with residential neighborhoods and adjacent properties.		
	Maintain day care facilities throughout the city to assist in the creation of affordable childcare and elder care.		
Treat scenic views as the common property of Eastport residents and the public at large.	Protect scenic resources, special cultural and natural features, and views across coves and to the islands.	Planning Board, City Manager, CEO	On-going
	Develop ordinance provisions to prohibit construction, reconstruction or intensification that would obstruct scenic views.	Planning Board, CEO	On-going
Downtown Revitalization and Economic Development			
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, CEO	On-going
	Obtain permission from absentee landlords to allow empty windows to feature historic or artistic displays.	Downtown Committee, Chamber	
Support efforts to reinstate ferry service to Lubec	Support private efforts to provide passenger ferry to Lubec; assist with its promotion	City Council, Port Authority	As needed
	Support public and private efforts to reinstate car ferry service to Lubec.	City Council, Port Authority	As needed

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Policies	Implementation Strategies	Responsibility	Timeframe
Economic Diversity/Traditional Use			
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.	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.	City Council, Port Authority	As needed
	Develop waterfront facilities that serve recreational and commercial interests	City Council, Port Authority	As needed
	Maintain dredging of inner basin.	City Council, Port Authority	As needed
	Preserve options for mooring and anchoring areas.	City Council, Port Authority	As needed
Ensure that shorefront residential development pressures do not overwhelm the limited land area needed for functionally water dependent commercial uses.	Amend existing Shoreland Zoning Ordinance to designate maritime districts that provide affirmative support for marine-based uses.	Planning Board, CEO	As needed
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, CEO	On-going
	Assure significant expanses of existing commercial enterprises will buffer their expanded activity from existing residences using the same tools.	Planning Board, CEO	On-going
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.	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 or their designee	On-going
	Retain industrial districts allowing fish processing.	CEO, Planning Board	On-going
Support transportation enhancements that retain the viability of the Port of Eastport	Support establishment of marshalling and warehousing areas in Ayers Junction	City Council, Port Authority	On-going
	Implement the Eastport Municipal Airport master plan.	City Council, Airport Adv Committee	On-going
Attract new commercial and industrial development in appropriate areas.	Sell or lease suitable city-owned and private sites.	City Council	As needed

Land Use			
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Policies	Implementation Strategies	Responsibility	Timeframe
Enforcement			
Enforce ordinances fully and fairly.	Ensure ordinances contain proper legal language and definitions.	CEO, Planning Board	On-going
	Management and elected officials support the code enforcement department.	City Council	On-going
	Provide adequate time for the code enforcement officer to ensure compliance.	City Council, CEO	On-going
Education about Land Use			
Educate residents about the requirements of local and state regulations.	Maintain all local ordinances and when they are applicable on the city website and at the city office.	City Manager, CEO	On-going
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	As funding allows
	Make these materials available at city offices, schools and local businesses.	City Manager	
	Encourage voluntary participation in the newly-revised Historic District.	Planning Board, CEO	On-going
Regional Coordination on Land Use – see Regional Coordination Table above			

AGE FRIENDLY COMMUNITY ACTION PLAN

Outdoor Spaces and Buildings

<p>Domain/Initiative: <u>Outdoor Spaces and Buildings</u> Goal: Aging members of the Eastport community, whether year round or seasonal, can available to them safe and accessible recreational facilities, shopping opportunities, municipal services, community-based organizations and other essential services.</p> <p>Collaborating Organization(s): Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Peavey Memorial Library, Shead High School, Eastport Elementary School, Eastport Municipal Government,</p> <p>Beneficiaries: all residents with concern for mobility and safety: children, parents with strollers, the disabled, the elderly</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Capital Investments							
Designate or affirm that parking areas near services and public spaces have 2% handicapped accessible spaces.	city	done					
Improve/repair lighting in parking areas at schools	City Government; Bangor Hydro	Summer 2017	Bangor Hydro; Murphy’s Electric	money	taxpayers	Schools	Lighting improved by 2017 daylight savings shift (Nov 2017)
Projects/Programs							
Set up indoor walking (or other activity) clubs for periods of poor weather; eg adult basketball	Already Tues/Th classes at Sr. Center; <i>Age Friendly Action Eastport</i>		Shed High School; (formalize with Principal)	Get the word out more		Wellness Class at Health Center; Arts Center; Senior Center	Regular use of indoor activities by greater than a dozen people
Retain and maintain intergenerational activities to foster socialization between age groups and assistance with mobility	Arts Center; Tides Institute; Library; Senior Center; Eastport Schools	In -progress	Senior Center; High School	Liaison with schools		Arts Center; Tides Institute; Library; Senior Center; Eastport Schools	Identify existing programs; monitor how frequent they occur including attendance

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Policy							
Review existing Bike/Ped plan for completeness and priorities for implementation	City government; <i>Age Friendly Action Eastport</i>	Inventory: June 2017; installation of improvements over next ² years	Existing Bike/Ped Plan prepared by WCCOG	\$\$; MDOT Municipal Partnership Initiative; DE Public Health Council funds to WCCOG	MDOT disallowing fixes when they own/refuse to fix stormwater drainage on their property (Washington St)	Maine Safe Streets (Healthy Maine Downtowns) planning efforts (check with Hugh)	# of benches identified and installed between origins and destinations for in-town walkers
Sidewalk snow removal by property owners via ordinance (combine with a global ordinance on maintaining semi-public space) or cooperation among businesses	City; Chamber or business groups	Public meetings to discuss by end of 2017	Very limited both in terms of city equipment and capacity for tax increases		Too expensive for seniors and businesses	Volunteer committees and students to assist with snow removal	Walkable streets throughout the winter months
Consider winter ice conditions with stairs/ramps etc. to public buildings;	City; Chamber or business groups		Bowdoinham heated mats at public library on steps	New or replacement construction: require/suggest radiant heated concrete at entrances for ice control	Cost to businesses		US Post Office in Eastport is accessible to all
Inventory and Research							
Inventory/affirm that public facilities have step free entrances, doors wide enough for	City; civic organizations and businesses	In progress; In research by others	\$\$; Ramp Up Idaho ²² examples to address temporary and	Individual business investment (joint purchases can			# of businesses and facilities with improved access

²² <http://rampupidaho.blogspot.com/>

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wheelchairs, and doors with automated openers.			historic building access ²³	achieve some savings – see slides 10&11 from Ramp-Up Idaho Powerpoint ²⁴)			
Inventory/affirm that indoor public spaces have accessible bathrooms (with good signage), faucets with lever handles, low-pile tightly woven carpet, light switches 42” from the floor.	CEO	In-place; no issues to be addressed					
Inventory/affirm that all public indoor and outdoor lighting illuminates any trip hazards, “dark” corners, and that signs are large enough to be easily found, read and understood.	City (public works, police dept); businesses; all public/community institutions	Inventory by end of summer 2017;	Public works; community awareness	Code Officer; <i>Age Friendly Action Eastport</i>		Encourage civic and community organizations and businesses to implement this action on their own	Greatest priority is sidewalks and lighting and should be the first measure of progress

Who is responsible for maintaining and update information: _____

Frequency of meetings: _____

²³ National Center on Accessibility <http://www.ncaonline.org/about/index.shtml> Ramps: <http://www.inclusionsolutions.com/access-ramps/>

²⁴ Ramp Up Idaho slide deck posted here: http://www.wccog.net/assets/files/Eastport/Comp%20Plan%20-%20Age%20Friendly%20Plan%202016/RampUpIdaho-4_172-1%20slide%20deck.pdf

Transportation

<p>Domain/Initiative: <u>Transportation</u> Goal: _ Aging members of the Eastport community, whether year round or seasonal, have access to safe and affordable transportation in order to get to needed services and desired activities.</p> <p>Collaborating Organization(s): _ WHCA; Washington County Extension Service; Eastport Senior Center; Eastport Health Center; AARP; City Government; churches; Eastport Chamber</p> <p>Beneficiaries: _ Aging citizens and visitors; their family and caregivers; businesses</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Education and Outreach							
Provide information about transportation options in large print, clear language; include details on cost, eligibility, hours of operation	<i>Age Friendly Action Eastport</i>		Eg. Information hubs in shopping centers, housing complexes, activity centers ²⁵	Coordination with web site and outreach kiosks (see Communication & Information)			
Make driver refresher courses available to people over age 50	AARP (ask Lori Parham)		AARP Safe Driving Classes ²⁶ AARP car “fitness” assessment tool ²⁷	Request of AARP for Eastport and the region			# of people trained; \$\$ saved in insurance premiums
Capital Investments							
Support electric vehicle charging stations; storage of electric vehicles	Private sector and City	e/v charging station installed at City Hall June, 2018	e/v charger grant funded; city paying electricity	Eventual switch to metered charging		Local entrepreneurs	Increase in # of e/v vehicles to support elder transport and home delivery

²⁵ <http://www.aarp.org/livable-communities/network-age-friendly-communities/info-2015/domain-2-edmonton.html>

²⁶ <http://www.aarpdriversafety.org/> and http://www.aarp.org/home-garden/transportation/driver_safety/

²⁷ http://www.aarp.org/home-garden/transportation/info-05-2010/carfit_exam_checklist.html

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Project and Programs							
Provide/encourage/support transportation services through volunteer drivers and informal networks	Washington County Extension Senior Companions (?);		Age-Friendly Ellsworth houses Friends in Action that serves the transportation needs in the city and surrounding towns ²⁸	Door through door services; find additional volunteers; training ²⁹		Seniors with experience using these services	Not losing access to services when drivers are in short supply
Provide vans and/or shuttles with the city and to larger centers (for health appointments)	SunRides (get requirements) Logisticare (WHCA) Eastport Port Authority as partner		1 st Thursday of month from Senior Center to Bangor	\$\$ for more drivers (is it \$\$ or is it remoteness?);		Eastport Port Authority when shuttle or bus is not in use for Port and tourism purposes	Not losing access to services when drivers are in short supply
Include assisted transportation (with wheelchair lifts)	WHCA; Logisticare		SunRides are equipped	money			

²⁸ <http://friendsinactionellsworth.org/transportation/>

²⁹ Volunteer Driver Training Manual (on the Age-Friendly on a stick resource from AARP)

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Embrace living by reducing vehicle use to improve health	Age Friendly Action Eastport Health Center		AARP Tool kits for active living ³⁰ Eastport has a very walkable set of neighborhoods already	Carts for carrying groceries! Decorate your cart week-end at the Arts Center!		Health Center; Senior Center; IGA; Eastport Arts Center; Eastport Pirate Festival	Monitor (and celebrate) Eastport's currently excellent walkability rating
Policy							
Encourage private sector transportation; eg. taxi service that operates on a specific route, stopping at two or three places several times a day; consider subsidizing it for low income seniors	Promoted by City Economic Development efforts; entrepreneur			Entrepreneur to step forward	Resistance to public support of private business		
Support entrepreneurial investment in vans or electric buses through public charging stations and garage accommodation	Promoted by City Economic Development efforts; entrepreneur		Electric bus investment ³¹	Entrepreneur to step forward	Resistance to public support of private business	City Public Services Dept (for municipal support to electric charging and shelter)	
Encourage coordination and partnerships in rural transit options with other centers and across sectors.	Senior Center; Age Friendly Action Eastport			Address insurance needs; licensing issues		Passamaquoddy community; Eastport Port Authority	

Who is responsible for maintaining and update information: _____

Frequency of meetings: _____

³⁰ <http://www.aarp.org/livable-communities/getting-around/info-2015/older-adults-without-cars.html>

³¹ <http://www.motoelectricvehicles.com/>

Housing

<p>Domain/Initiative: Housing Goal: Aging members of the Eastport community, whether year round or seasonal, have access to a range of housing options, home-modification programs, and desired activities.</p> <p>Collaborating Organization(s): Eastport municipal government; Maine State Housing Authority (MSHA); Washington County Housing Task Force; existing subsidized housing complexes in Eastport; Washington County Cooperative Extension</p> <p>Beneficiaries: __ Year round and seasonal members of the Eastport community including elders, their caregivers, and families</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
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Education and Outreach							
Support and improve in-home senior services and programs that integrate housing with health care and other services	Community Care Coordinator (cooperation btwn AMHC; Eastport Health Center)		EAAA (but too distant); Occupational therapist works out of Calais Regional Hospital	Volunteers; “handy brigades”; network to match home repair volunteers with visiting nurses		Students/elders match up; coordinate home repair volunteers with case mangers	# of homes repaired; # of home repair activities coordinated with home health care assessments
Support care givers with training, volunteers, respite, day care, one-on-one care	Health Center					AARP	
Projects and Programs							
Support programs that assist with insulation and weatherization of homes	Thermal Efficiency Eastport; Minerva Partners;	In-progress;	Sewall foundation (SCEC work in progress); PACE programs; EAAA EZ-Fix program;		Seniors themselves unwilling/uncomfortable asking for help	Insulating window inserts installed by volunteers http://windowdressers.org/	

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Support retrofit replacement of fossil fuel burning boilers; prioritize replacement of very low efficiency units	City; MOU among: SCEC-WHCA-Thermal Efficiency Eastport		Efficiency Maine; City revolving loan funds; Thermal Efficiency Eastport; SCEC (Sewall Funded project); Assurance 16 waiver from MSHA to allow LIHEEAP\$’s to support staff assistance to homeowners	USDA 504 funds	Seniors themselves unwilling to ask for help; USDA requiring performance bonds	WHCA, SCEC, Thermal Efficiency Eastport, MSHA, USDA Rural Development	# of retrofits (4 done to date using 504 funds from USDA
Adapt housing for single level living and accessibility features; establish a tool lending system	Library; volunteers; engage hardware stores; link to actions for volunteers to help in homes		Eg.: The Regulars – a group of volunteers working with Bath Housing and Habitat for Humanity to make housing accessible and safe ³² See also tool lending display from Bowdoinham ME ³³	endowment funds for private programs that provide home repairs; Maine Community Foundation		Use of “maker-space” for tool lending area or shop (old City Building?)	
Renovate housing to improve quality and upgrade older facilities	Subsidized housing complexes; CEO		Assist JC (All Souls Church – Renee Garrett)	Local churches; seek material donations from local businesses (EBS)	Lack of volunteers and \$\$	Outreach at Senior Center; churches, HUD housing property managers	# of renovations per year

³² <http://www.bathhousing.org/aging-in-place/cap-program/>

³³ <http://www.aarp.org/livable-communities/housing/info-2015/how-to-create-a-handy-tools-display.html>

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Policy							
Encourage accessory apartments to support elder housing	City Government	Already allowed in zoning ordinance		Focus of Planning Board, CEO and City Council	Privacy and cost of surveying use	WCCOG to assist with ordinance review	How many in use for Seniors vs. Air B&B or other non-senior housing supportive activities
Adopt PACE (Property Assessed Clean Energy) ordinances to assist homeowners with capital costs of energy retrofit.	City	Done; in place; maintain		Outreach to increase use by homeowners; Quoddy Tides article		Private fuel vendors; see above under projects and programs (support retrofit...)	# of retrofits
Seek to coordinate all activities in order to provide a coordinated continuum of care – from home care, to assisted living to facility care.			Thriving in Place (Charley Martin-Berry); Meg Calloway in Dover Foxcroft; engage health providers				

Domain/Initiative: **Housing Goal:** Aging members of the Eastport community, whether year round or seasonal, have access to a range of housing options, home-modification programs, and desired activities.
Collaborating Organization(s): Eastport municipal government; Maine State Housing Authority (MSHA); Washington County Housing Task Force; existing subsidized housing complexes in Eastport; Washington County Cooperative Extension
Beneficiaries: __ Year round and seasonal members of the Eastport community including elders, their caregivers, and families

Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Inventory and Research							
Compile a resource list on affordable housing programs; add to online and physical kiosks; see Communication and Information Table	City Government	Exists already;	MSHA, e.g. Rental Loan Program, Section 8, SHARP, Supportive Housing, and Vouchers, DEP septic and wells grants, and HUD’s Home Equity Conversion Mortgage ³⁴			USDA Rural Development; Habitat for Humanity;	Establishment of online and kiosk resources

Who is responsible for maintaining and update information: _____
Frequency of meetings: _____

³⁴ for those wishing to tap into the equity of their homes as a resource for repairs or health care costs see http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/sfh/hecm/hecmhome

Social Participation

<p>Domain/Initiative: <u>Social Participation</u> Goal: _ Aging members of the Eastport community, whether year round or seasonal, have the opportunity to participate in social, educational and civic activities in the city. _</p> <p>Collaborating Organization(s): Eastport Senior Citizen’s Center, Eastport Memorial Nursing Home, Eastport Arts Center, Eastport Chamber of Commerce, Peavey Memorial Library, Shead High School, Eastport Elementary School _</p> <p>Beneficiaries: Seniors, their families and caregivers; Festival committees, Library, non-profit institutions</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Projects and Programs							
Promote food-related activities for gathering or growing (tea, dinners, breakfasts, weeding)	Senior Center; <i>Age Friendly Action Eastport</i>		Labor of Love Food Pantry and community garden	Volunteer coordination		Arts Center; Food Pantry; Eat Local Eastport Coop	
Promote cultural events (music, theater) as well as activity events (hobbies, bingo, cards, etc.) year round and indoors in winter	Senior Center; Arts Center; <i>Age Friendly Action Eastport</i>		Knowledge that seniors prefer/need daytime activities esp. in winter	Heat and transportation		Eastport Port Authority	# of events and participation by Seniors
Policy							
Establish the connections within the community – extended family, clubs, police department	City		Police presentations on scams; do not call lists; local health care providers	Police Dept EAAA Triad model (AARP and National Sheriffs’ Association) ³⁵		Senior Center; cross reference to Communication eg kiosks resources; Health Center;	# of presentations; connections made
Inventory and Research							
Identify formal recreational opportunities for seniors	Senior Center;		provide music lessons to seniors (Ellsworth & Bangor Symphony Orchestra) ³⁶	Arts Center: Sunday PM talks; Dastardly Dicks: storytelling		Passamaquoddy Symphony Orchestra Trips to St Stephen Civic Center (for walking);	# of opportunities

³⁵ Triad is not an acronym; it represents a group of three. Triad’s goal at its inception, as now, is to reduce crime against older adults, and to reduce the fear of crime that older adults often experience. <https://www.sheriffs.org/programs/about-triad>

³⁶ <http://friendsinactionellsworth.org/programs/>

Domain/Initiative: Social Participation **Goal:** _ Aging members of the Eastport community, whether year round or seasonal, have the opportunity to participate in social, educational and civic activities in the city. ___

Collaborating Organization(s): Eastport Senior Citizen’s Center, Eastport Memorial Nursing Home, Eastport Arts Center, Eastport Chamber of Commerce, Peavey Memorial Library, Shead High School, Eastport Elementary School ___

Beneficiaries: Seniors, their families and caregivers; Festival committees, Library, non-profit institutions

Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Seek out intelligence on how other small senior centers successfully attract people	<i>Age Friendly Action Eastport</i>		coordinate with Arts Center space	Limitations on space for yoga		Meditation opportunities; seek out volunteers	
Identify volunteer activities for seniors; post information in a central location	<i>Age Friendly Action Eastport</i>		Coordinate with kiosks			Kiosk at Health Center; referral bulletin boards	
Increase ability to recognize and assist those experiencing isolation			Good Morning Programs ³⁷				

Who is responsible for maintaining and update information: _____

Frequency of meetings: _____

³⁷ Bath Police Department: Project Good Morning Program (on the Age-Friendly on a stick resource from AARP) replaces the computerized Reverse 911 “Guardian Call” program; Aroostook County Sheriff’s Office Friendly Caller Program (participants call dispatch every morning to let someone know they are safe and well); Alzheimer’s Association, Georgia Chapter Telephone Reassurance Program “Manual on How to Implement a Telephone Support Program for Persons with Early Stage Dementia and Caregivers”; Maine Telephone Reassurance Programs; RSVP TeleCare Volunteer Guide (all on the Age-Friendly on a stick resource from AARP)

Respect and Social Inclusion

<p>Domain/Initiative: <u>Respect and Social Inclusion</u> Goal: Aging members of the Eastport community, whether year round or seasonal, feel welcomed and respected for the contribution they make to the economic, social and civic life in the city and the community actively supports inter-generational interaction and engagement.</p> <p>Collaborating Organization(s): Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Eastport Chamber of Commerce, Peavey Memorial Library, Shead High School, Eastport Elementary School</p> <p>Beneficiaries: Seniors and teens; caregivers, Municipal Boards and Committees, local and regional non-profit boards,</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Education and Outreach							
Support elders raising grandchildren			GrandFacts Maine ³⁸				
Provide support to families in challenging circumstances to prevent elder abuse Offer seminars to young people on what it is like to be older	Senior Center; Peavey Memorial Library					Shead High School	# of participants in workshops
Projects and Programs							
Bring young children and elders together to complete tasks but also for together time; reading, eating cookies, putting on plays; send school supplies, mittens and hats	<i>Age Friendly Action Eastport</i>		community service program (stacking wood; shoveling snow etc); youth clubs “Creating an Age-Advantaged Community” ³⁹	Plan activities and train volunteers; reflect and refine experiences		Schools, Senior Center	# of volunteers # of activities
Start an honorary grandparent program; promote positive aspects of aging							

³⁸ www.grandfactsheets.org

³⁹ A Toolkit for Building Intergenerational Communities that Recognize, Engage, and Support All Ages; produced by Generations United (www.gu.org) 2016 and on the Age-Friendly on a stick resource from AARP)

<p>Domain/Initiative: <u>Respect and Social Inclusion</u> Goal: Aging members of the Eastport community, whether year round or seasonal, feel welcomed and respected for the contribution they make to the economic, social and civic life in the city and the community actively supports inter-generational interaction and engagement.</p> <p>Collaborating Organization(s): Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Eastport Chamber of Commerce, Peavey Memorial Library, Shead High School, Eastport Elementary School</p> <p>Beneficiaries: Seniors and teens; caregivers, Municipal Boards and Committees, local and regional non-profit boards,</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Create a community memories space to capture stories, photographs and past service.	Peavey Memorial Library						
Encourage elders and young people to get outside and get exercise; or grow food			Playgrounds for all ages ⁴⁰ Community gardening for elders to share knowledge with younger people ⁴¹				
Support those who choose to age-in-place (stay in their homes)	Eastport Police Department; Eastport Health Center		At Home Downeast model Village to Village network Morning Check-in program by Eastport Police Department	Volunteer network		Shead High School students supporting police and seniors; At Home Downeast (Jane Nyce) at WHCA	
Coordinate teen-senior support services like meal delivery, chore services, home inspections			“Because we’re Stronger Together” publication ⁴²				

⁴⁰ <http://www.aarp.org/livable-communities/info-2014/grandparents-park-wichita-kansas.html>

⁴¹ <http://www.aarp.org/livable-communities/livable-in-action/info-2015/how-to-create-maintain-intergenerational-community-garden.html>

⁴² Intergenerational Programs Engaging Youth in Service to Older Adults by the Aging Network’s Volunteer Collaborative (on Age-Friendly on a stick resource from AARP)

Domain/Initiative: Respect and Social Inclusion **Goal:** Aging members of the Eastport community, whether year round or seasonal, feel welcomed and respected for the contribution they make to the economic, social and civic life in the city and the community actively supports inter-generational interaction and engagement.

Collaborating Organization(s): Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Eastport Chamber of Commerce, Peavey Memorial Library, Shead High School, Eastport Elementary School

Beneficiaries: Seniors and teens; caregivers, Municipal Boards and Committees, local and regional non-profit boards,

Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Inventory and Research							
Work to remove the stigma of attending senior center events	Use the Senior Center as a focus for the activities suggested in this table.		Senior Center itself				

Who is responsible for maintaining and update information: _____

Frequency of meetings: _____

Civic Participation and Employment

<p>Domain/Initiative: Civic Participation and Employment Goal: Aging members of the Eastport community, whether year round or seasonal, are encouraged to, and participate in paid or volunteer work and in municipal boards and committees. __</p> <p>Collaborating Organization(s): City Hall, Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Peavey Memorial Library, Tides Institute, Labor of Love Nutrition Center, Senior Companion Program, Shead High School, Eastport Elementary</p> <p>Beneficiaries: all collaboration organizations, aging member of Eastport community, Eastport businesses, community as a whole, students</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Education and Outreach							
Assist businesses to be Age-Friendly	Eastport Age Friendly Action		Ag-Friendly Business Resource Guides ⁴³	Age Friendly Business stickers	Cost to businesses from expensive retrofit; potential aesthetic concerns on historic properties		Increase in # of Age-Friendly businesses
Provide a range of opportunities to participate in decision making in community organizations	City Council; non-profit Boards						
Projects and Programs							
Helping volunteers to take the initiative to help with programs				Volunteer support and encouragement; mentoring;			More volunteers; more programs, more participants
Policy							
Create implementation committee: Eastport Age Friendly Action	City Council	March, 2017	Volunteers already stepping forward	Volunteers; city staffing		Age Friendly CP Update Committee; collaborating orgs above	Executive Steering Committee of 5-7 people; full Committee formed
Adopt an Age Friendly Community Resolution to create an age-friendly city	City Manager; City Council	February 2017	AARP examples: Macon City, GA	Create/appoint implementation committee: Age		Age Friendly Action & Comp Plan Update Committee	Committee formed; priorities established; annual report to Council on

⁴³ “Design for the young and you exclude the old; design for the old and you include the young” Age-Friendly NYC: Age-Friendly Business Resource Guide and Checklist; Age-Friendly Thunder Bay Business Guide and Checklist (all on the Age-Friendly on a stick resource from AARP)

Domain/Initiative: Civic Participation and Employment **Goal:** Aging members of the Eastport community, whether year round or seasonal, are encouraged to, and participate in paid or volunteer work and in municipal boards and committees. __

Collaborating Organization(s): City Hall, Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Peavey Memorial Library, Tides Institute, Labor of Love Nutrition Center, Senior Companion Program, Shead High School, Eastport Elementary

Beneficiaries: all collaboration organizations, aging member of Eastport community, Eastport businesses, community as a whole, students

Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
				<i>Friendly Action Eastport</i>			measures implemented
Inventory and Research							
Provide a range of flexible job opportunities for seniors who need/prefer paid work			What are older workers seeking? ⁴⁴				

Who is responsible for maintaining and update information: _____

Frequency of meetings: _____

⁴⁴ S. Kathi Brown, 2012 An AARP/SHRM Survey of 50+ Workers (on the Age-Friendly on a stick resource from AARP)

Communication and Information

<p>Domain/Initiative: Communication and Information Goal: Aging members of the Eastport community, whether year round or seasonal, can obtain information about local activities and resources in online and written formats; and through informal networks of interaction.</p> <p>Collaborating Organization(s): City Hall, Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Peavey Memorial Library,</p> <p>Beneficiaries: Aging citizens and visitors; their family and caregivers</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Education and Outreach							
Affirm that information about community resources and activities is available in clear, large print format in addition to online.	<i>Age Friendly Action Eastport</i>		“Making Your Printed Health Materials Senior Friendly” ⁴⁵	Awareness; \$\$ for large format printing; web site management		All civic organizations	
Establish a kiosk(s) where information is available across all Age Friendly sectors	<i>Age Friendly Action Eastport</i> Establish Health Center as most comprehensive kiosk	Summer 2017	Example at Health Center	10 Ways to Make Your Library Age Friendly ⁴⁶ , information brochures from Bowdoinham ⁴⁷		establish referral mini-kiosks to get word out: IGA, City Hall; Library; Senior Center	3 kiosks established in year 1
Set up a community center-based phone committee that makes a monthly call to senior members (who want it) to remind them of the activities happening at the center.	Informal networks		Seniors who already attend and can encourage others	Time! Phone #s			Increase in attendance at Senior Center activities

⁴⁵ Tips from the National Institute on Aging. PDF document in Communication and Information folder on Age Friendly on a Stick from AARP

⁴⁶ 10 Ways to Make Your Library Age Friendly (https://nyam.org/media/filer_public/94/2d/942d8827-0fc5-49cb-8883-574a71c63c35/10-ways-to-make-your-library-age-friendly-02-22-11.pdf)

⁴⁷ Bowdoinham Advisory Committee on Aging – brochure in Age Friendly on a Stick>Age Friendly 101>Age Friendly Community Brochures

Domain/Initiative: **Communication and Information** **Goal:** Aging members of the Eastport community, whether year round or seasonal, can obtain information about local activities and resources in online and written formats; and through informal networks of interaction.

Collaborating Organization(s): City Hall, Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Peavey Memorial Library,

Beneficiaries: Aging citizens and visitors; their family and caregivers

Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Develop a web presence for senior services; that includes a community calendar of events and activities	High School or intern		AARP Guidelines for designing a good senior friendly web site ⁴⁸ good model in Cape Elizabeth ⁴⁹	Inter-generational opportunity for seniors to work with youngers (school project?)		Teachers at Shead re-incorporation into curriculum and learning goals	Web site up and running; metrics monitored showing use and feedback
Post all resources from Age Friendly Implementation Tables to web site	High School or intern		Resources referenced in 8 Implementation Tables			WCCOG	
Establish a place for elder residents to obtain help filling out forms and/or using free computers	City Hall; Library; medical offices; pharmacy			Inter-generational opportunity		Suggest seniors bring barter-contribution (cookies?) to “compensate” students or others who help them	
Provide free access to computers and the Internet; coordinate with information & training on using both	Peavey Memorial Library	Being provided now	Axiom Training Center (can travel and customize classes)				

⁴⁸ <http://assets.aarp.org/www.aarp.org/articles/research/oww/AARP-LitReview2004.pdf>

⁴⁹ <http://www.capeelizabeth.com/services/seniors/home.html>

Domain/Initiative: **Communication and Information** **Goal:** Aging members of the Eastport community, whether year round or seasonal, can obtain information about local activities and resources in online and written formats; and through informal networks of interaction.

Collaborating Organization(s): City Hall, Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, Eastport Arts Center, Peavey Memorial Library,

Beneficiaries: Aging citizens and visitors; their family and caregivers

Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Create a recurring column in the Quoddy Tides to cover age-friendly initiatives; celebrate the lives of seniors	Already a contributor with interest/expertise? – ask Edward		Bethel eg in their weekly newspaper; also leave re-prints at IGA	Payment to press contributor		Quoddy Tides	# of articles; feedback (letter to editor?) indicating appreciation
Projects and Programs							
Provide a phone # to a live person (whenever possible, at reasonable hours) in all information & communications			City Staff? Health Center Staff?	Costly to provide staff – advertise when a live person can/will answer the phone		Coordinate with senior services focus area web site	
Create a “Men’s Shed” space where older, mostly retired men can gather to socialize and work on practical projects (example from Australia ⁵⁰)	City and “the guys at the Waco”; “round table guys” at the Blue Iris		Industrial Arts building donated to them by city;	Maine Community Foundation – Capacity building grant; inter-generational mentoring opportunity		Create a comparable “women’s space”	

Who is responsible for maintaining and update information: _____

Frequency of meetings: _____

⁵⁰ <http://www.aarp.org/livable-communities/network-age-friendly-communities/info-2015/domain-7-mens-sheds-australia.html>

Community Support and Health Services

<p>Domain/Initiative: Community Support and Health Services Goal: __ Aging members of the Eastport community, whether year round or seasonal, have access to health care and services to support aging in place including access to healthy food, support in the event of abuse or extreme weather and disaster events.</p> <p>Collaborating Organization(s): _ Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, City Hall, Emergency Response, Greater Eastport Ecumenical Churches Association (fuel vouchers, Labor of Love Food Pantry, New to You Thrift Shop, Salvation Army vouchers), Eastern Area Agency on Aging (EAAA); Community Caring Collaborative, Shead High School, Eastport Elementary</p> <p>Beneficiaries: Year round and seasonal members of the Eastport community including elders, their caregivers, first responders, and family relations</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Projects and Programs							
Support those who provide care	Eastport Health Center	On-going	Caregiver Palliative Care Community Circle; Navigator at Eastport Health Center; AARP Maine Caregiver Resource Guide ⁵¹ ; Caregiver Coaching model ⁵²	Bracelet with chip with information about loved one if caregiver is hurt; coordinate with Emergency Responders (with a provided device that could read the chips)	Confidentiality issues; need consent and efforts to educate and contain personal information Chip not in wallet because 1 st responders can’t look in wallets	GIS app created by students to locate caregiver and elder in their care, + other service providers	# of participants enrolled in the programs; engagement by Emergency Response community
Encourage presentations from resource people to elders	Senior Center; City Administration		Physical therapists; local events; attorney for elder law issues; elder abuse (The Next Step); navigating the Medicare Medicaid rules	Stipends for speakers; coordination of speaking events and follow up		Legal Aid; City staff; first responders; Health Center; other professional health care providers; Caregiver Community Circle; Faith-Based Community	# of attendees at presentation events; positive evaluation forms post-event

⁵¹ from AARP Age Friendly on a stick and posted here: <http://www.wccog.net/assets/files/Eastport/Comp%20Plan%20-%20Age%20Friendly%20Plan%202016/Maine%20Caregiver%20Guide.pdf>

⁵² <http://www.aarp.org/livable-communities/network-age-friendly-communities/info-2015/domain-7-caregiver-coaching-program-westchester-new-york.html>

<p>Domain/Initiative: Community Support and Health Services Goal: __ Aging members of the Eastport community, whether year round or seasonal, have access to health care and services to support aging in place including access to healthy food, support in the event of abuse or extreme weather and disaster events.</p> <p>Collaborating Organization(s): _ Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, City Hall, Emergency Response, Greater Eastport Ecumenical Churches Association (fuel vouchers, Labor of Love Food Pantry, New to You Thrift Shop, Salvation Army vouchers), Eastern Area Agency on Aging (EAAA); Community Caring Collaborative, Shead High School, Eastport Elementary</p> <p>Beneficiaries: Year round and seasonal members of the Eastport community including elders, their caregivers, first responders, and family relations</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
Create a “Medical Loan Closet”	Peavey Library		Donated medical equipment	Catalog and set up borrowing system	Space, volunteers	15 others around Maine to ask ⁵³	Loan Closet set up and lending in-home care equipment
Offer day programs on health, disease prevention, coping skills	Senior Center; Pharmacist; Health Center		Diabetic prevention program; drug interactions etc.				
Provide information and coaching on dealing with Internet and phone scams			Cybersecurity tips from Dept of Homeland Security ⁵⁴	Internet Safety Tips for Dummies ⁵⁵			
Coordinate food delivery to seniors with no transportation (see also Activity below under Research)	<i>Age Friendly Action Eastport;</i> City Government	Spring 2017	EAAA (Commodity Partners Program)	Donations to Food Pantry; Good Shepherd;		Community service program at Eastport Schools; volunteers; local aggregation site (Dastardly Dicks)	# of boxes delivered to households
Policy							
Support/provide health wellness programming	Eastport Health Center		Egs. DesMoines, IA: 50 and better senior health fair ⁵⁶			Locate kiosk of resources at Senior Center	

⁵³ Windham Health Council Medical Equipment Loan Closet (<https://211maine.communityos.org/zf/profile/service/id/1885206>)

⁵⁴ Publications: Stop Think Connect: Cyber Security for Older Americans (on the Age-Friendly on a stick resource from AARP) also more info here: www.dhs.gov/stopthinkconnect

⁵⁵ Publication: Criddle, Linda and Nancy C Muir, Mini-Edition, Internet Safety Tips for Dummies (9 pages) on (on the Age-Friendly on a stick resource from AARP)

⁵⁶ <http://www.aarp.org/livable-communities/network-age-friendly-communities/info-2015/domain-8-des-moines-university-health-fair.html>

<p>Domain/Initiative: Community Support and Health Services Goal: __ Aging members of the Eastport community, whether year round or seasonal, have access to health care and services to support aging in place including access to healthy food, support in the event of abuse or extreme weather and disaster events.</p> <p>Collaborating Organization(s): _ Eastport Senior Citizen’s Center, Eastport Healthcare, Inc., Eastport Memorial Nursing Home, City Hall, Emergency Response, Greater Eastport Ecumenical Churches Association (fuel vouchers, Labor of Love Food Pantry, New to You Thrift Shop, Salvation Army vouchers), Eastern Area Agency on Aging (EAAA); Community Caring Collaborative, Shead High School, Eastport Elementary</p> <p>Beneficiaries: Year round and seasonal members of the Eastport community including elders, their caregivers, first responders, and family relations</p>							
Activities	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Partnerships	Metrics
<i>What needs to be done?</i>	<i>Who will be responsible for getting it done?</i>	<i>By what date will the action be done?</i>	<i>Resources Available</i>	<i>Resources Needed (financial, human, political, etc.)</i>	<i>What individuals and organizations might resist? How?</i>	<i>What individuals and organizations should be informed about/involved with these tasks?</i>	<i>What indicators have been identified to measure progress?</i>
			VT: Support and Services at Home (SASH) model ⁵⁷				
Support the use and expansion of winter warming rooms in community facilities	City Council; local EMA Director		Disaster Preparedness for Seniors by Seniors	Volunteers at identified facilities		See work prepared by group in Greater Rochester NY after massive ice storm – see Footnote 2	
Inventory and Research							
Determine how many seniors could be reached with a Eastport Meal on Wheels program	<i>Eastport Age Friendly Action</i>		6-8 delivered by EAAA now; wellness checks being done (see barrier)	~ 30 additional people would welcome a Meals on Wheels program;	Dementia (microwave problem); food being left out; wellness checks are not being coordinated	Those who contact City Manager seeking programs; EAAA	Percentage increase in # of volunteers; percentage increase in # of people receiving meals
Assess the adequacy of emergency facilities for residents in case of severe winter storm damage or prolonged cold exposures	City and County EMA Directors		Internet Resources for Emergency Preparedness for Seniors ⁵⁸				

⁵⁷ <http://sashvt.org/>

⁵⁸ Excerpts from Disaster Planning Tips for Older Adults and Their Families (CDC Healthy Aging Program) on AARP Age Friendly on a Stick

General Preparedness

30 Tips for Emergency Preparedness, http://www.dhs.gov/xcitizens/editorial_0711.shtm

Are You Ready? An In-depth Guide to Citizen Preparedness, www.fema.gov/areyouready (Spanish version, http://www.fema.gov/spanish/areyouready/index_spa.shtm)

Dealing with Disasters, http://assets.aarp.org/www.aarp.org/articles/states/dealing_with_disaster.pdf

Who is responsible for maintaining and update information: _____
 Frequency of meetings: _____

Disaster assistance website, http://www.aoa.gov/ELDFAM/Disaster_Assistance/Disaster_Assistance.asp
 Disaster Preparedness for Seniors by Seniors, http://www.redcross.org/services/disaster/0,1082,0_9_00.html
 Disaster Preparedness Guide for Elders, <http://elderaffairs.state.fl.us/english/EU2006/disaster06english.pdf>
 Disaster Supply Kit, <http://elderaffairs.state.fl.us/english/EUDisaster/kits.html>
 Emergency Preparedness Tips for Older Adults, http://www.healthinaging.org/public_education/disaster_tips.pdf
 A Health Guide for the Public in Disaster Planning and Recovery, http://www.wvdhhr.org/oehs/disaster-readiness-response-folder/DisasterPlanning_HealthGuide_booklet.pdf
 (large-print version, http://www.wvdhhr.org/oehs/disaster-readiness-response-folder/DisasterPlanning_HealthGuide_%20large%20print.pdf)
 Just in Case: Emergency Readiness for Older Adult and Caregivers, http://www.aoa.gov/PROF/aoaprogram/caregiver/overview/Just_in_Case030706_links.pdf
 Preparing for Disaster for People with Disabilities and other Special Needs, http://www.redcross.org/services/disaster/0,1082,0_603_00.html
 Preparing Makes Sense for Older Americans, http://www.ready.gov/america/downloads/older_americans.pdf
 Ready America website, <http://www.ready.gov/america/getakit/seniors.html>
 Tips for Seniors and People with Disabilities: Establish a Personal Support Network, <http://www.redcross.org/services/disaster/beprepared/mobileprogs.html>

Mental Health

A Guide for Older Adults, <http://mentalhealth.samhsa.gov/publications/allpubs/KEN-01-0094/default.asp>
 Maintaining a Healthy State of Mind: for Seniors, http://www.redcross.org/preparedness/cdc_english/mentalhealth-6.asp
 Mental Health Resources for Natural Disasters, http://www.ltombudsman.org/ombpublic/251_1339_11978.cfm

Nursing Homes

Emergency Preparedness: Questions Consumers Should Ask, http://www.nccnhr.org/public/245_1268_12002.cfm
 The Role of Long-Term Care Ombudsmen in Nursing Home Closures and Natural Disasters, <http://www.ltombudsman.org/uploads/OmbinNHclosures.pdf>

Pets

Helping Pets, <http://www.fema.gov/rebuild/recover/pets.shtm>
 Prepare Yourself: Disaster Readiness Tips for Owners of Pets or Service Animals, <http://www.nod.org/resources/PDFs/epips5animals.pdf>
 Resources for Planning How to Protect Your Pets in an Emergency, <http://www.bt.cdc.gov/disasters/petprotect.asp>

N. PUBLIC SURVEY RESULTS

A single online survey that addressed issues for both the Comprehensive Plan and the *Age Friendly Community Action Plan* was circulated in the Fall of 2016. Paper copies of the survey were available at the City Office for those who do not use Internet. Appendix 1 – Public Opinion Survey and Written Comments provides all of the written comments it generated as well as a copy of the blank survey. This chapter provides charts and diagrams of the responses where respondents choose from among a variety of answer choices. Notice of the survey was provided by advertisements in The Quoddy Tides as well as circulation of 3” by 8” notices inserted into shopping bags at the checkout counters at the local IGA and several businesses downtown. Planning Committee members worked to encourage participation through word of mouth. The survey questions were also converted into an audience polling presentation provided at a lunch meeting at the Eastport Senior Center. The results below are a merger of the online survey, handwritten responses, and the audience polling at the Senior Center.

Summary of Key Findings

Note that the survey was both very long and that respondents took great care in offering their responses. Thus, the following summary of key findings is separated by general subject area and the reader is directed to the full text and to the Appendix of written comments.

Demographics

- Respondents were disproportionately older than the general population with 87% greater than 50 years of age compared to ~half the population being greater than 50
- The vast majority of respondents, 81%, live in Eastport year round
- For more than a quarter of respondents, their nearest family relative is more than an hour away or living in another state or country.

Quality of place as one ages

- Most respondents (64%) rated Eastport as good or excellent as a place for people to live as they age. Later questions tease out the reasons for those who did not share this sentiment.
- For many (55%) it is extremely important to remain in Eastport as they age.

Access to information

- Respondents were evenly split down the middle over the ease with which they can find services and resources to support aging in place indicating opportunity for improvement.
- Information about community events and local activities was rated as somewhat easier suggesting a network that can offer better access to information about services and resources to support aging in place.
- There are many sources of local information, the one of greatest importance is the Quoddy Tides newspaper.

Factors affecting choice to age in place

- The most influential factors that would impact whether to leave Eastport as one ages are based on access to transportation options, access to specialty medical care, and to live near friends and family.
- The most important housing improvements that would enable respondents to stay in their homes as they age include more affordable energy costs (thus housing improvements to improve energy efficiency would also help) and the installation of modifications to allow living on the first floor and to improve safety.
- Resources most commonly used by those as they age are, in the order most often noted are the Internet, Family and Friends, doctor or health care provider, and, from the city, Peavey Memorial Library and City Hall.

- Those who are aging indicate most strongly that in the next 5 years they will need home maintenance, library and house cleaning services.

Feeling valued

- There appears to be a core of one quarter of respondents over 55 who do not feel valued or encouraged to remain in Eastport as they age.
- While the number of respondents under 55 is low, only 20 in total, close to half who qualify their answers about feeling valued as a younger resident and about whether there is general awareness of their contribution in Eastport.
- Sample size is small but these responses suggest the need for community conversations around what various demographic groups contribute to current affairs and future vitality in the city of Eastport.

Volunteerism

- Respondents were candid in their response choices and comments about their motivations for choosing to volunteer or not. There is very useful information in both for those who manage volunteer activities.
- The willingness to help across a range of volunteer activities appears highest when someone can help a person get to activities.
- The high number of respondents who indicated they were “somewhat likely” suggests the need to find out how to improve that motivation either by providing information, supporting their efforts with easy mechanisms to find out how to help, and in providing coaching and/or making introductions.

Transportation

- The percentage of respondents who walk within Eastport is very high at 60%; however fully 25% one quarter of respondents use some kind of assistance with walking at some times.
- In summer lighting and accessible parking will help with mobility; in winter the most significant issues are related to winter weather conditions, winter sidewalk clearing and the condition of sidewalk or other walking surfaces.
- Factors that limit travel outside of Eastport stress winter weather conditions and darkness; reasons and monthly frequency for such travel describe the significance of other communities in providing specialty medical appointments and services.
- While summer and winter maintenance of roads received ratings that are mostly in the good/acceptable range there were plenty of written comments (Appendix 1 Questions 34 and 35) describing the problems encountered, whether occasional or frequent. Many praised the Public Works Department. Rankings of Eastport roads for bicycle and pedestrian safety were less supportive.

Economy

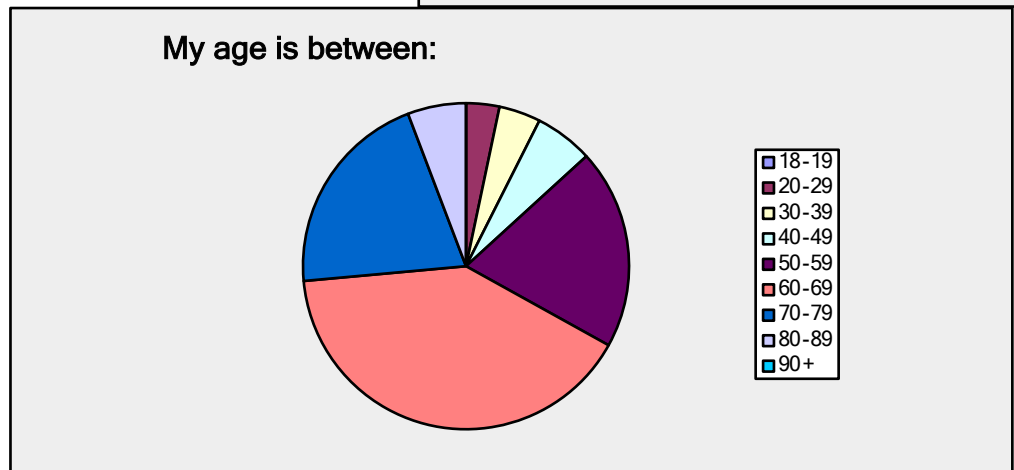
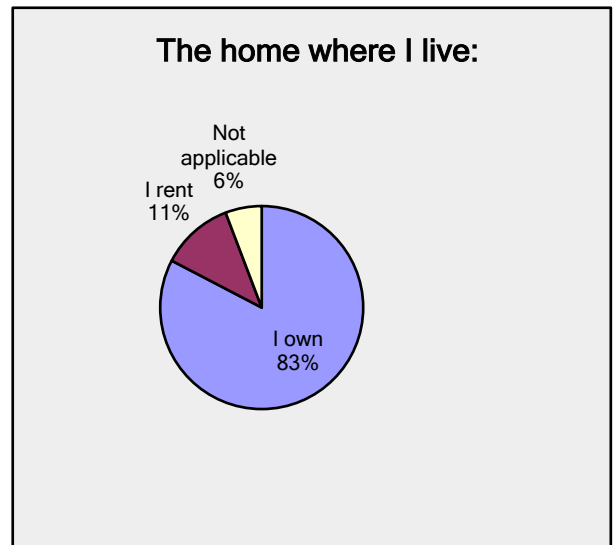
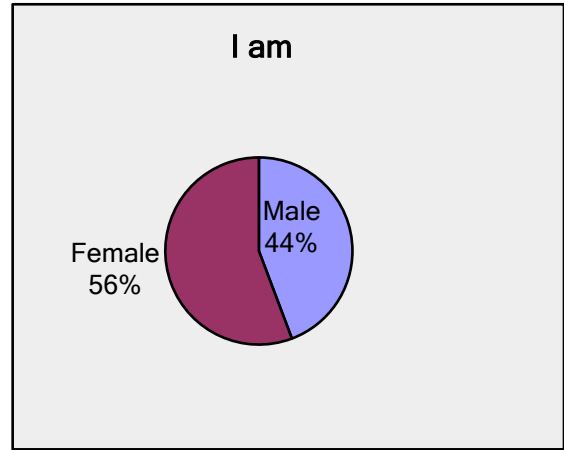
- Actions that the city should take to encourage businesses to locate in Eastport focus most strongly on promoting tourism and telecommuting followed closely by promoting commercial fishing and light industry. Investment in broadband infrastructure was also very strongly supported.

Public Investment

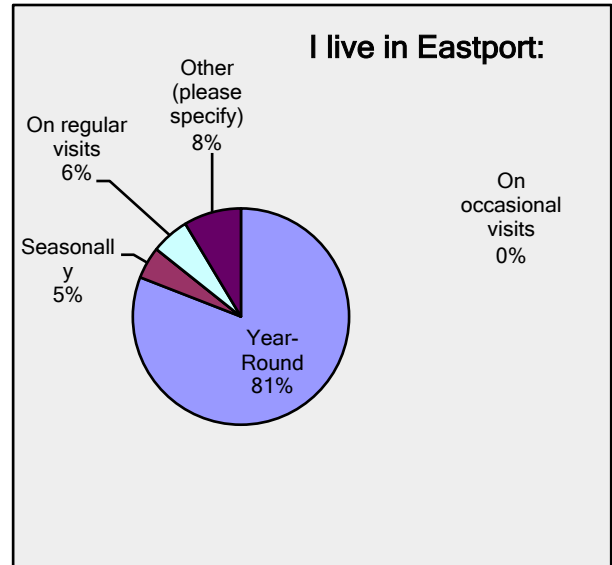
- Questions about how the city should prioritize the investment of its limited funds directed focus on investment in improvements at the schools as well as public access to the shore and in housing rehabilitation to encourage energy efficiency.

CHARTED SURVEY RESULTS

More respondents were female than male and the vast majority own the homes in which they live. Respondents were disproportionately older than the general population with 87% greater than 50 years of age compared to roughly half the population of residents who are older than 50.

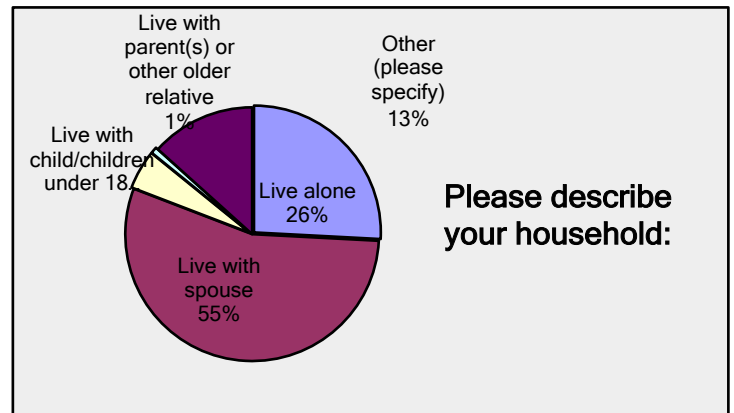


The vast majority of respondents live in Eastport year round with 8% providing written comments on their living situation in nearby communities relative to their business or seasonal participation in the Eastport community (see Appendix 1, Question 4 for written comments).



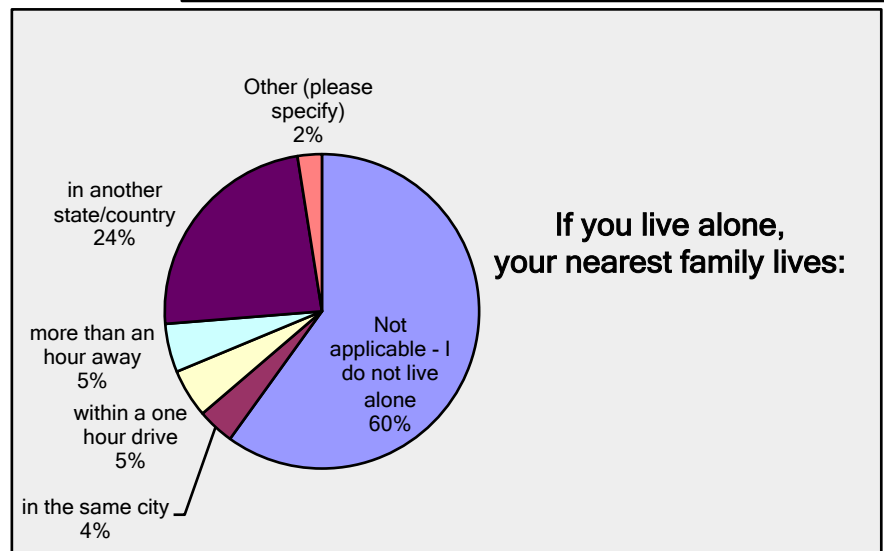
Descriptions of household living arrangements are also charted at right and included some written comments in response to the “other” category. These are also included in Appendix 1, Question 5. Over half of respondents live with their spouse or a life partner and a quarter of them live alone.

In an effort to understand issues of isolation and the need for support systems for elders living in Eastport we also asked where the nearest family relative resided for those who live alone. For 60% of respondents this question was not applicable. However, for more than a quarter of respondents their nearest family relative is more than an hour away or in another state or country.



The average number of people living in the households of respondents came to 1.99 that we have rounded up to 2 individuals.

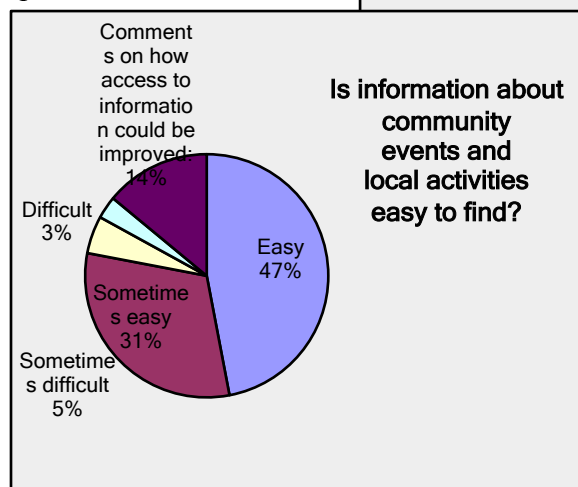
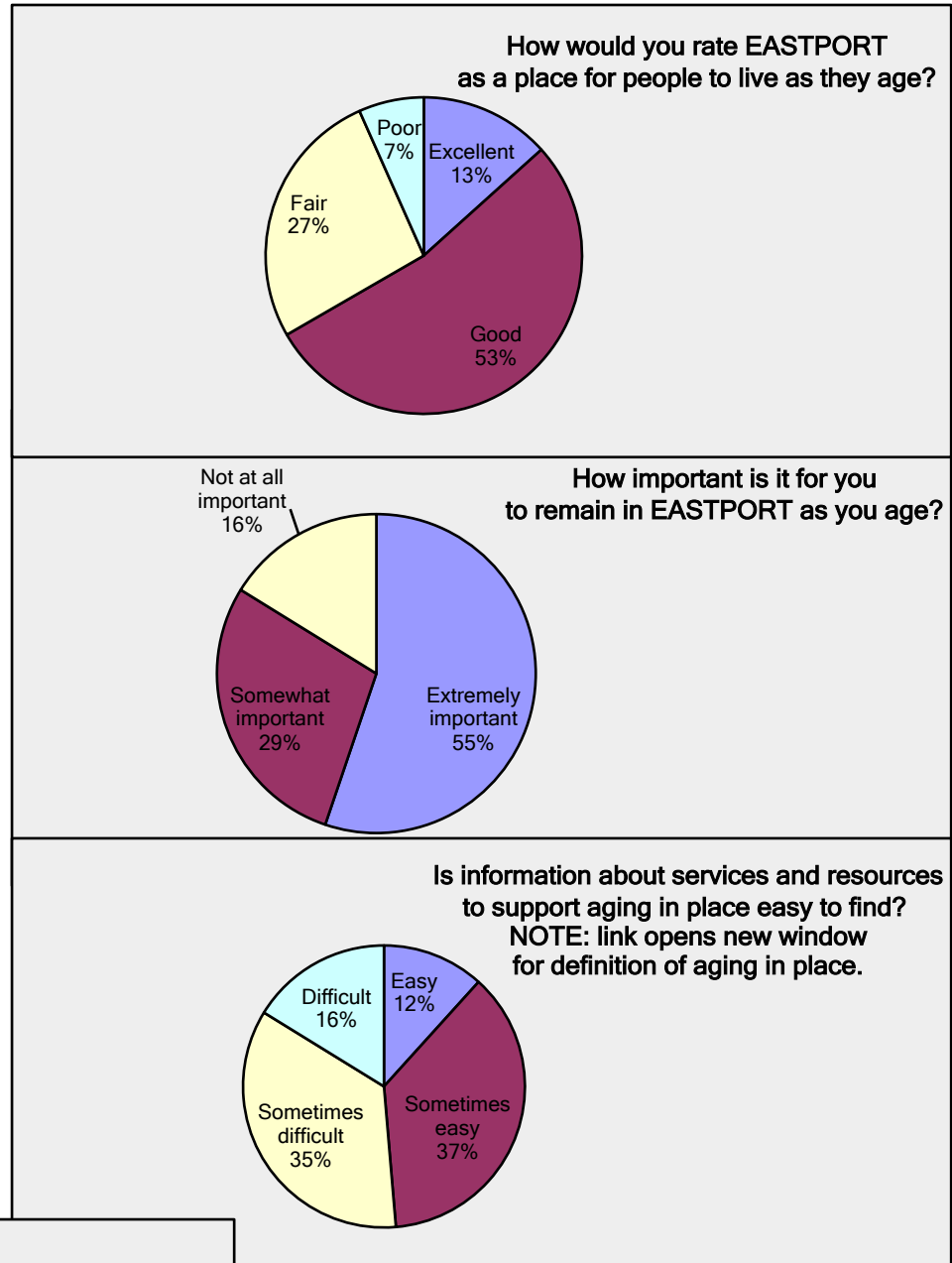
Several questions then asked people to rate various aspects of Eastport as a community in which to age or be an elderly resident.



Most respondents (64%) rated Eastport as good or excellent as a place for people to live as they age. However, 34%, representing 40 respondents find Eastport only “fair” or “poor” as a place for people to live as they age. Later questions tease out some of the reasons for these responses.

For many (55%) it is extremely important to remain in Eastport as they age though only somewhat important for others (29%) and not at all important for some (16%).

Respondents were pretty evenly split over the ease with which they can find services and resources to support aging in place. Note that the term *aging in place* was defined in the survey when the question was asked.

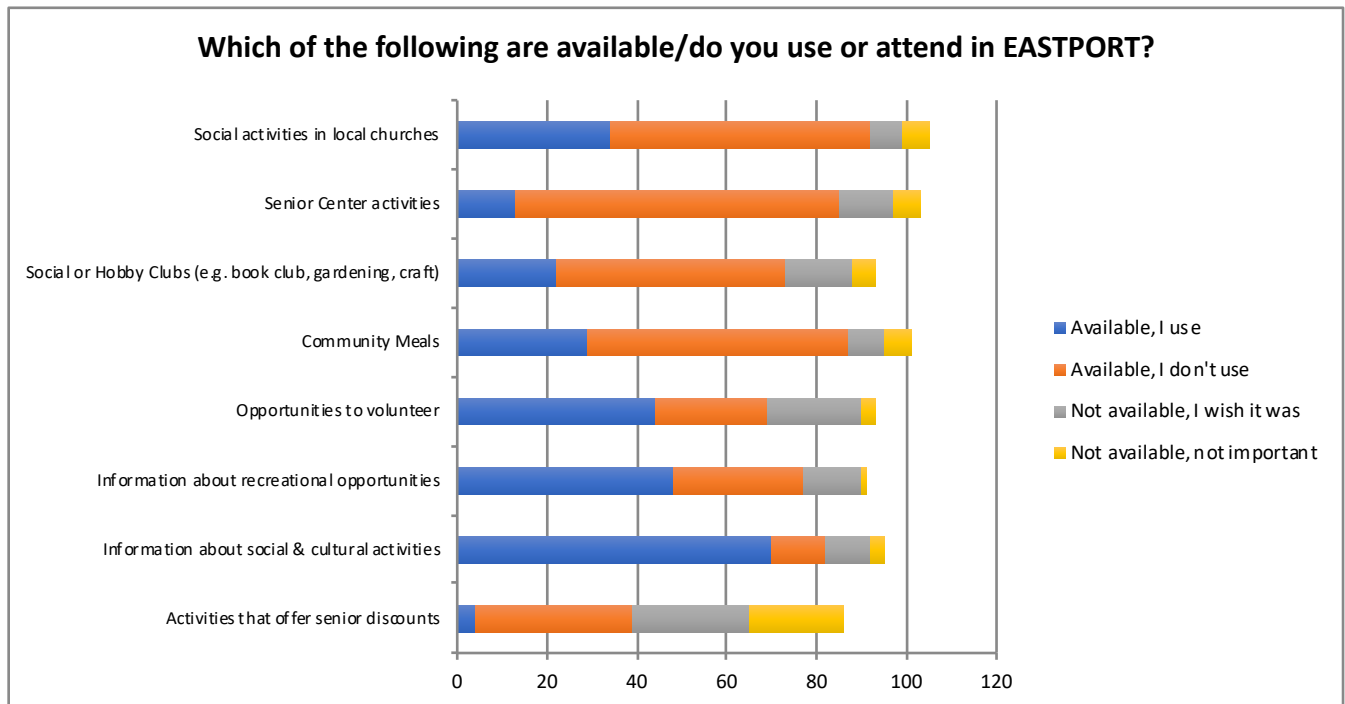
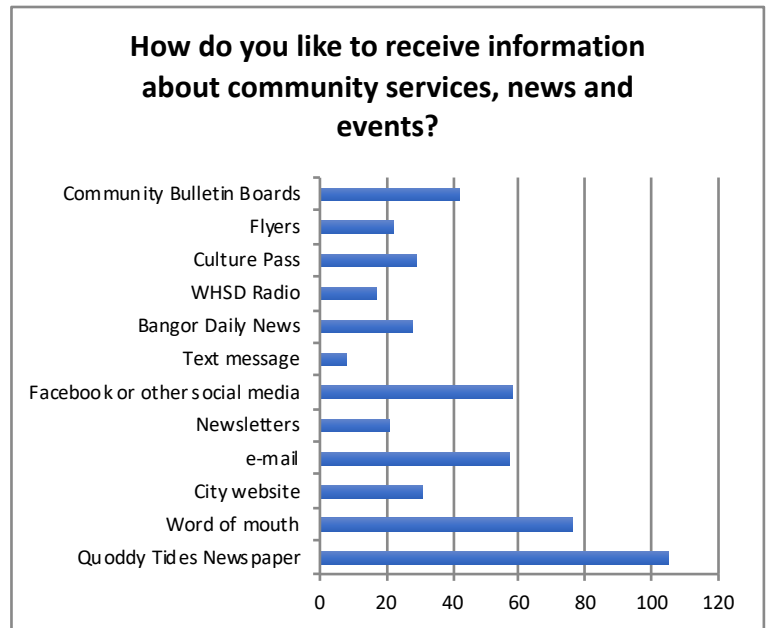


Information about community events and local activities was rated as somewhat easier. Thus, there does appear to be a network that can be tapped into to provide people with better access to information about services and resources to support aging in place. In addition, Appendix 1, Question 12 provides comments and suggestions on how access to information could be improved.

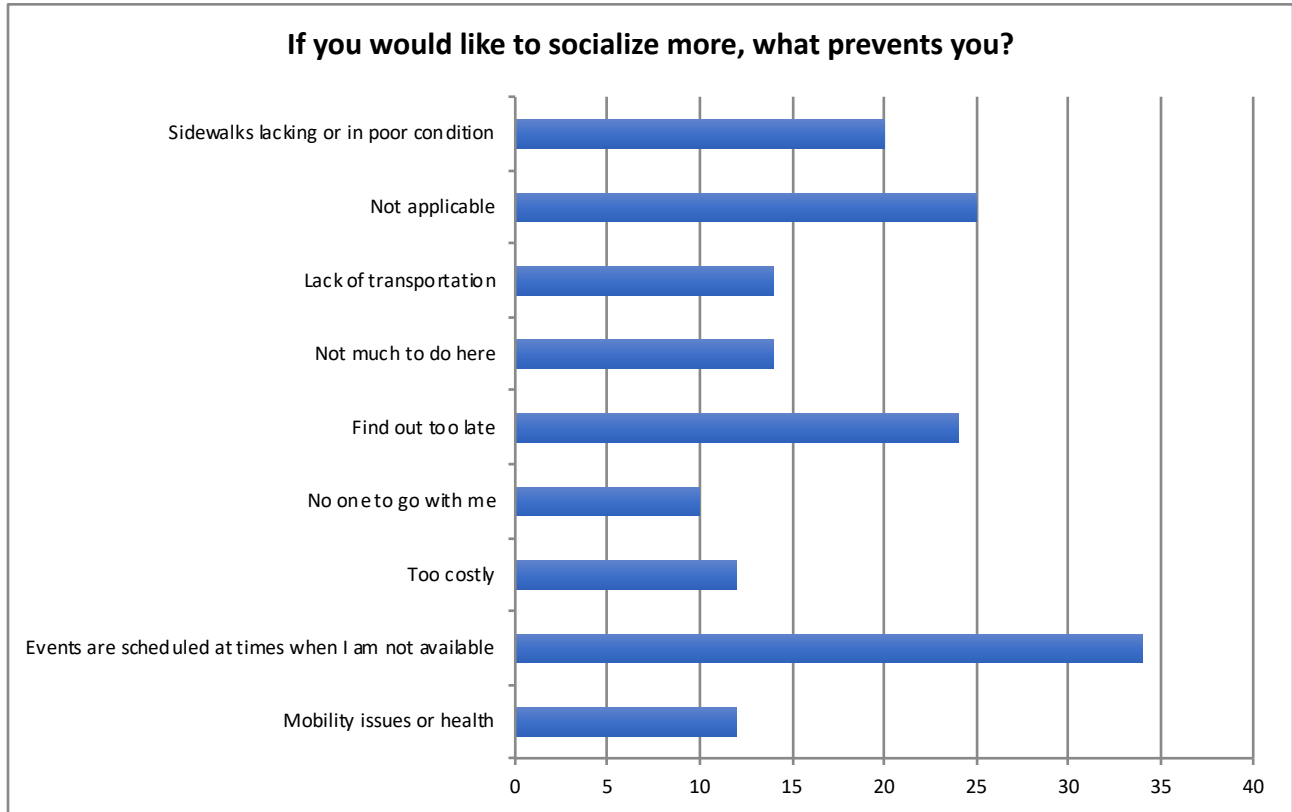
Responses to the question about how people like to receive information indicate many sources and the great importance of the Quoddy Tides newspaper. Appendix 1, Question 13 also has additional comments about how people get information.

The next two questions sought insight into the types of social activities that people, particularly the elderly, use and know about, and about their interest and ability to attend. Both questions provided an opportunity for additional written comment, provided in Appendix 1, Questions 13 and 14.

There is generally good awareness about the availability of social activities among respondents whether they use them or not. Some respondents are not aware that social and cultural activities are available and even more do not know that senior discounts are offered for many activities and, even if they are available, they do not use them. A follow up question sought to understand what barriers exist for those who would like to socialize more.

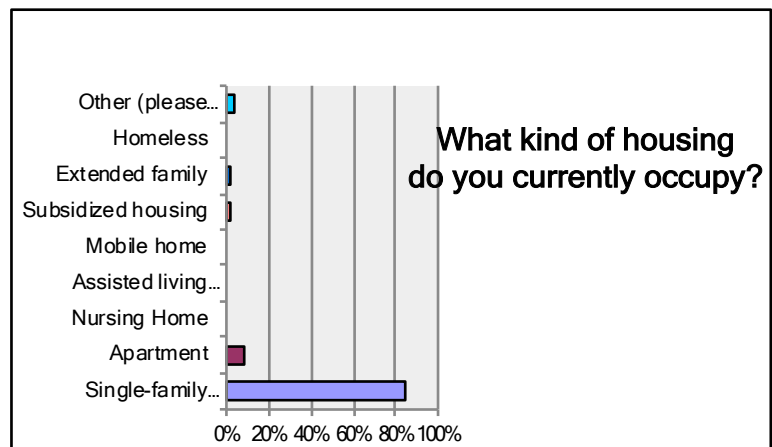


The issue that prevents participation by those who would like to socialize more is scheduling, either they find out too late or they are not available. Apart from those who are not prevented from participating the next most common barrier is related to transportation. Either they do not have transportation or the sidewalks are lacking or in poor condition. These barriers are closely followed by those who find the activities too costly or they have mobility or health issues. Some could use a companion to help them attend.

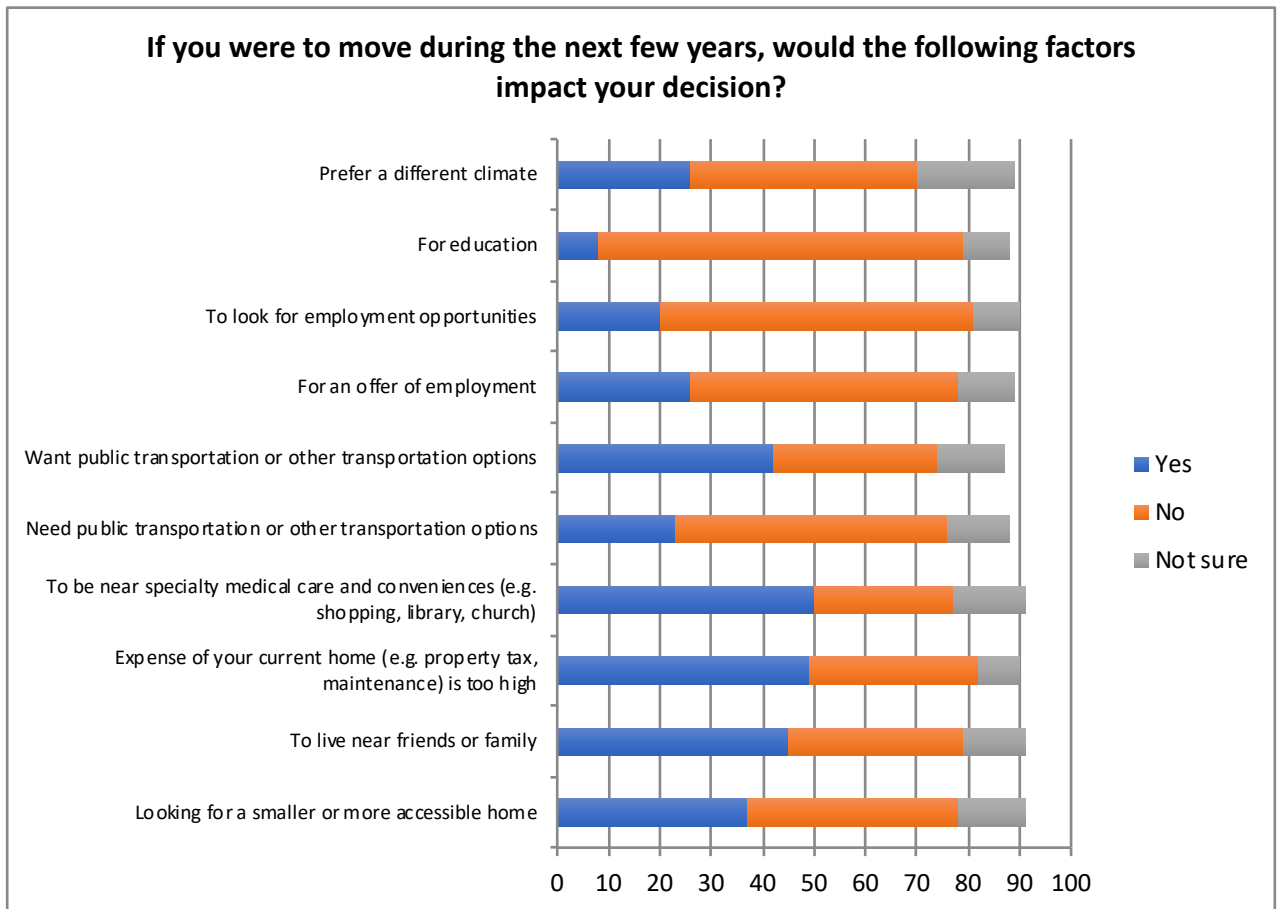


The next questions sought input on choices around housing, whether and why to change housing choices, and the ability to find services to stay in one’s house as you age in Eastport.

Over 80% of respondents live in single-family households.

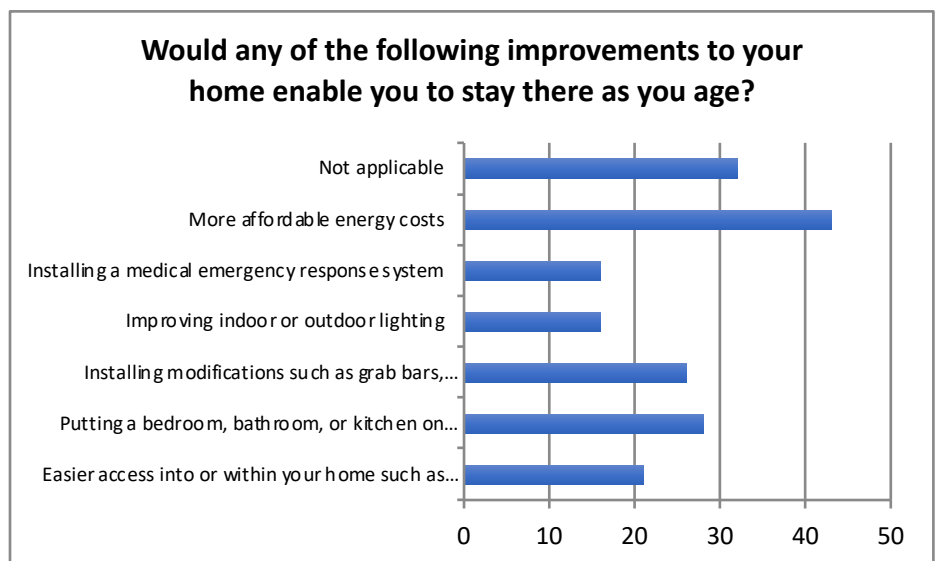


The most influential factors that would impact whether to leave Eastport are based on access to transportation options, access to specialty medical care, and to live near friends and family. See Appendix 1, Question 16 for additional written comments.



The most important housing improvements that would enable respondents to stay in their homes as they age include more affordable energy costs (thus housing improvements to improve energy efficiency would also help) and the installation of modifications to allow living on the first floor and to improve safety.

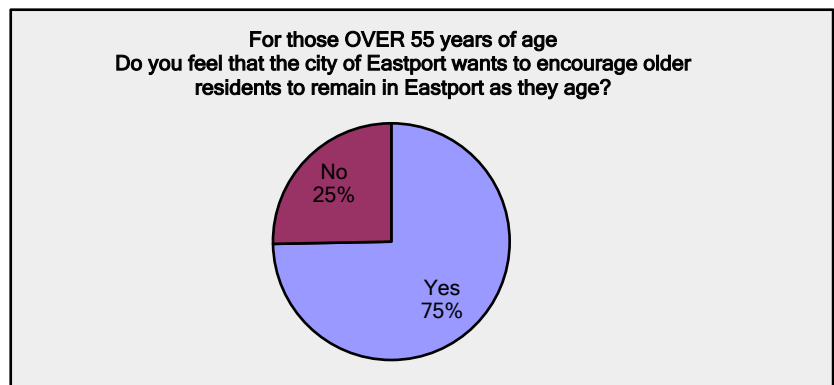
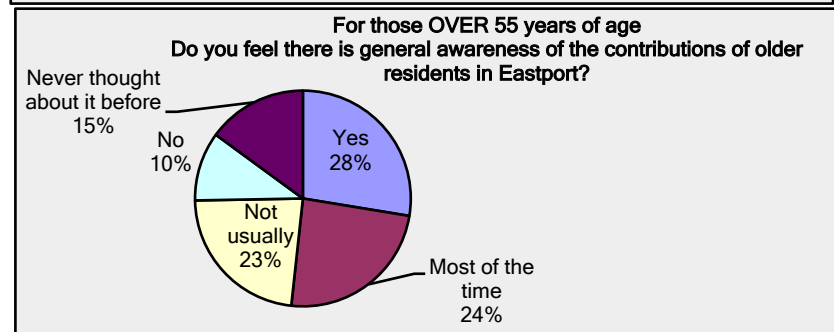
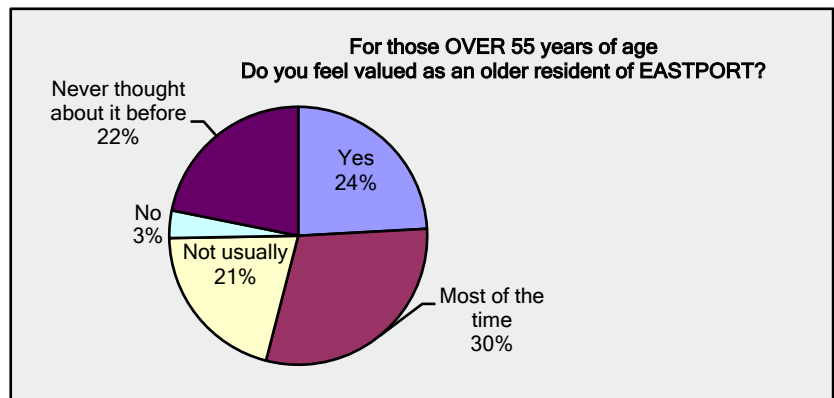
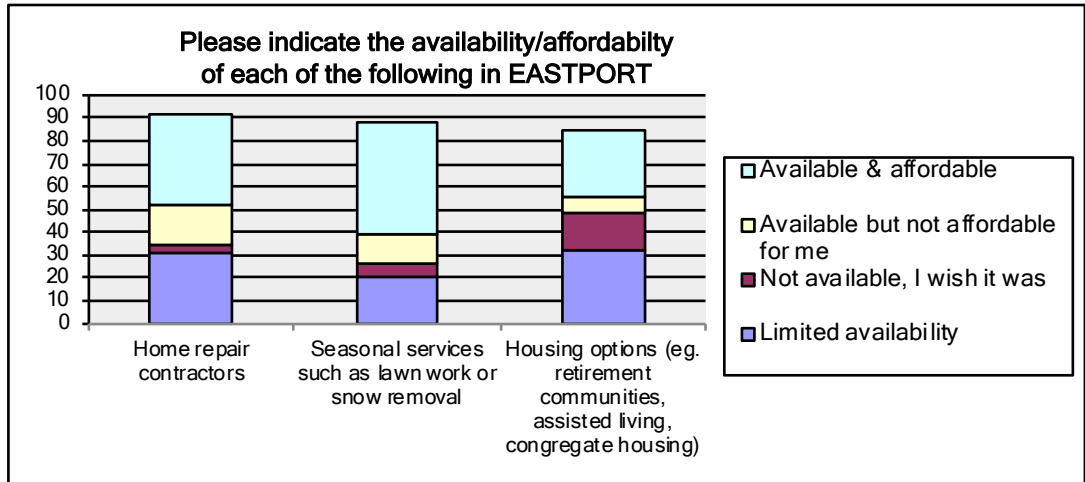
See Appendix 1, Question 17 for additional written comments.



While services appear to be available and affordable for many there are a substantial number of households who cannot find or afford them. Housing options for seniors are perceived as not available and the waiting lists described in the Housing chapter bear this out. See Appendix 1, Question 18 for additional written comments.

Questions 19, 20 and 21 asked those over 55 whether they feel valued as members of the Eastport community. Charts describing their responses are provided here.

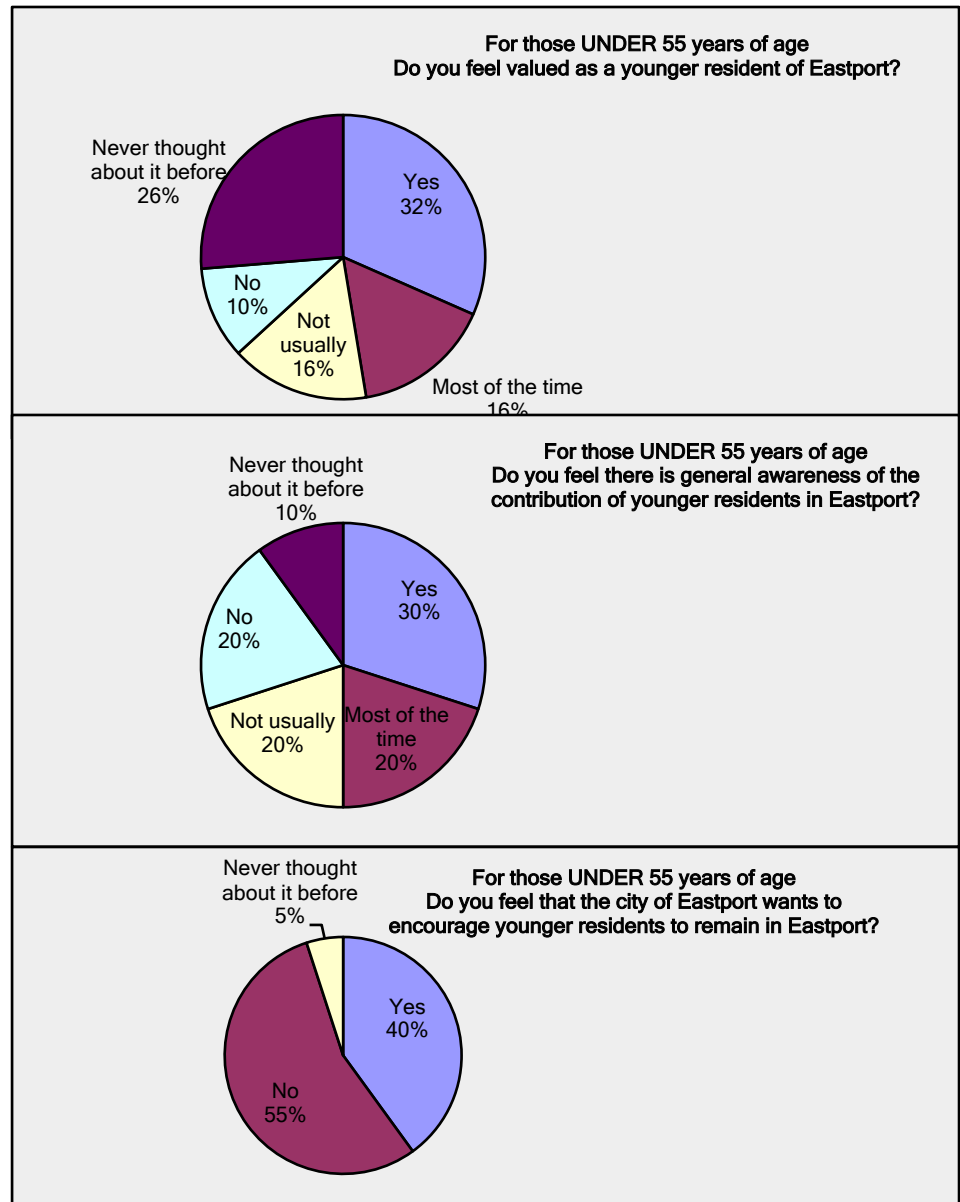
There appears to be a core of one quarter of respondents who do not feel valued or encouraged to remain in Eastport as they age.



The same three questions were asked of those under 55 years of age. Many had not thought about the issues before.

While the number of respondents is low, only 20 in total, there are close to half who qualify their answers about feeling valued as a younger resident and about whether there is general awareness of their contribution in Eastport. Likewise it is a little disturbing that more than half do not feel that the city of Eastport wants to encourage younger residents to remain in Eastport.

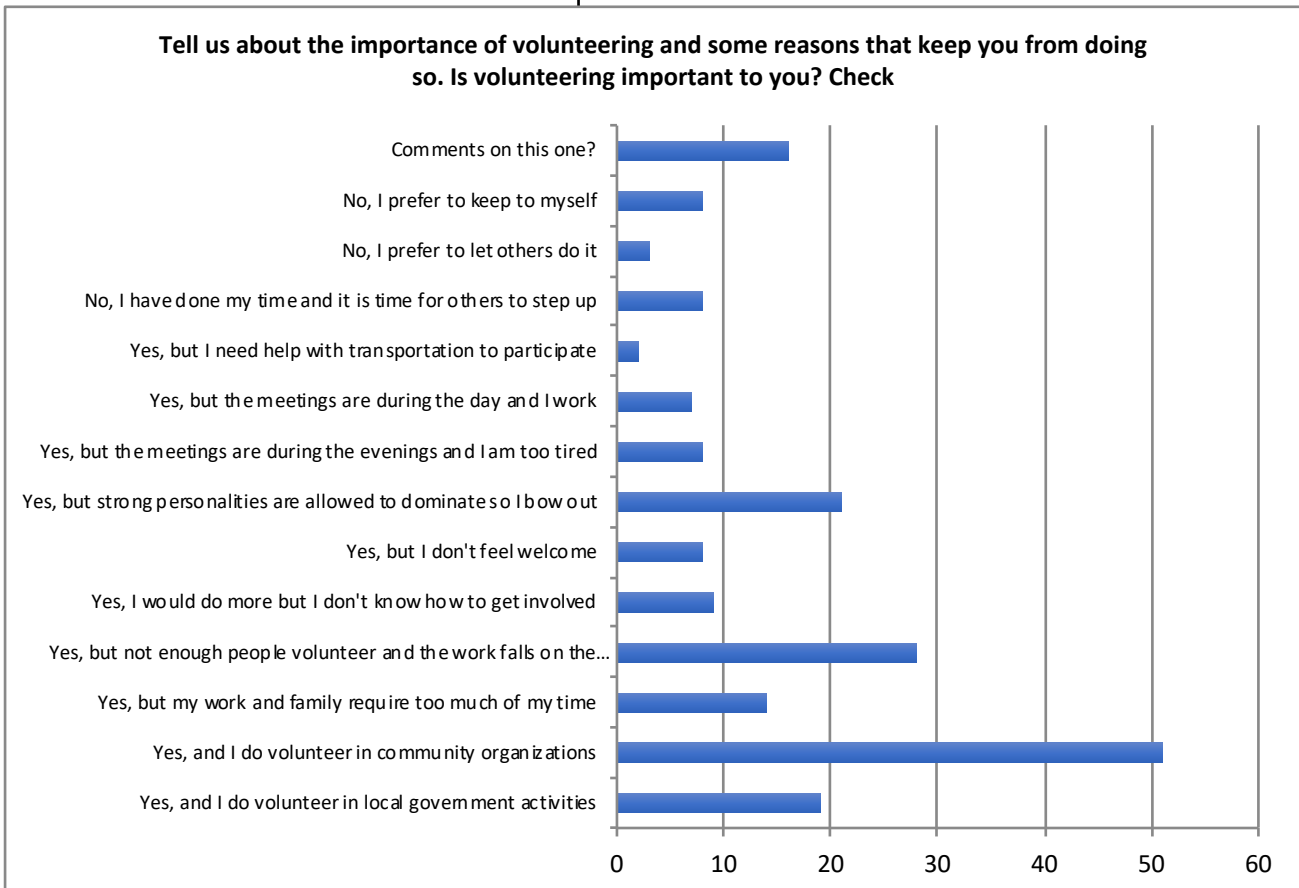
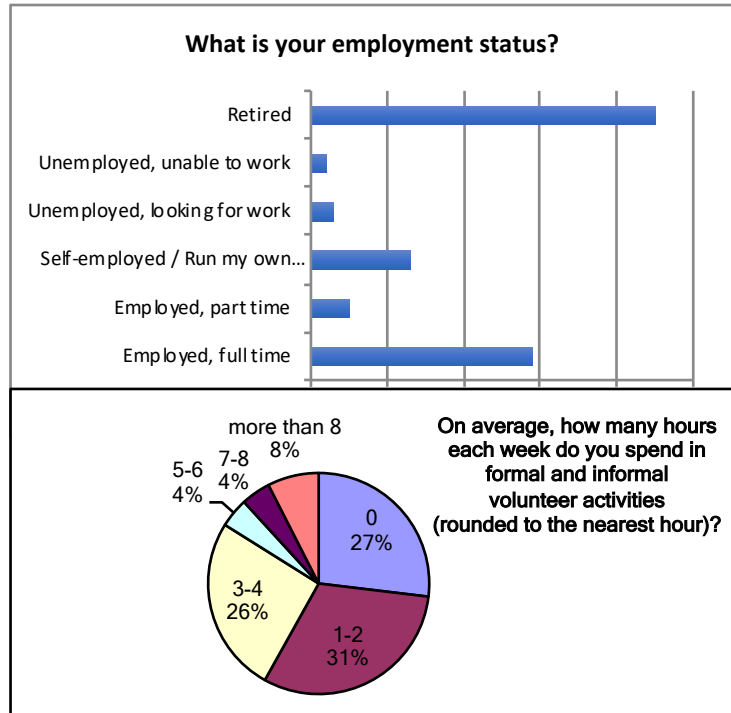
Again, the sample size is small but these responses suggest the need for community conversations around what various demographic groups contribute to current affairs and future vitality in the city of Eastport.



Several questions then asked about employment status and the interest of respondents in volunteer activities in Eastport. The majority of respondents are retired, consistent with the age of most of them.

Most respondents volunteer at least 1-2 hours per week and some many more than that.

The next question took a deeper dive into motivations for choosing to volunteer or not. There is useful information for those who manage volunteer activities. See Appendix 1, Question 27 for additional written comments.

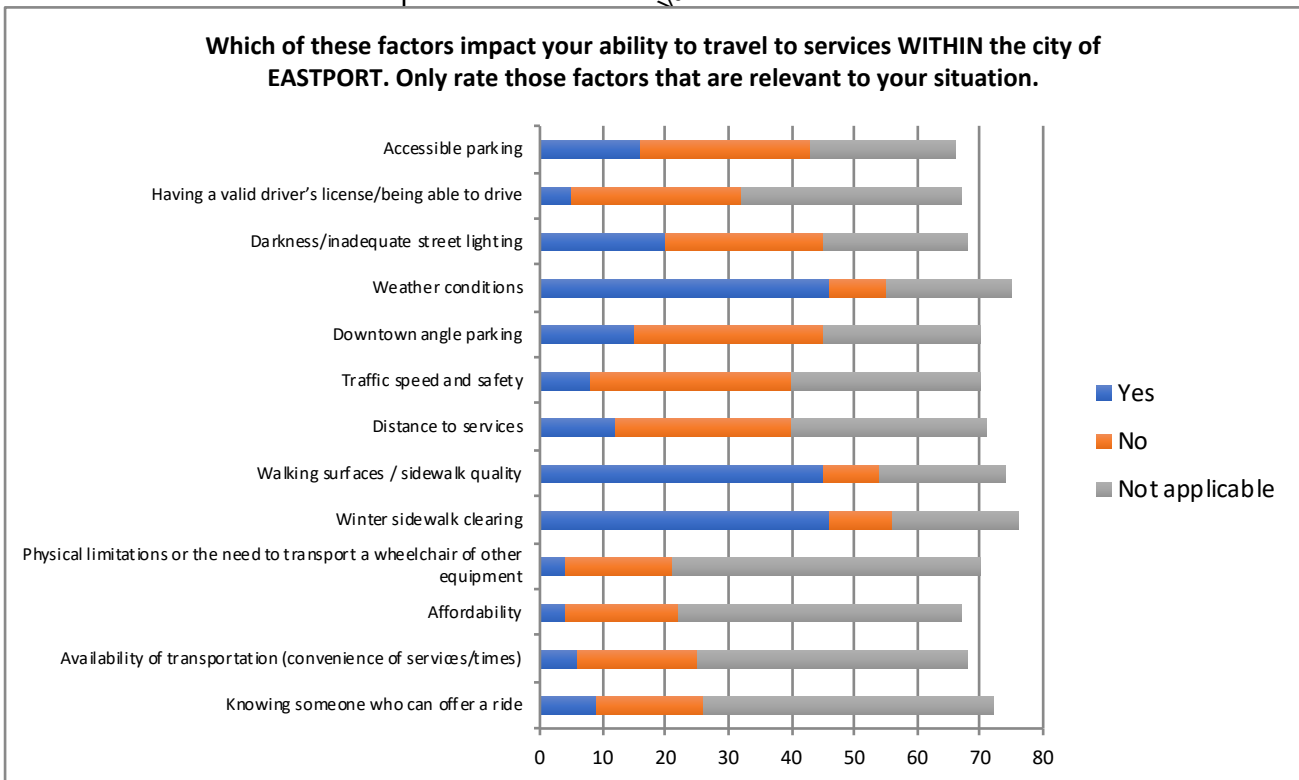
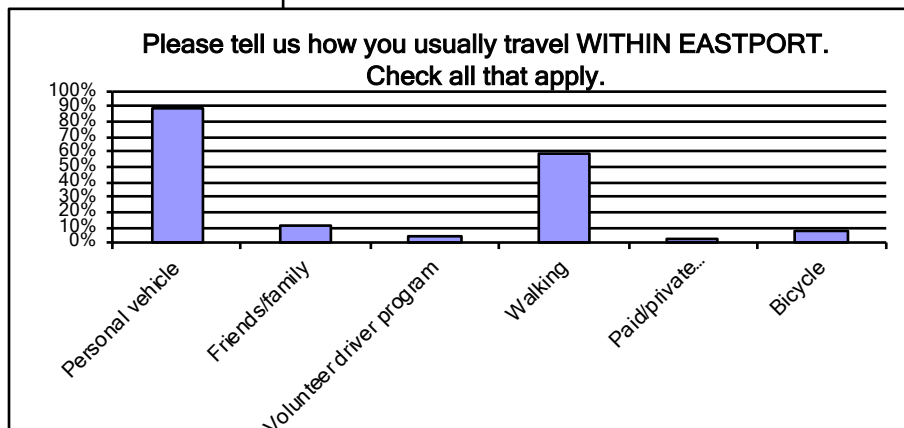
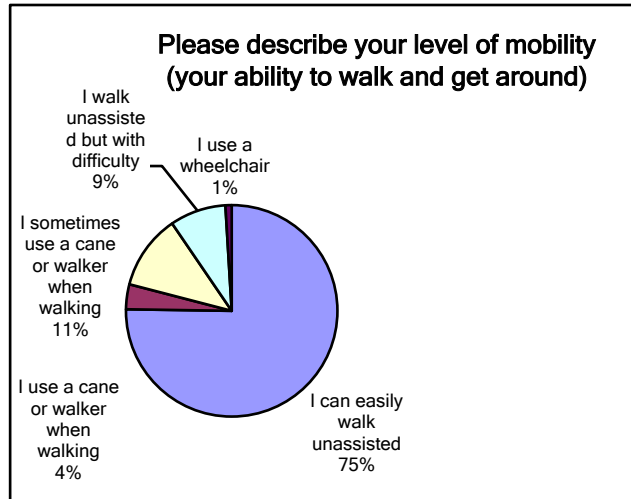


The next questions asked about mobility and transportation options. Fully one quarter of respondents use some kind of assistance with walking at some times.

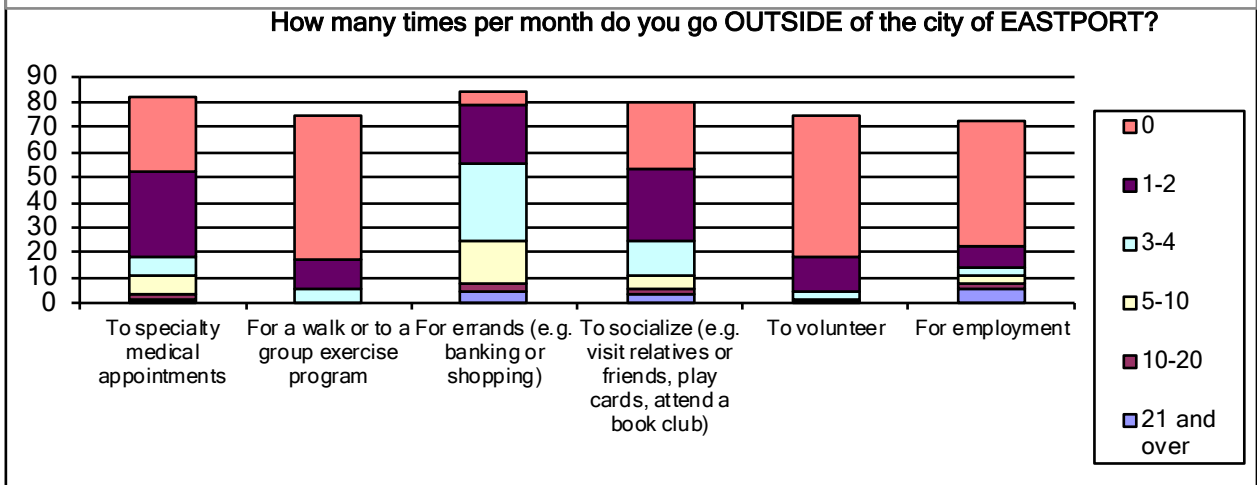
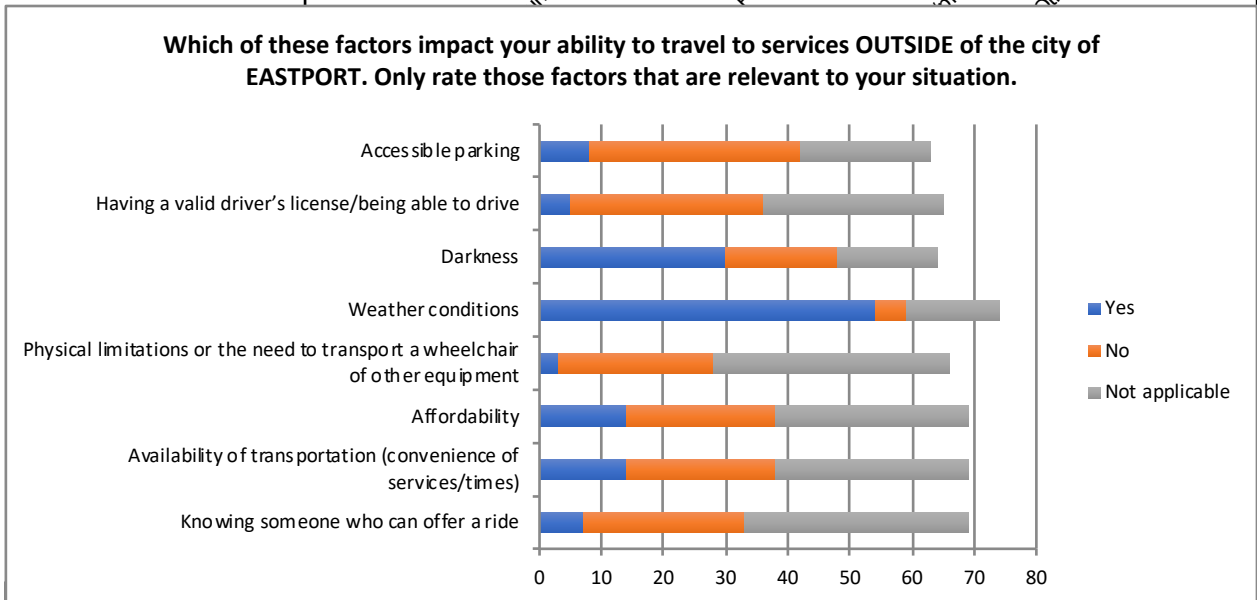
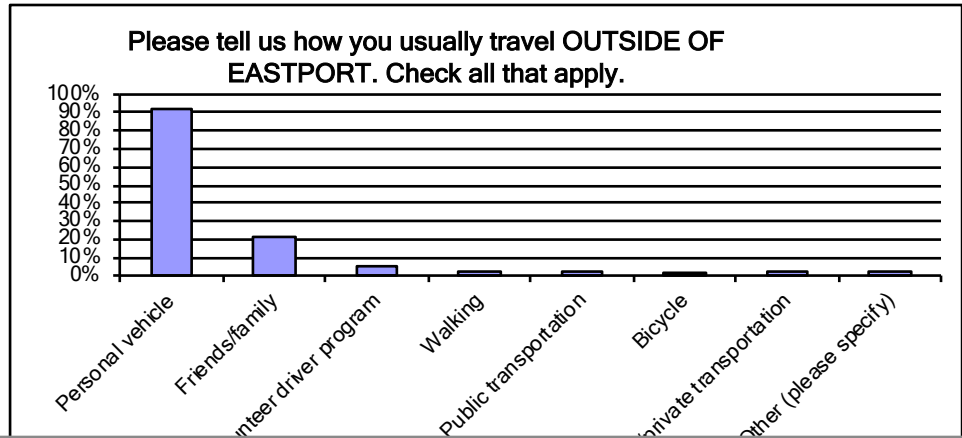
As a small and walkable city, the percentage of respondents who walk within Eastport is very high at 60%.

Factors that impact the ability to travel to services within Eastport are varied and provide insights into the need for lighting and accessible parking.

The most significant issues impacting the ability to travel within the city are related to winter weather conditions, winter sidewalk clearing and the condition of sidewalk or other walking surfaces. See Appendix 1, Questions 30 for additional written comments.



Three questions sought input on factors that limit travel outside of Eastport. Personal vehicles were overwhelmingly the primary choice for this travel with the availability of transportation options affecting a few. Weather

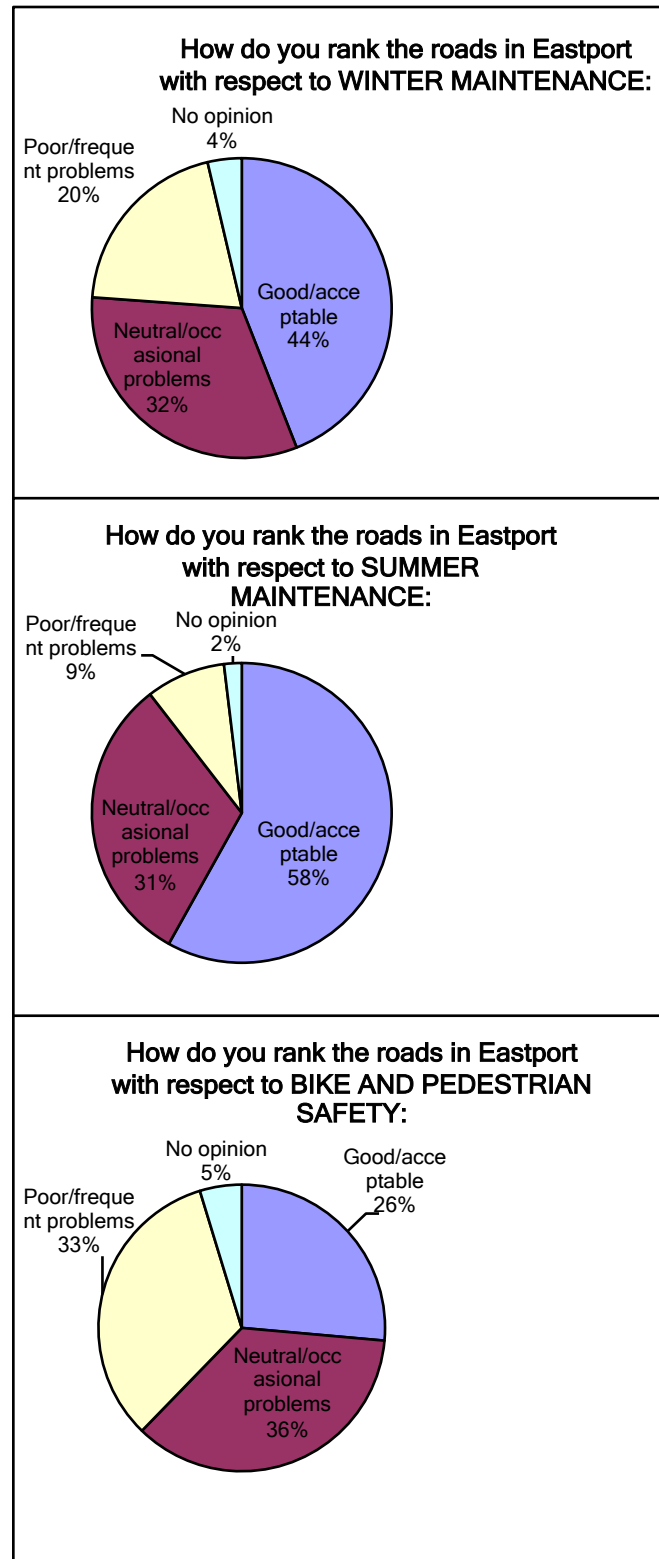


was again the most significant factor impacting the ability to travel outside of Eastport followed by darkness. The variety of reasons and monthly frequency for such travel describe the significance of other communities in providing specialty medical appointments and services. See Appendix 1, Questions 31 and 32 for additional written comments.

Several questions then sought input on the level of satisfaction with transportation infrastructure and services. While summer and winter maintenance of roads received ratings that are mostly in the good/acceptable range there were plenty of written comments (Appendix 1, Questions 34 and 35) describing the problems encountered, whether occasional or frequent. There were also several comments giving praise to the public works staff on the job that they do. Thus, plenty of constructive feedback for the city to use as the annual winter weather demands everyone’s collective attention. Many comments requested more frequent and widespread sidewalk clearing of snow.

Rankings of Eastport roads for bicycle and pedestrian safety were less supportive. Only a quarter of respondents find roads as good or acceptable with two thirds noting occasional or frequent problems.

Written comments (Appendix 1, Question 36) provide input on the specific surface conditions that cause the most problems with some geographic specificity provided as well. Note that a Bicycle and Pedestrian Assessment was completed in 2009 and is referenced in the Transportation chapter. It provides very detailed recommendations for specific surface and circulation improvements. The challenge, as always, is finding the resources to implement the recommendations.



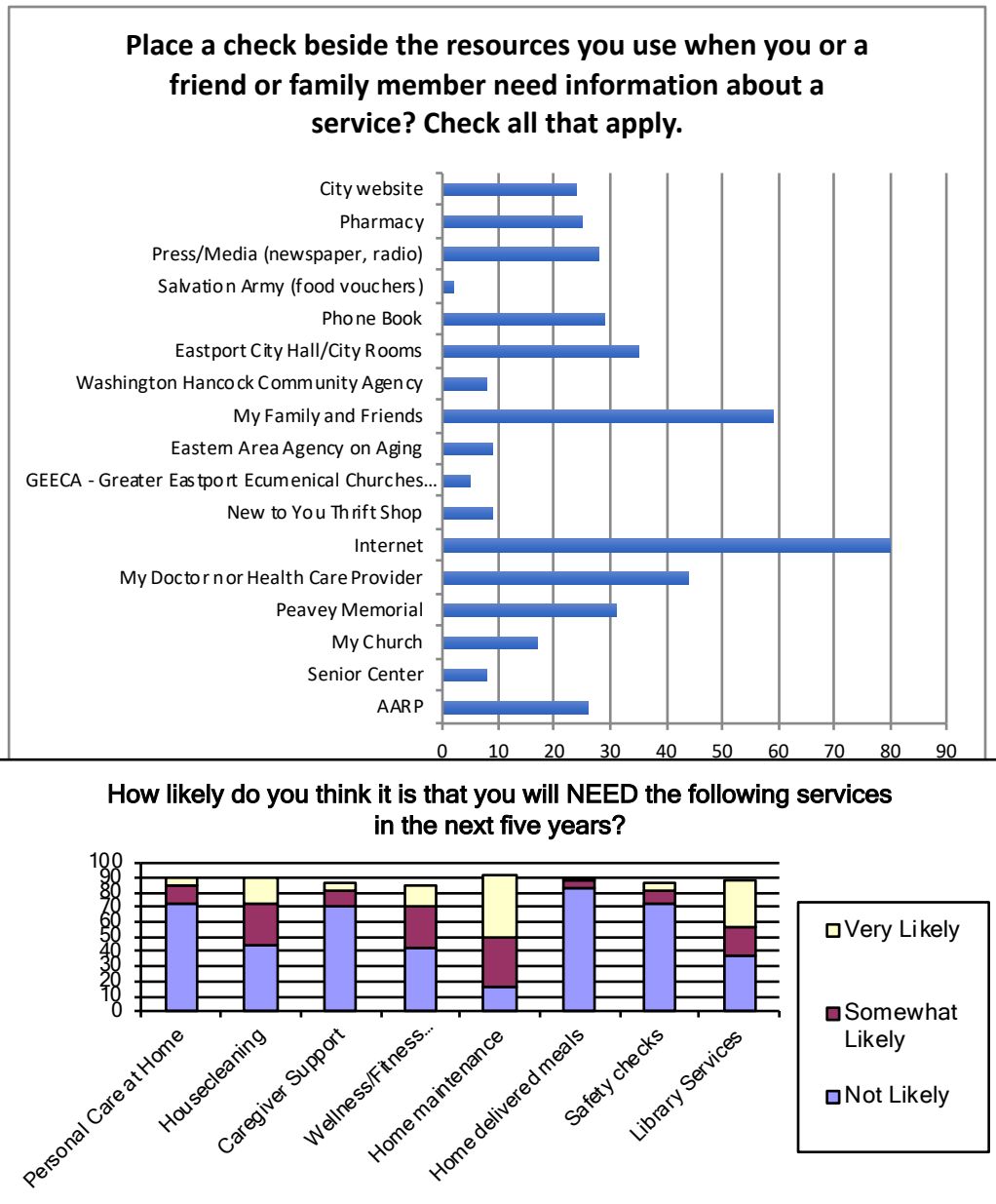
The next three questions sought input on the people, organizations and resources that people use to get information about services (Question 37) and then the likelihood that the respondent will use and/or need to upon rely upon services (Question 38) or to provide in order for others (Question 39) in order to remain in Eastport as they age.

Resources most commonly used by those as they age are, in the order most often noted are the Internet, Family and Friends, doctor or health care provider, and, from the city, Peavey Memorial Library and City Hall.

The time horizon for the use or provision of the services in Question 38 and 39 is 5 years.

Those who are aging indicate most strongly that in the next 5 years they will need home maintenance, library and house cleaning services.

See also written comments in Appendix 1, Questions 37, 38, 39.

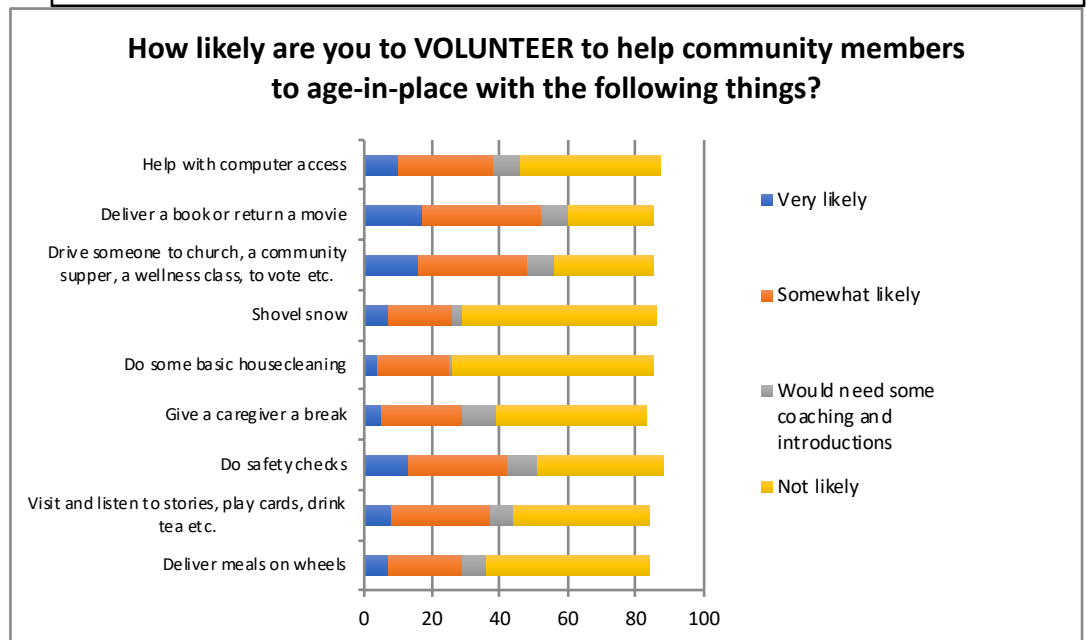
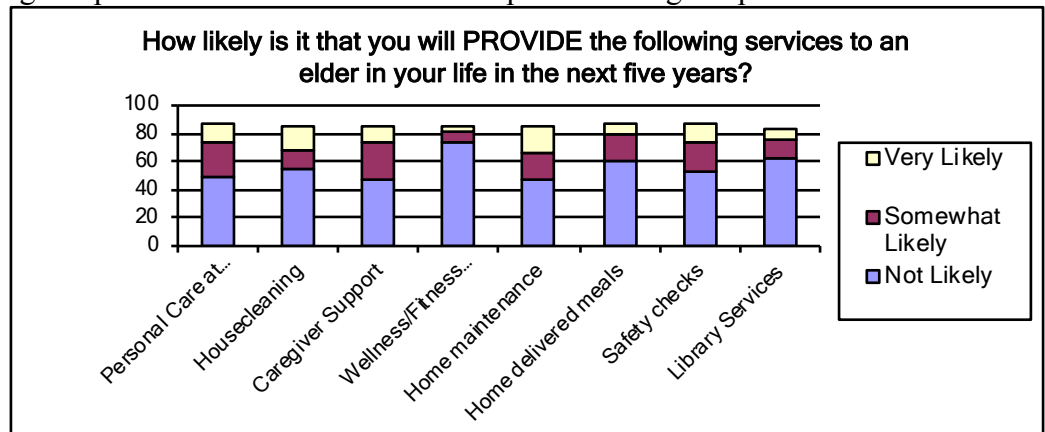


The final 3 questions sought input on volunteer activities to help residents age in place (Questions 40), actions the city should take to encourage businesses to locate in Eastport, (Question 41), and how respondents would prioritize municipal investments (Question 42).

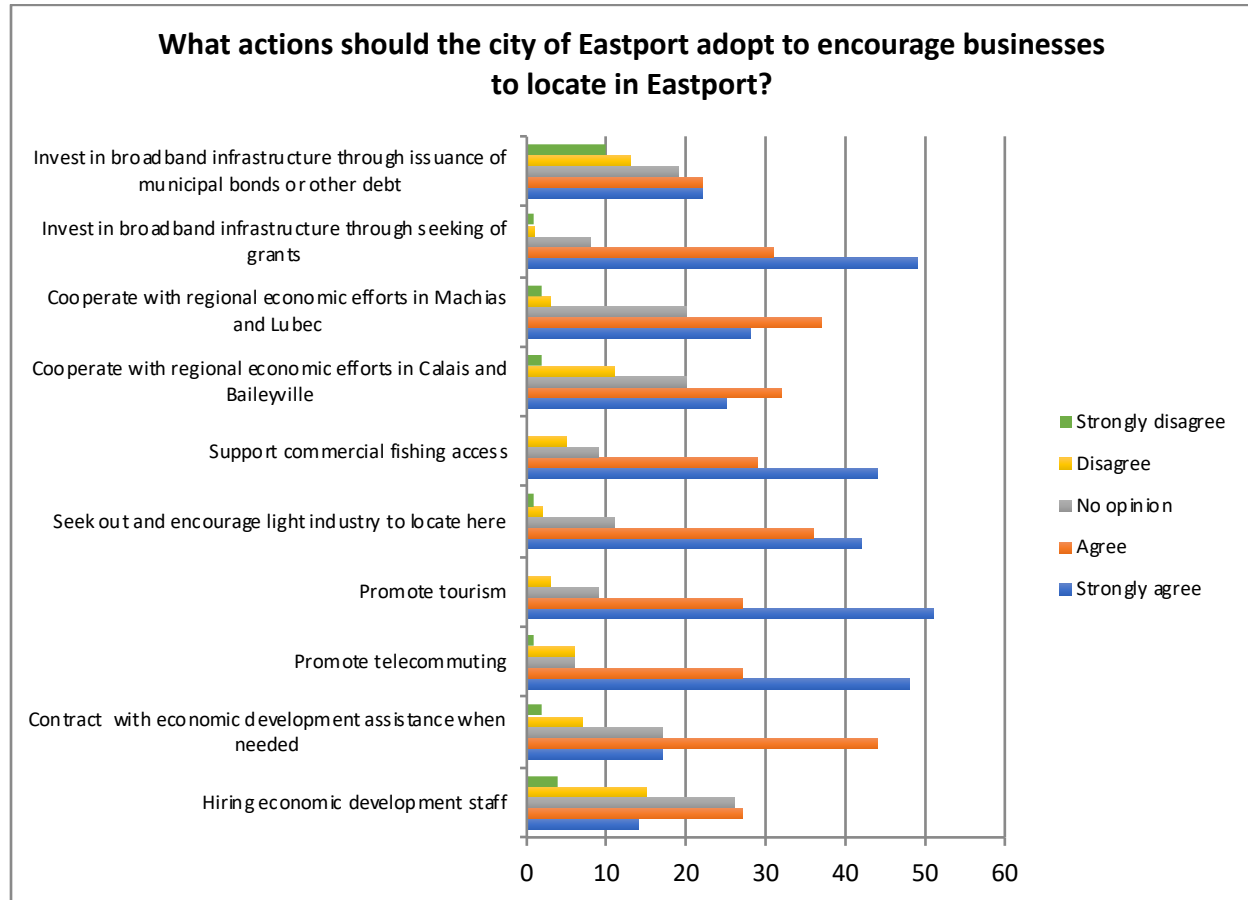
The willingness to help across a range of volunteer activities appears highest when someone can help a person get to activities.

The high number of respondents who indicated they were “somewhat likely” suggests the need to find out how to improve that motivation either by providing

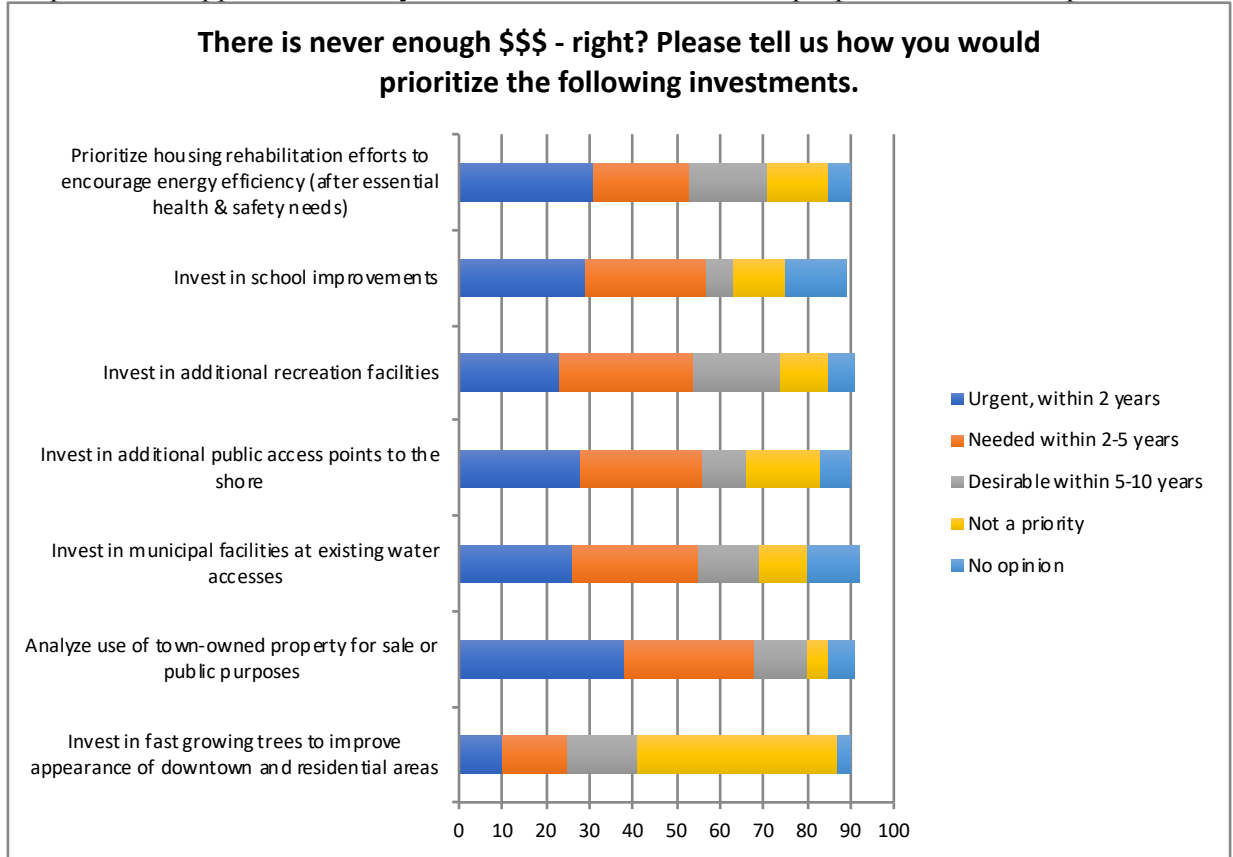
information, supporting their efforts with easy mechanisms to find out how to help, and in providing coaching and/or making introductions.



Actions that the city should take to encourage businesses to locate in Eastport focus most strongly on promoting tourism and telecommuting followed closely by promoting commercial fishing and light industry. Investment in broadband infrastructure was also very strongly supported. See also written comments in Appendix 1, Question 41.



Finally respondents provided input on how the city should prioritize the investment of its limited funds. Respondents supported an analysis of the use of town-owned properties for sale or public



purposes. The Comprehensive Plan Committee and the City Manager discussed this issue in detail. The City Manager noted that there is a common perception, as indicated by the responses to this question, that there are a lot of properties that could be sold to generate funds for public investment. A list of city owned properties is provided in the Fiscal Capacity chapter; many cannot be sold as they provide land for the sewage treatment system, municipal infrastructure, rights of way, and municipal services. Those properties that can be sold are marketed promptly but do not always find a buyer given their specific constraints of location, size or other factors.

There is strong support for investment in improvements at the schools as well as public access to the shore and in housing rehabilitation to encourage energy efficiency.

APPENDIX 1 – PUBLIC OPINION SURVEY AND WRITTEN COMMENTS

A blank copy of the online survey that addressed issues for both the Comprehensive Plan and the Age Friendly Community Action Plan is reproduced at the end of this Appendix.

There were several places in the survey that sought written input from respondents. Those comments are reproduced verbatim (with expletives deleted) below.

WRITTEN COMMENTS

Question 4 – I live in Eastport – Comments

- I visit yearly now but used to own a house in Eastport and lived there year-round for about 5 years
- We visit a couple times a year but will retire there in 2020
- I own a Business in Eastport live in Perry
- Here Sept.-May
- Seasonally in the winter
- My house is in Pembroke but shop, meet, etc. daily practically in Eastport
- live in Calais, own home in Eastport. former full-time resident
- In Perry seasonally
- sometimes year round, sometimes seasonal....

Question 5 – Household Description Comments

- Live with grandson age 17
- significant other
- Live with partner
- live w/grandchild over 18
- live with significant other
- Girlfriend
- 9 months
- live with sister
- Spouse and adult child over 18.
- With spouse in daughter's house.
- live with sibling
- life partner
- Live with pets
- Spouse and 2 children.
- Live with spouse and children under 18
- I live with my sister

Question 6 – If you live alone, your nearest family lives – Comments

- No biological family left
- girlfriend

Question 11 – Information about community events and local activities easy to find

- A big sign at City Hall listing events.
- To begin, there is very little in the way of community activities in Eastport or local environ. No indoor sport facilities, such as a gym, ice rink for skating, hockey or curling. No public facility for recreational or educational courses. No lawn bowling field. No tennis courts. No basket ball courts. No walking trails except one at Shackford Head State Park with very short trails. Senior center minimally open. More to life than bingo and cards.
- city wide weekly newsletter distributed to all households similar to Sipayik's Bare Bones newsletter

- Difficult to find resources about caregiving.
- Keep in mind that some people can make their own amusement and not depend on community events.
- The Quoddy Tides is my main source of info, but a more frequent update is needed (perhaps every week).
- Provide a more informative City government Page - post draft minutes within days of meetings, not months!
- perhaps a phone number people could call and there would be a listing of events/activities that are going on. Possible associated with the Chamber of Commerce? Not all seniors are on line so wouldn't have access to a web page.
- Culture Pass
- City webpage with the calendar updated (at least) weekly.
- There is not a single community calendar. Every group has their own page, or website. There is not a lot of co-operation between groups.
- The Quoddy Tides is primary source; social media secondary source, grapevine third source.
- Never thought about it.

Question 12 – How do you like to receive information - Comments

- Public Radio
- Eastport Arts Center website
- absolutely no Facebook the source of misinformation
- community bulletin page on a selected TV page
- Downtown business window displays of flyers/posters

Question 13 – Which of the following do you use or attend – Comments

- Working
- if you don't know about it you can't participate=newsletter
- PBSO
- Again self sufficient at home with own activities
- An indoor swimming pool would be great exercise
- Most of the above may be available, but are also in my opinion NOT IMPORTANT.
- musical opportunities example-PBSO
- Guided tours of the area.
- very limited Sr. Center activities

Question 14 – If you would like to socialize more, what prevents you - Comments

- Working
- if you don't know about it you can't participate=newsletter
- PBSO
- Again self sufficient at home with own activities
- An indoor swimming pool would be great exercise
- Most of the above may be available, but are also in my opinion NOT IMPORTANT.
- musical opportunities example-PBSO
- Guided tours of the area.
- very limited Sr. Center activities

Question 15 – What kind of housing do you currently occupy – Comments

- Excellent 4 bedroom home
- giant building that I fought to save that would be a great spot for community living and functions
- Vacation home
- duplex

Question 16 – If you were to move, factors affecting that decision – Comments

- more frequent transportation to central mass transportation; lack of improvement of dependable and affordable winter season services
- Medical a big issue. Could Health Center use more teleconferencing with specialist, primary and patient. That would save LOTS of driving
- more storage (closet) space in home.
- Access to Senior College (?consider remote streaming technology)

Question 17 What modifications/improvements would help you stay – Comments:

- Have done several of these things: improved lighting, installed grab bars & handrails, wider doorways and our living room is now my bedroom
- underlined outdoor lighting
- step in tub
- The snow is always plowed on my side making shoveling hard. Could the plow direction be changed every other year ?
- lower taxes
- Have and are currently making such modifications
- Programs to help with home repair and improvement
- add an inclinette the or other electrical chair to ride up or done the stairs
- lower taxes
- regular maintenance beyond my capacity
- Walk in shower with a seat, no step over tub edge.
- since the bedrooms are upstairs, an inclinate

Question 18 – Availability and Affordability of repair and housing types – Comments

- It would be helpful to have a list of handymen
- sketchy reliability & expensive; need housing where maintenance (indoor & out) is part of fee; laundry facilities in each unit; housing with 4 or 5 rooms; many people could use help but are not ready to live in the equivalent of a glorified hotel room
- most contractors seem to assume retirees here are all from away and have money
- No assisted living community in Eastport
- Housing options not applicable
- Available but not needed for me
- Biased question. Where is Available but not of interest to me?
- How about "affordable, but I don't use"
- having a list of home repair contractors or handyman would be great

Question 25 – Employment status – Comments

- retired plus
- semi-retired

Question 27 – Importance of volunteering - Comments

- I was Coast Guard Auxiliary Flotilla Commander but when I got sick, the Auxiliary disbanded or moved out of Eastport. I resigned from Auxiliary.
- I want to volunteer but with working full time, I can't
- Due to my health issues I cannot volunteer more
- not clear what opportunities exist, I'd probably do more especially in winter
- Vol. Fire Fighter
- Don't have the time
- I have a building in Quoddy Village that could be housing or events I have had enough of Eastport try n to take my property unlawfully they have made my life hell there is to much corruption at city hall and port authority these people are rotten I fought the city 11 years only to have the insurance company for the city buy the judge off I want out of here but I am trapped
- I do need time for home and personal activities.

- I'm new to town, just moved in this past October. Feeling my way around and looking to get connected. Currently participating in Stage East reorganization.
- Previously active in Eastport for Pride, an earlier CDAC, and earlier façade program, the previous Comp Plan update
- Being hearing impaired and the poor acoustics at many meeting locales and tendency of people not speaking clearly and loudly enough makes participation in meeting conversations difficult so my volunteering is more behind the scene.
- Many activities are geared towards the "artsy" group - I have tried to join a couple (quoddy voices, stage east, etc) but was not made to feel welcome. As a very introverted person, it is difficult for me to put myself out there, and it is easy to feel marginalized or downright unwelcome when ignored in a group that is supposed to be welcoming of newcomers.
- Meetings and groups tend to meet as needed, and not on a schedule. The only group that I know that meets regularly is the meal for seniors on Wednesday. The rest seem to be happenstance.
- Some volunteer ops are welcoming to those from away, some are not. Because of this divide, there are some skills and talents that are not matched or utilized. The bias can be subtle.
- would love to volunteer for Literacy Volunteers but the closest program is in Bangor. Although there may be opportunities to volunteer for this in Eastport, the training in Bangor is too far.
- should we elicit information -- free text option?

Question 30 Factors affecting travel WITHIN Eastport - Comments

- During Spring, Summer, Fall I would go to town IF there were sidewalks; I live in Quoddy Village so am isolated without smooth sidewalks for my wheelchair
- lack of parking for people with limited mobility; need for water street to be one-way downtown
- Lack of side walk clearing causes options to downtown
- I don't know if I understood the question
- old sidewalks need repairing. more new sidewalks needed
- Parking problem downtown during summer season, spaces often taken by a few who work or have offices downtown limiting parking for customers and tourists.
- I would walk more if the sidewalks were of better quality and the streets had streetlights that worked
- Assume Yes means it is important and No that it is not?
- Handicapped spouse can't access downtown during fairs, parades, fireworks, etc.

Question 31 Factors affecting travel OUTSIDE of Eastport - Comments

- very difficult to be able to go out of state
- carpool with friends

Question 32 – Factors affecting ability to get to services OUTSIDE of Eastport – Comments

- Lack of car rental nearby. Get to Bangor and you need to pay to leave your older car so you can rent a car safer for long distances.
- help with Bangor medical trips would be great(transport service)
- I don't drive in the dark - so a big factor! We could use some transportation to places like the Bangor airport and bus. The West Bus timing rarely works to catch a bus.
- Why would weather conditions, darkness, and accessible parking in other towns have any bearing on Eastport's future?
- Assume Yes means it is important and No that it is not?
- What? How many times do I have to respond on whether or not I have a driver's license? I do.
- should have a "shuttle" on a regular basis to Calais for Dr. appointments etc.

Question 33 – Times/month you go OUTSIDE of Eastport – Comments

- Golf - 5 - 10 times a month in summer
- I live in Perry and go into Eastport Daily to my Business
- go to camp several times a month in season
- I have my mom at the Robbinston Bridge home - it is the major reason I drive anywhere.

- For work: 3-4; for medical maybe 4x per year.
- The specialty medical appointments are usually on behalf of another person

Question 34 – Ranking of Winter Maintenance – Comments:

- snow plowing is atrocious
- Sidewalk clearing would be great.
- My business is located on the Deep Cove Road and the road has been snowed in from drifting snow from the airport.
- The city and it's workers do the best they can with a limited budget. High winds create lots of drifting snow, intelligent plantings could help (evergreen hedges, etc.), but require vision, foresight, landowner cooperation, etc. I really wish the plow truck would come down our street in the opposite direction, pushing the snow into a vacant field rather than into our driveway.
- But road sand is not collected and removed. Accumulated sand is blocking walkway to house and driveway.
- downtown snow removal sidewalks access from street is
- I wish they wouldn't block in driveways when they remove snow.
- sidewalks get plowed over so there is no where to walk
- need wider side streets and parking which won't block or impede traffic.
- Plowing downtown usually pushes snow up on the sidewalks on east side of downtown businesses. A small snowplow able to traverse sidewalks would be very welcome. Knowing the constraints on the Public Works budget, we've talked about the downtown businesses getting together to purchase such a vehicle and jointly paying someone to operate it.
- Water Street from the Post Office to the Waco is usually awful.
- I would actually rate the winter maintenance as exceptional. During the major snowstorms of 2013 - 2014, we never had a time when we were not able to travel where we needed to when we needed to or wanted to (once we had our own driveway cleared)
- Well plowed and treated, even in the worst snow season in history. No complaints at all!
- Seasonal summer resident
- Compared to where I came from, Eastport's snow removal is exceptional
- On dead end streets and street ends they tend to just pile snow up. If you have a private drive, you are in trouble unless your drive is extremely short.
- Very hard to do better with our budget and taxation problems. Without 4-wheel drive, some of the smaller roads can be very hard to navigate, with hills in particular causing problems. I've slid backwards down hills I couldn't get up, and have seen other cars do the same. Obviously, getting rid of slush ridges/soft snow and sanding would help with hills, and the small roads could be serviced more quickly. But again, that's an issue of finances limiting staff and equipment.
- When there are frequent snow falls, the ruts get a bit tricky.
- I live in Quoddy Village and our snow plowing is excellent. I lived in Buffalo for almost 30 years and sometimes we never even saw a snow plow until days after a storm!
- Great road crew

Question 35 – Ranking of roads re- SUMMER maintenance – Comments

- Sweep up sand sooner in the Spring - dust is a big problem until they sweep up the sand.
- The new road to the Estes Head Cargo Dock is a great asset.
- Many sidewalks accumulating winter road sand and thus obstructing the walk. General condition of sidewalks is poor with broken concrete, insufficient width and absent entirely. No stormwater management in place. Simple fixes such as ditches or swales are not considered. Dumping road water onto property is exacerbating basement flooding.
- sidewalks have disappeared or are in horrible condition
- Options for seasonal downtown parking, traffic direction, vehicle size need consideration
- except for on street parking.

Question 36 – Ranking of roads re- BIKE/PED Safety – Comments

- snow removal in sidewalks
ice in roadways
- Sidewalks crumbling, broken or gone in places. Safer to walk in the road.
- Bike lanes or signage ("share the road", etc.) would be great. A bike trail from rt. 1 into town would be a HUGE benefit to Eastport for many reasons.
- Asphalt pavement degrading at edges. No curbs. Sidewalks in such poor shape or are lacking most residents walk on the road.
- Because of the condition of the sidewalks people have to walk in the street with the traffic.
- Many sidewalks are in poor or dangerous conditions for walking, especially at night
- Some areas have very narrow shoulders to walk on/ very close to traffic.
Some of the edges are crumbling chunks of tar, like a couple areas on Clark Road.
Cars sometimes park in the sidewalks causing people to have to walk into the road.
- sidewalks need maintenance. drivers not used to bikes and roads are narrow,
- due to narrowness of streets
- Not enough sidewalks and those that exist are not in good condition.
- Shoulders of roads aren't paved and some roads have curves, making navigation and visibility poor in places. Speed of vehicles, especially on Water St. in the business district is a real problem. Many people, speed creating a high possibility of either a vehicle or pedestrian accident. Speed bumps might be installed to slow these speeders down.
- The lack of sidewalks, the lack of streetlights, and the poor condition of most sidewalks that do exist all make walking difficult no matter which season it is.
- Bicyclists need to remember that they do NOT have the right of way in any manner, that they need to follow the rules of the road. Also, why did the City spend money for bike racks downtown when they are not used? Referring specifically to one particular bicyclist who frequents a downtown business but puts his bike in a normal parking spot in front of the business rather than across the street in a bike rack. I will give the biker credit for trying to put his bike on the dividing line between spaces, but still makes it frustrating to start to pull into a spot and find it partially blocked.
- Now if only the pedestrians and cyclists would follow the laws as well!
- Some serious hills are hard to navigate for 80 year olds.
- Crosswalks need better and more frequent upkeep, especially the one across Washington Street going to the school.
- Most roads are okay, it's the drivers who aren't okay. And it's not the tractor-trailers. As a rule, they are very courteous drivers within the city limits. It's a subset of residential drivers using Washington Street, Clark Street, and sometimes High and Key who drive way too fast. Policing and issuing warnings for excess road speeds would probably help most people down who are just not paying attention. That would winnow it down to the problem drivers, who are a handful, and just seem to like to squeal their tires and roar around.
- Wish that the speed limit in Quoddy Village was lower or at least have a posted speed limit. In the summer there are kids walking and biking and many people walking their pets.

Question 37 – Resources to get information – Comments:

- City website is outdated and terrible.
- quoddy tides
- Quoddy Tides
- none
- word of mouth
- Chamber brochure
- For many of us who do not have Fairpoint telephone service, we never get a local directory. The ones for the whole are leave out important things, and many people.
- Quoddy tides

Question 38 Services you will NEED – Comments

- handyman services- always; snow shoveling

- A fu####ng Thai restaurant, PLEASE! Or anything besides the WaCo/Happy Crab.
- When I had my mom here with us for a year I really needed caregiver services and also some in-home medical services to prevent having to get her out just for lab work.
- Have assistance now with cleaning, snow and yard care
- What is meant by library services?

Question 39 Services you will PROVIDE

- Don't understand the question
- I having elder parents that I am not providing these for - plus I transport some elderly now to meetings, etc

Question 40 How likely are you to VOLUNTEER to help community members to age-in-place - Comments

- It is hard if you have an old car, do not have reliable shoulders/plowing/SANDING. People cannot count on you.
- I don't live in Eastport and would probably not make a special trip into town. I will keep working so I can pay taxes that would help fund these programs that would help people requiring assistance.
- Where do I sign up?
- Snow removal can be prohibitively expensive when you can't shovel by yourself and reliable providers charge so much - especially if we have another severe winter like the one two years ago. Heavy housework is increasingly difficult. A central place to find services available might be nice. I keep going back to that awful winter two years ago and how isolating it was - maybe we elders who live alone could get a phone call every day to see that we're okay????
- There is no single place where one can find activities in which to volunteer. Everyone seems to want to do their own thing. Not a lot of cooperation between people.
- Basic maintenance like changing lightbulbs, helping with recycling, hauling out trash on pick-up day, helping to move furniture etc... Already do all this on an informal basis for older friends.

Question 41 What actions should the city of Eastport adopt to encourage businesses to locate in Eastport – Comments

- entice hundreds of immigrants
- Maintain a working waterfront. Reduce rules and regs to allow this to happen
- more transportation to Bangor , Ellsworth and Machias for medical appointments
- affiliate with higher education
- identify and support compatible and entrepreneurial enterprises
- Recognize the City has limits on various promotions
- The biggest obstacle is finding people who WANT to work. Motivation comes from a good education. Our schools need to be more attractive to families.
- In the past Calais has taken advantage of those cooperating with them. Best to stay away from that type.

Question 42 – How would you prioritize investments – Comments

- It would be great if we had a solar "farm" of wind farm to get less expensive energy for all. We need recreational/after school activities for children who are not athletes. Art? Music? Games like paddle ball, ping pong, Drama? Chess? Junior business achievement? Crafts?
- Commercial access to the water is important.
- BUY MY PROPERTY in Quoddy
- Seriously, there is a huge opportunity to promote Eastport as a tourist destination that is being missed. Promote the theatre, the smallest USA city, most easterly USA city, largest historical sardine producer, tidal phenomenon, post signs on homes denoting historic facts such as original owners and year built, erect interpretative signs, develop a walking tour in-town of the properties, host a fund raiser of open homes and or residential garden tours, etc. Post such information at the Junction of Hwy 1 and 9 to divert traffic. Advertise in New Brunswick. Develop a by-law to address derelict buildings and properties - too many eye sores. Re-

vegetation of properties with ornamental shrubs (e.g. rhododendrons), need more bird habitat. Address feral cat problem. Need more and better restaurants - consider sponsoring immigrants. Develop a vision for Eastport!!! Not rely on one festival. A go to place for locals and a tourist destination - either way there is not much for options. Growth or status quo.

- schools are the heart of the community...good schools bring young families and without young people we will be a dying city
- Impose clean up of delinquent houses. Many houses look terrible with junk, no upkeep, garbage, abandoned vehicles, etc.
- A review of city budget requires examination of viability of current local schools, particularly when majority are tuition students
- Unless Eastport has a good school system, it will not attract families to come here. If younger people do not move here, this town will die a slow death. It won't matter how nice it is for those of us who have retired. What keeps a town vital is its youth. Investing in education is an investment in this city. You need younger people who want to be here, want to work, and want to support the type of activities that will help retired/older people "age in place."
- Need more housing for people that don't qualify for subsidies housing - like condos or communist housing.
- Conservation of energy should always be a priority. Seems that town-owned properties should be making the town money/income, have a very specific use, or sold for better use.
- Public water access is critical and those points need to be not only identified, but secured and posted as such. The one on the Deep Cove Rd. is an example of replacing public access that was lost with the sale of the Boat School property and pier.
School improvements include more energy savings through investment in alternative energy systems and replacement of old leaky windows.
Promoting the PACE program (available through the City) that provides funds (low interest or grants?) for weatherization and energy saving installation, i.e. solar panels, heat exchangers, etc.
- We are, after all, living in a waterfront community - tourism is wonderful, but a working waterfront is always better. There has to be some way to encourage light industry to relocate here. There should be a push to bring more families here, not just artists and retirees and people from away, who buy our houses and use them two or three weeks out of the year.
- Do not understand what you mean by "invest in school improvements"! Needed repairs, yes. Increase salaries to attract highly qualified staff, yes. Offer strong arts program that is integrated into classroom instruction, yes. More community involvement, yes.
- The City has too much property that is not on the tax rolls. Many prime commercial buildings are owned/occupied by tax exempt organizations. When City offices were moved, the old building should have been sold rather than being handed over to another "tax exempt" organization. It is good that grants have been won to maintain/improve these older buildings, but enough is enough. My tax burden is great enough already without watching more property come off the tax rolls.
- The city owns significant commercial real estate which is not taxed, not maintained and not utilized. Either maintain it, raze it or dispose of it! Our schools are the foundation of our future - without a quality educational opportunity, families with children are not likely to be attracted to Eastport. While it is admirable to consider attracting the retiree to town, that is not a method to encourage growth, but rather an additional drain on city resources for expanded services to a population which can not afford increased property taxes to pay for them. Not to mention the lower spending power of many retirees and the fact they have a short longevity as community member.
- The schools are a mess. We need two principals. We need more programs to encourage kids. We need to motivate them to pursue a vocation or college. We really need Sex Ed. We need more parent involvement and communication coming home from the schools.
- A plan for all of these with a timeline for implementation and costs would be very useful. For instance with trees: if we have a plan for planting schedule and costs, we'd know whether to spend \$30 per tree now for a small tree with protective garb that in five years would be a very nice looking tree. A small investment now, rather than a \$200 per tree cost in five years... We have an excellent housing rehab effort in place with Eastport Efficiency, we need to continue

supporting that effort and make sure the revolving USDA loan continues with the city's collaboration... City-owned properties should be analyzed for economic development purposes. Right now it feels too much like the desperation of a city trying to just get rid of properties rather than understand how to use them. We should be researching what other communities have found as successful strategies for building our residential, business and economic base.

- Buy your own trees like everyone else.

Question 43 Things you like and would preserve in Eastport - Comments

- kindness of many people
- small town feel, arts, inter-generational activity, historic buildings when possible
- Natural beauty, lack of traffic
- Feeling of community and safety.
- The location is outstanding and activities for July 4th, Pirate Festival and New Years Eve are excellent
- It has a fabulous group of volunteers, businesses, cultural events, and people, but still preserves a small town welcoming attitude.
- It's people and sense of community.
- Sense of community.
- strong and friendly community easy access to everything
- Love the working waterfront, the boats and fishing access. We need more waterfront access.
- A working water front. Commercial access to the water. Preserve the small wharves.
- The absence of large corporate businesses. Its beauty, low population density & remoteness.
- The present city manager is doing a wonderful job. She cares about the people and the community at large.
- downtown shopping , restaurants , active waterfront when breakwater is completed , space for recreational boats
- water access
- Being a small town feel
- old sea bees building in Quoddy
- Small, beautiful, affordable, quiet, plenty of cultural events, friendly businesses, close to Canada, good city government, strong volunteer orgs
- Friendly. Some amazing architecture. Coastal scenery.
- health center, library, arts center, school system, economic development vision, historical society, volunteer fire dept, ambulance service, youth center, senior center, recycling center, age and interests diversity
- Amenities all within walking distance. No traffic lights. Physical beauty of area. Moderately priced housing Privacy
- Walkability Friendliness , active arts and culture, waterfront
- Must recognize Eastport has limitations for most types of growth. We lack beds, parking, and attractions. We must maintain what exists or our capacity as a destination is further reduced. It cannot be all things for all people. Eastport is a niche community with limited opportunity to expand the niche. Exploiting the existing niche seems the best option. Another tact is to exploit the promotion of what already exists. Creating jobs has serious limits. The number of serious workers will limit additional small business growth. Look at the Millennium and Boat School experience. Are we really ready and capable for business growth? Promotion as a destination perhaps. How many signs advertise Eastport from the junction of Rts.1 and 3 in Ellsworth? Too few. The Bold Coast initiative failed, but was an example of a correct promotion of "way down east" We need a brand to distinguish what we are, what we have, and to some small degree what we could become, with in our limits. Could we sustain even the numbers of folks that visit our main events. absolutely not. We need to define our modest capacity, create what does not exist and them fill it.
- The downtown area is lovely, with its granite walkway and beautiful brick buildings. The library is an important resource, as is the health center, senior center, and nursing home. Preserve the waterfront access for walking and boating.

- I like it's quaint, small town-feel; the farmer's market with fiddle music; I like walking to Eastport Arts Center for a show and feeling safe while walking.
- Visitor friendly with a few kiosks for visitor service information
- Quiet and safe living. Great public schools
- Working waterfront, active senior community.
- The historical/architectural nature of this place needs to be preserved
- the art community, the library, small businesses, the Breakwater, services from low income and elderly
- Water access and historic buildings
- Walking paths. Shackford Head State Park. Cute stores. Port and new breakwater.
- Beautiful scenic landscapes and seascapes.
Slow pace of life.
Safe and friendly community.
Historic buildings.
- All the open spaces for public use.
- Access to the water, nice downtown, good schools,
- The breakwater and waterfront, the old brick buildings, the library and old churches, Quoddy Village and it's unique history
- I love the waterfront. Once the Breakwater is back up, allow public access again. The festivals are fabulous - fight hard to get Navy ships again once the Breakwater is fixed. I like the sense of community, but dislike the racism students of color come up against in our schools. I like the feeling of living in a small town, but dislike having to go to Bangor for medical treatment. When my husband got sick, and was taken to Bangor, it was a real struggle to drive there and back every day. Likewise, driving to Calais to see a movie, or get Chinese food, or buy clothing or shoes, can be frustrating. I love the expanded IGA, and no longer have to drive to Calais every week for foods I can't get in Eastport; I haven't done a food shop in Calais in years. I love the old houses. I love the Arts Center. I love the shops on Water Street.
- It's beauty (city gardens, interesting architecture, views over water, fog, amazing sunrises/sunsets), Peavey Library, The Quoddy Tides editorials, sense of community (chamber, senior center, churches, arts center), public meals (senior center, church lunches and breakfasts, salmon festival, etc.), Quoddy Bay Lobster, walkability (sea path, Shackford Park), people (old and young, summer and year round), activities (EAC, Tides Institute, etc.), maritime history, city public works services, reuse of old churches/buildings, local market in summer. And, the way cars always stop to let you cross the street is priceless.
- I love it just how it is - during the years I have visited or lived here it has blossomed - right now seems a good balance.
- The small town feel is good, and the relative isolation suits me just fine.
- I like the small town atmosphere, and the lack of "glitz" (think the cheesy environment of Bar Harbor - too cute but not real!).
- Downtown; green space (ie: dog park); working waterfront;
- EAC, EHC Our annual festivals.
- Peaceful. Friendly. No traffic lights. No big box stores. Amazing cultural life.
- Historic character of downtown, Access to waterfront
- As many historic sites, kept up and restored, including residences, as possible...art (include music, PBSO, Stage East etc.) and related activities.....Quoddy Tides.....accessible City Council (ors)....low rooflines on Water Street.....as many piers and boats as possible, fishing community returned!
- I love the elegance of our historic homes, churches and library.I would like to see as much done as possible to insure that they will be available for our children and grandchildren to appreciate.
- Inherent charm and low-key lifestyle
- Small town feel, Friendly people, Fishing/boating community/waterfront, Art/Music Community, Art Center, Pet store, bakery, pharmacy, Quaint downtown look
- The downtown area and the breakwater
- Anything the Tides Institute is doing.

- I like the fact that Eastport is a small town, and the limited services we get are provided by people we know and trust. The natural beauty, and safety.
- Sense of community, despite the edge of attitude still found in some with the from away/from here bias; working waterfront and port; affordable range of housing -- although the taxes are beginning to frighten those of us who make our living here and don't have a deep kitty in the bank; safety; access to Shackford Head State Park and other natural resources; arts and culture is very rich all year round; farmers market; downtown historic district; preserve shore-front access points; preserve height restrictions on buildings; preserve grocery store, hardware, newspaper, marine supply presences.
- The general tone of relaxed living....quiet....cultured.
- I'd like to see our money and more of our employees time spent on improving infrastructure
- The intangible things really. 1. How everyone helps each other and has a sense of history with each other and Eastport. 2. The hard work and perseverance of the people. 3. The natural beauty of it all. Sans deer.
- The small-town "feel".
- It's history and the hard work that our fathers and co-workers have worked for. That being said preservation is important; but we also need to look ahead as well as act on the current status of our community so that we can continue to enjoy it as well as our elderly and children and grand children.
- the way of life
- Strong sense of community

Question 44 Things about Eastport you would like to see changed – Comments

- sewer bill become part of tax bill, refuse removal as part of tax bill, return of the ferry to Deer Island, perhaps under different structure
- More people, especially younger people are needed. We should sponsor some immigrants/refugees.
- More economic opportunity for young families.
- More open downtown businesses during spring, summer, and fall with hours, 7 days a week. I can understand cutting back in the winter.
- Some of the run down homes be purchased and fixed. Remove some of the skunks, and deer.
- Eastport needs to dress itself up. Weed sidewalks, plant flowers, cut and maintain city green space. Eastport needs to act like they are expecting a lot of tourists. Once they do that, more tourists will indeed come. Prime the pump.
- we need more jobs beyond service industry--light industrial opportunities for younger people and men needed (not to be sexist, but men cause many problems when without income or work or work they feel is decent)
- Reorganize or close schools. Consider leaving city type government.
- Make it more walkable - need more benches, picnic tables and places for people to sit. Also additional public restrooms or portable toilets at various places around town. Portable toilet and benches or picnic tables at the dog park - used by many people, including clammers and there are no toilet facilities. More sites for fishing, other than just the breakwater. Easy access to the beach on the south end - when Pottles were building the lobster pound, it said in the paper that they were going to provide easy access to the beach once the construction was finished. Well that never happened - someone is going to break a leg trying to get down to the beach over the rocks.
- I would like to see more commercial and industrial growth. I would like to see the Railway opened up again so the port can ship out and import more cargo. I would like to see this port be great again. I would like to see more then one gas station that would be open longer hours. I would like to see an end of people from away changing the local ordinances that make it harder for the working waterfront class to keep their businesses growing.
- Less "good ol' boy" mentality in the local government & business community. City Council meetings run less like a circus show, with a Council Chair that has a backbone and is willing to enforce rules of order & make young (and all) people feel welcome. A more progressive vision at the community and City Government level.

- We need more year round restaurants.
- taxes. A and P was supposed to be for economic development as well as the boat school and mill building. City has demonstrated they are not capable of doing this without an economic development person at least part time.
- cheaper taxes
- Taxes cut
- city officials
- More trees, improve playgrounds/school library, more trees, better sidewalks, more trees, tear down vacant houses, more trees, less litter
- See 42. Accessibility to the water is limited to the small industrial waterfront. Unfortunately no beaches due to geology and terrain. No green spaces on the waterfront. Abandoned building obstructs water view of the few restaurants in town. WACO Diner is the only place with waterfront dining. Need a quality gym with exercise facilities to serve the larger area, a draw to Eastport. A pool and gym combination. An ice rink somewhere.
- importance of schools to economic development, expansion of public works department, island power generated by wind and solar (forget tidal=too costly), population increase=more businesses=more jobs, loss of youth focus, if all we're looking to become is old age friendly then we should expand the boundaries of the cemetery, eliminate police dept transition to Washington County Sheriff's Dept for coverage, bring back the Boat School, year round stores not oriented to tourists, trustworthy drinking water supply, I am distressed when I see the real locals displaced by affluence, GENTRIFICATION DOES NOT EQUAL REVITALIZATION
- Sidewalk quality, More public restaurants, More comprehensive health care, Senior housing, not subsidized (if not subsidized, is not available currently), More street lights in residential areas
- entice light industry - develop more jobs, establish a centralized database for volunteer opportunities.
- better sidewalks, more public access to waterfront, fill empty business space downtown
- See above
- I would like for Eastport to become a family oriented place where people want to come to raise kids and send to school here. A place where opening a business is easier and not so overly expensive tax-wise. This city is fast turning into a retirement community where children have nothing to do, but still get in trouble for that. A youth center that is never open. What good is that?
- The current state of the recreational facilities (tennis courts, ball field, playgrounds) is not appealing to use. And I would like to change the attitude about the school and make it a "draw" to Eastport.
- I would like to see the city generate less waste with all the festivals that happen here and to encourage/ challenges guests to do the same, and to be mindful about disposing of it; also community clean ups - I walk a lot and see so much waste alongside the roads and in streams.
- parking lots for high visitation festivals (parking fees could be charged to offset maintenance) and snow removal. A parking garage, multi level, adjacent to American Can building (for employees/residents year round and fee parking for festivals).
- More access to City Hall in terms of business hours.
- Public transportation services are needed in town and to travel to Bangor.
- 1. a grass-roots effort to preserve the heritage of Eastport, thereby creating pride in the town, advancing Eastport as a "destination" for tourism as well as business development; particularly in the area of Eastport zoned specifically for commercial/industrial development.
- 2. A car-ferry service to Lubec.
- 3. Shops in the downtown area need to be open seven days a week and during the early evening hours in the summer. Tourists are annoyed that the downtown shops are not always open during the day and generally never in the evening. This does not help advance tourism in Eastport. An effort needs to be made to embrace tourism rather than the current trend to antagonize the tourists by making things unavailable to them. Tourists who feel unwelcome will probably stop visiting Eastport, favoring more tourist-friendly areas. Additionally they will make their opinions known over the internet where all the world can read about it.

- The empty storefronts downtown look sad. Even though the stores are empty, seems the windows could be designed/decorated to disguise the emptiness, make downtown look more vibrant. Also, I am very concerned about property taxes. They are very high for someone who is retired, living alone on a fixed income. It's expensive to live here because of property tax, water, and sewer bills. I worry about future increases that might make it impossible for me to stay here.
- Alleviate parking pressure during the summer by limiting parking in the business district (Water St.), sign and pave lot on Washington St. next to post office. Consider seasonally making Water Street one way from Washington St. to Key St. with sign directing people back to Washington St. Return of ferry to Deer Island and Ferry to Lubec (would like to see Eastport Lubec ferry be a vehicle ferry but passenger ferry better than none). Sidewalks repaired, street lamps that stay on.
- More requirements on landlords to maintain vacant properties, both commercial and residential. Using school buildings for multiple purposes, including adult education and training. Better restaurants and wider variety, clothing store(s) for durable clothes (e.g., Duluth Trading Co.) More emphasis on economic development. Fewer competitive organizations among businesses. More transparency by Port about future plans for expansion. More programs to fix up derelict houses and buildings for low cost tenancy. Childcare programs for young mothers and closer and more service/care/treatment options for domestic violence, homelessness, and addiction.
- More employment, especially for young people. More support for cultural entities (library, arts center, etc). Improved sidewalks.
- more cooperation, more businesses that provide necessary goods rather than gifts, less police cost, better paved roads and sidewalks,
- Repair and/or installation of more sidewalks to encourage walking. Street lights...keep up to date with placement needs and bulb replacement. Speed control downtown Enforce parking time limits on Water St. Put 2 hour limits in places where merchants park all day in front of their businesses. This is primarily a summer issue. Off street parking, especially the lot above the Post Office that extends over to Sullivan St. There's the possibility of creating a two story parking garage there. Enforcement of zoning requirements to have no visual obstruction within 20 feet of road at corners. Many people have fences and ornamental shrubs within this zone, forcing vehicles into the cross street to see if any vehicles are approaching the intersection. Sidewalk improvement.
- The out of area vendors at the parades and special events are tacky. I would also like more public seating area and picnic tables
- Control the deer! There's a herd of about 12 deer that regularly raid my gardens and chomp my plants. They drive my dog crazy, and it's becoming difficult to know when one or more is going to appear out of nowhere while I'm out walking the dog, especially at dusk or early in the mornings. I'm too old for scares like that. And the dog goes wild and becomes difficult for me to control.
- Better sidewalks & street signage, more gardens, less deer, more services for homeowners (handyman type), car ferry to Lubec in summer, reinstate car ferry to Deer Isle, cab or ride service to as far away as Bangor, dermatologist & ophthalmologist in town, more appreciation of the older population, more integration of the Eastport old-timers into the community of newer residents, more options for clean facilities for guests (B & B, motels, etc), weekly news source, more pride in individual homes.
- Focus on keeping life here affordable - more housing for modest income families - make it possible for our young people to work and raise families here.
- Eastport needs to work to encourage young families to come here (or stay here), but in order to attract the younger generation, there needs to be JOBS - and not just fishing, seasonal restaurant/tourist related jobs, or self employed artisans. There needs to be sustainable light manufacturing jobs, I had high hopes for the boat building enterprise that our tax dollars have supported, but the grandiose plans the owner had did not materialize. Going into debt to bring broadband access to the area will not alleviate the problems with chronic unemployment. Our source of income for over 8 years was telecommuting (both in a major metropolitan area out of state and here), and we never had a problem with internet access as is.

- Avoid making the downtown into something that is too restrictive (niche) market focused. Bring in services and shops which are appropriate to folks that do not live in the artsy district! Prioritize funding on essential services - public safety, health, schools, roads and utilities. Shrink our administrative foot print (how many employees do we really need for a town of 1,300 people?). Tighten city oversight of the Port Authority - we need to ensure that the inner basin and fish pier are PUBLICLY ACCESSIBLE for recreational boaters, not just commercial interests.
- Issues of accessibility addressed although there have been steps taken recently to increase handicapped parking.
- Better lighting within the city. Better control of drivers speeding.
- Improved tax base (Light manufacturing? More telecommuting?). I would love to see better access to Mathew Island wildlife preserve (Permanent walkway above high tide?). Would love to see Eastport attract some kind of school or college. All the rotting and abandoned houses are depressing and probably a hazard which needs to be fixed. Peavey Library needs more funds to upgrade.
- Better sidewalk maintenance. More support for downtown businesses. Recognition that tourism is a key economic driver
- Add more activities for youth (volunteer, helping older citizens, preserving the environment, skill development).....more restaurants.....bike repair shop.....
- I think there is a real disconnect between "old Eastporters" and the new "artsy-craftsy" community. Locals do not always feel as though they are welcome at Chamber and Art Center events.
- A proactive approach to business development, but not one that will change the character of the community
- Improve and add more sidewalks. Improve snowplowing so it doesn't make folks more snowbound than they were before the plowing. Rental car service. Transportation to Ellsworth/Bangor that is faster and more pleasant than the West bus service. Water that is better and safer. It would be great to have all the shops down town full of interesting and useful stores/services
- Jobs for younger people
- More money from the Port going to the City, not being spent by the Port Authority. Better water access for the public. A real investment in the schools after listening to parents and students. Making use of school libraries.
- The city needs to be run like a business. For the number of people served there are a lot of city employees. The city made mistakes in the past, but never does much to correct them. The good old boy mentality is alive and well, and those of us who are not born here often feel like second class citizens. We need to lose the attitude that we are a summer city only.
- Grow the residential population by 30% and fill some of these empty houses with year-round people of all ages; Keep real estate taxes from escalating to the point where many of us won't be able to afford to stay here; More year-round businesses in the downtown, but they need to have products that year-round residents can afford and need to purchase, unless we can grow our residential base; more light industry -- for instance the Guilford Mill is a waste of space right now.
- The number of empty stores....lack of variety in restaurants....
- Stop being sucked in by schemers. The city has spent so much of it's resources with zero return on investment.
- 1. I'd like to see some businesses come to town without the people with golden parachutes arguing that it will destroy their morning beverage on the decks.
2. I wish the tax exempt entities would stop taking properties off the tax rolls and increasing everyone's taxes to paying their own way for their small area of expertise.
- More businesses open year round. A more "can-do" attitude. Many people believe that if something was always done a certain way it has to be done that way forever. Need more youth participation in events.
- More for the kids to do. An active participant or resource for jobs and place for people to go to inquire locally. To gear towards everyone's needs not just the art industry.

- more work for young people
- promotion of health and wellness for every generation as core to our culture

Question 45 Describe how you see the city of Eastport in the year 2030 - Comments

- less clannish; connected to the nearby islands in a sustainable way; a small town feel with diverse population, small & ecologically sustainable industry. An economy sustained by education priorities, R&D, perhaps a care-continuum facility, may more seating opportunities downtown for the elderly, disabled and harried young mothers with strollers
- I hope the population will grow and the downtown will be revitalized.
- A vibrant community with a thriving high school and a robust tourist industry!
- Very hopeful
- I hope it will be a vibrant thriving city to which my husband and I have retired.
- Hopefully thriving.
- An active waterfront, fun activities for all of the residents living in town. A ferry to Lubec, full restaurants, well maintain landscaping, new sidewalks. A winter ice rink where the fisherman is. A Christmas market outside near the ice rink every Saturday during December and January. Things like that. Oh, and all the shitty houses that need to be torn down are gone!
- It will go either well and be vital or will shrink and be a bummer
- No real change will take place. Eastport will be a city of old people.
- Downtown would have more shops for the working class and just not for the seasonal tourist. Maybe a box store would help so we wouldn't have to drive to Calais every time we need to buy clothes or equipment.
- Above water, hopefully. Thriving education system, return of young, intelligent families who value the way of life this town has to offer. More artists & musicians. More cottage industries & small businesses, locally owned & operated. I spirit of inclusiveness, transparency & honesty in the local government.
- Eastport seems to be improving, if we can keep the team that is in place now, for the next several years, I think we will be in good shape for the future.
- Hopefully art center continues to flourish, Tide Institute grows and boat school comes back
- less people
- Unknown
- we will all be dead in less than 5 years ! NIBIRU will be here by then !
- I expect it will be more of a destination for tourists and summer people, will have more services for seniors, will have infrastructure improvements, more small businesses, summer children's activities
- Status quo.
- vibrant school system; working waterfront preserving maritime heritage; energy independence/eco friendly; retirement village like Damariscotta's Inn By The Way; a city for the ages, of the ages
- If the past is indicative of the future, then it won't be much different than it is now. Hopefully the same format, with improved and maintained quality. Any change will be contingent on residents' incomes, their ability to pay, and money obtained from outside sources. As it stands currently, money is limited from Eastport residents. Therefore outside sources will be important.
- vibrant! People wishing they had bought here earlier!
- See above
- Filled with elderly only because this city is not young person friendly.
- Unfortunately, about the same as it is now. PFH (people from here) are so resistant to any kind of change that positive growth is unlikely.
- As an eco-city with community supported wind and roof top gardens :)
- A mix of young families with children and older adults, with jobs in the community and
- Eastport should have great promise, but without the resolve of the majority of local residents, any progress will be very slow and extremely frustrating. The taxes are out of control, the city administration is top-heavy and burdensome and seems to be geared for a population of 5000 rather than the 1200 actual residents. There doesn't seem to be a realistic connection between

the actual population and any degree of fiscal responsibility. Sadly, this creates a serious disincentive for outsiders to invest in Eastport and the place is suffocating as a result.

- Hopefully, more prosperous, more jobs, more tourists.
- A vibrant downtown with prospering shops and restaurants, a popular tourist destination, a busy commercial port with improved road and rail access and a commercial manufacturer utilizing the port and providing gainful employment.
- Depends on whether the Port expands. If not, then Eastport needs to concentrate on tourism, connectivity, regional cooperation and more marine transportation options. If the Port expands, then there will need to be a lot of new infrastructure, hopefully while maintaining the "charm" of the small fishing village.
- I'm not sure. It's late on Friday afternoon, I worked all day, and this is a LONG survey.
- A vibrant, walkable community, deeply committed to sustainability, accessible services, green spaces, and developing educational interaction between schools and residents/businesses/industry. It will be a community that is open and welcoming; collaborative; out-reaching; on the cutting edge of alternative energy technology; every house will be off the grid and Eastport will be a stand-alone energy-producing community. All age groups are honored and supported and encouraging of cross-generation activities. Eastport is a destination for eco- and energy- tourists and a hub for organic farming training and education. It is a center for development and dissemination of alternative ideas and methods in the fields of aquaculture, technology and education. We are a beacon for Maine and the world.
- It will be vibrant city with an active waterfront and lively art community supported by tourism and with both visitors and products arriving by rail
- Maybe an ethnic restaurant (Chinese, Mexican - I've never gotten over the loss of La Sardina Loca!)? Maybe stores that offer more than art? How about a clothing store? (There was one here when I moved here.) How about a furniture store? (There was one here when I moved here.) How about a store like the old Downeast Variety in the Newberry building, in which you could find anything your heart desired? (The new Family Dollar is a sad replacement.) I see more families, strong schools, and jobs that keep people here year-round.
- I would hope the canning factory renovation by the Commons would be a success, the DownEast motel would have remodeled their rooms, the deer popular would be greatly reduced, the restaurants would have improved their menus and attracted a large clientele, the downtown would have no vacant businesses, more families with children, car ferries plying the waters, and the year round popular doubled.
- With our contemporary political situation it is hard to know - things could be very bad. I would of course wish to see it thrive. It is hard to be optimistic.
- Unfortunately, without a strong tax base and stable employment opportunities, I see Eastport in 2030 falling back into what it was in the 1970's when it was a dying city - We have grandchildren who would love to be able to live here, but the employment opportunities just do not exist, especially for one who is special needs (high functioning Autism, willing and anxious to work, but no place to go)
- I envision Eastport as a town which attracts a vibrant mix of visitors from across the nation and world. Opportunities exist to participate in city government and voters in the city make the decisions, not taxpayers from away. The summer visitor is welcomed to the city, but doesn't dominate the city. Budgets are managed locally, with investment budget lines for 3 to 5 year activities that improve city services for residents first, then for visitors. Education is a priority, and opportunities for youth (recreational and entertainment) are provided year round. Sports, arts, and social activities (such as 4-H, Boy Scouting, Girl Scouting and so on) for our youth are a priority and treated as such.
- That depends on the investment in economic development.
- More downtown businesses. No Resorts. No Condos or high rise buildings
- In that year I would be 97. Hmm! All the buildings on Water Street are occupied. Eastport has become a greater attraction for many water activities. There is a shuttle bus on Washington Street from Water Street to the County Road for the elderly. There is a ferry to Campobello Island and the Roosevelt Summer Home for regular tours in season. There is a fish market where tourists and locals can buy. The Art Center has a summer Arts Festival. City Hall and

Police Station have been rebuilt into a modern facility. The Eastport College of Music has just held its fifth annual summer music concert. There is a movable floating toll bridge from Eastport to Treat Island to Lubec that allows passage of ships and cars all year. Eastport has annexed Lubec making Eastport the unambiguously easternmost municipality in the US and no longer the smallest city in Maine.

- Without more planning and support, downtown businesses may continue to fail. a vibrant downtown is necessary to attract tourism, potential light manufacturing and cruise ships.
- Schools seen as part of the important and open part of the community, residents know the students.....mecca for visitors and new residents of all ages but NOT so busy and growing that it becomes noisy and overwhelmed by cars.....a place where residents understand and value the relationship between humans and the natural environment.....a place where the poorest and oldest among us are cared for
- I hope to see a thriving economy with job opportunities for our young people. A school system which is supported by the community and citizens who want to preserve the absolute beauty and uniqueness of this small seacoast city.
- As a seasonal summer retiree, I hope that it will continue to focus on food, the arts, tourism, and fishing.
- No idea. Things come and go.
- Through a layer dirt
- Unless something changes, I feel the city is going to be in real trouble. A dwindling population, and high taxes will likely cause those who can to leave the area. We don't need more businesses that provide the necessities. We have enough shops that are geared for tourists, we need more shopping geared for residents. The only two improvements I have seen in the last decade are the new pharmacy, and the Family Dollar store. I see Eastport with the exception of a few bright spots, continuing to decline.
- 30% increase in population; downtown buildings open year round and full of thriving business. Guilford Mill full of small light industry; a thriving recycling and waste transfer station within the city limits.
- Hopefully thriving with more businesses, a somewhat larger population, young people moving in because there are more job opportunities...more kids in the school system.
- Pretty much the same as it is now, except the breakwater will always be underwater at high tide.
- Facetiously, I see it as a gated retirement community with very few employment opportunities. But still carrying on in fine Downeast tradition.
- I will be 80 in 2030 and hopefully I can still see ... Can not imagine that far in advance.
- Hopefully, still thriving and alive for all to truly enjoy.
- retirement village
- totally independent living with access to services to thrive for ALL who live here

Additional Seniors Aging in Place Needs provided by one respondent:

1. Encouragement of a business like PeaPod that allows groceries to be ordered on line, and for a fee, that order is delivered and carried into your kitchen. In higher volume areas, that service fee varies according to how big a window of delivery times, from \$2.99 to \$6.99, the former being a 2-hour window, the latter being a 6-hour window in the evening.
2. Encouragement though grants for downtown businesses to invest in portable ramps that can be put out to help the physically challenged get into and out of their businesses.
3. A paid service or club activity of delivering and returning library books for people.
4. A paid service or club activity of helping people clean up their yards in the spring, including carting away old barbecues, doors or windows that have been replaced, damaged outdoor furniture, the Styrofoam packing removed from the recyclable cardboard cartons.
5. A club activity that takes recycling to the site on the designated days.
6. Walkway shoveling and sanding at people's homes.
7. A service to change ceiling light bulbs.
8. A grant and service to install sliding shelves in lower cabinets for those with older kitchens.
9. An annual club activity to wash windows and take down curtains for senior to wash, then replace them.

10. Encourage a developer to build condos or apartments that are bigger than motel room suites, with a bedroom and a study, en suite stackable washer/dryer, superintendent on call. The section 8 housing puts seniors in danger with the drug, alcohol and abuse situations surrounding them. Many could afford moderately rather than low-priced rentals because they don't feel as if they need to move into a closet.
11. The housing stock around town involves flights of stairs, lack of en suite laundry facilities, and all the problems of dealing with the walkways of the houses the need to vacate because they can't keep them clear.
12. Mail delivered right to the door in the winter in areas of town where that doesn't happen as normal delivery practice.
13. A grant to provide a service of changing doorknobs to handles where needed.
14. A grant to provide ramps or handrails where needed.

BLANK SURVEY

Note: the online survey printed out to a 30-page PDF. It is included in the PDF version of this document.



SURVEY
**Eastport Comprehensive Plan Update &
Age Friendly Community Action Plan**

1. Thanks for helping Eastport plan for its future!

The City of Eastport is jointly preparing an Update to the 2004 Comprehensive Plan and an Age Friendly Community Action Plan.

And we need your input!

First - Please note that your responses will be **CONFIDENTIAL**

Each adult in the town is encouraged to participate in the survey on an individual basis. Your answers will help us plan for the future in the usual Comprehensive Plan subject areas (services, infrastructure, natural resources, land use) and **ALSO** in ways that support and respect our aging population.

Staff support to this effort comes from the Washington County Council of Governments (WCCOG). WCCOG Executive Director Judy East and volunteers on the Comp Plan and Age Friendly Committee will be visiting the Senior Center and other residential settings for seniors to ask them the questions that follow using audience polling devices.

If you prefer a paper copy of the survey - please contact Judy East 454-0465.

However you respond - **PLEASE COMPLETE THE SURVEY BY NOVEMBER 18TH**

The Comprehensive Plan Update and Age Friendly Planning process is just getting underway. The Committee is meeting monthly for the next year. Meeting dates and draft chapters will be posted on the [Eastport CPU Update section of the web site](#) (note: link opens new window) of the Washington County Council of Governments. The draft plan should be ready for submission to the State in July of 2017 and for a public hearing in October of 2017.

First - some general demographics questions

1. I am

Male

Female

2. The home where I live:

- I own
- I rent
- Not applicable

3. My age is between (note - these are the same categories as the Census uses):

- 18-19
- 20-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80-89
- 90+

4. I live in Eastport:

- Year-Round
- Seasonally
- On occasional visits
- On regular visits
- Other (please specify)

5. Please describe your household:

- Live alone
- Live with spouse
- Live with child/children under 18
- Live with parent(s) or other older relative
- Other (please specify)

6. If you live alone, your nearest family lives:

- Not applicable - I do not live alone
- in the same city
- within a one hour drive
- more than an hour away
- in another state/country
- Other (please specify)

7. Number of people in your household?



SURVEY

Eastport Comprehensive Plan Update & Age Friendly Community Action Plan

2. Aging in the community of Eastport

Many questions in this survey are focused on what it is like to age in Eastport.

Please answer according to your own experience even if you are younger than 55.

You can skip questions that are specific to elders if you choose. There is space for comments if you feel the need to answer with elders you know in mind or how you envision aging in Eastport yourself.

8. How would you rate EASTPORT as a place for people to live as they age?

- Excellent
- Good
- Fair
- Poor

9. How important is it for you to remain in EASTPORT as you age?

- Extremely important
- Somewhat important
- Not at all important



SURVEY

Eastport Comprehensive Plan Update & Age Friendly Community Action Plan

3. Communication and Information

Staying connected with activities, resources, and people is key to optimal aging. In similar surveys, the central concern expressed by older people is for information about local activities and resources that is easy to find.

10. Is information about services and resources to support aging in place easy to find?

NOTE: link opens new window for definition of aging in place.

- Easy
- Sometimes easy
- Sometimes difficult
- Difficult

11. Is information about community events and local activities easy to find?

- Easy
- Sometimes easy
- Sometimes difficult
- Difficult
- Comments on how access to information could be improved:

12. How do you like to receive information about community services, news and events? Check all that apply.

Quoddy Tides Newspaper

Word of mouth

City website

e-mail

Newsletters

Facebook or other social media

Text message

Bangor Daily News

WHSD Radio

Culture Pass

Flyers

Community Bulletin Boards

Other (please specify)



SURVEY

Eastport Comprehensive Plan Update & Age Friendly Community Action Plan

4. Social Participation

Social participation—connecting with others who don't live in the same home with you--is associated with physical and cognitive health. People are more likely to participate in formal social opportunities when activities are well-publicized, events are affordable and offered in an accessible place, and transportation alternatives are available.

13. Which of the following are available/do you use or attend in EASTPORT?

	Available, I use	Available, I don't use	Not available, I wish it was	Not available, not important
Activities that offer senior discounts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Information about social & cultural activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Information about recreational opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opportunities to volunteer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Meals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social or Hobby Clubs (e.g. book club, gardening, craft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Senior Center activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social activities in local churches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other activities?

14. If you would like to socialize more, what prevents you (check all that apply)?

- Mobility issues or health
- Events are scheduled at times when I am not available
- Too costly
- No one to go with me
- Find out too late
- Not much to do here
- Lack of transportation
- Not applicable
- Sidewalks lacking or in poor condition

Other (please specify)



SURVEY

Eastport Comprehensive Plan Update & Age Friendly Community Action Plan

5. Housing

Safe and affordable housing promotes the well-being of residents of all ages. Information about home modification and the availability of housing options for people at all income levels are key to encouraging older residents to age comfortably and safely in the house and community of their choice.

15. What kind of housing do you currently occupy?

- Single-family dwelling
- Apartment
- Nursing Home
- Assisted living facility
- Mobile home
- Subsidized housing
- Extended family
- Homeless
- Other (please specify)

16. If you were to move during the next few years, would the following factors impact your decision to move?

	Yes	No	Not sure
Looking for a smaller or more accessible home	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To live near friends or family	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expense of your current home (e.g. property tax, maintenance) is too high	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To be near specialty medical care and conveniences (e.g. shopping, library, church)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Need public transportation or other transportation options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Want public transportation or other transportation options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For an offer of employment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To look for employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For education	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Prefer a different climate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

17. People sometimes make modifications to their home to allow them to stay there as they age. Would any of the following improvements to your home enable you to stay there?

- Easier access into or within your home such as a ramp or wider doorways
- Putting a bedroom, bathroom, or kitchen on the first floor
- Installing modifications such as grab bars, handrails, or non-slip tiles
- Improving indoor or outdoor lighting
- Installing a medical emergency response system
- More affordable energy costs
- Not applicable

Other (please specify)

18. Please indicate the availability/affordability of each of the following in EASTPORT

	Available & affordable	Available but not affordable for me	Not available, I wish it was	Limited availability
Home repair contractors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seasonal services such as lawn work or snow removal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Housing options (eg. retirement communities, assisted living, congregate housing)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments?



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6. ONE THIRD OF THE WAY THERE!

KEEP GOING - THIS IS VERY HELPFUL!!



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7. Respect and Social Inclusion

The lack of contact between generations and ignorance about aging are two reasons why stereotypes that exclude older people from full participation in the community continue. Aging adults who feel welcomed and respected for their contribution are more likely to remain actively engaged in the economic, social and civic life of the community than those who do not feel included.

19. For those OVER 55 years of age (skip down 3 questions if you are UNDER 55)

Do you feel valued as an older resident of EASTPORT?

- Yes
- Most of the time
- Not usually
- No
- Never thought about it before

20. For those OVER 55 years of age (skip down 2 questions if you are UNDER 55)

Do you feel there is general awareness of the contributions of older residents in Eastport?

- Yes
- Most of the time
- Not usually
- No
- Never thought about it before

21. For those OVER 55 years of age (skip down 1 question if you are UNDER 55)

Do you feel that the city of Eastport wants to encourage older residents to remain in Eastport as they age?

- Yes
- No

22. For those UNDER 55 years of age

Do you feel valued as a younger resident of Eastport?

- Yes
- Most of the time
- Not usually
- No
- Never thought about it before

23. For those UNDER 55 years of age

Do you feel there is general awareness of the contribution of younger residents in Eastport?

- Yes
- Most of the time
- Not usually
- No
- Never thought about it before

24. For those UNDER 55 years of age

Do you feel that the city of Eastport wants to encourage younger residents to remain in Eastport?

- Yes
- No
- Never thought about it before



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8. Civic Participation and Employment

Older people do not stop contributing to their communities when they turn 65 or 85 or 105. An age-friendly community provides opportunities for residents who want to or need to work past traditional retirement age. Age-friendly communities encourage people of all ages to participate in volunteer work and in the political process.

25. What is your employment status? Check all that apply.

- Employed, full time
- Employed, part time
- Self-employed / Run my own business
- Unemployed, looking for work
- Unemployed, unable to work
- Retired
- Other (please specify)

26. On average, how many hours each week do you spend in formal and informal volunteer activities (rounded to the nearest hour)?

- 0
- 1-2
- 3-4
- 5-6
- 7-8
- more than 8

27. Tell us about the importance of volunteering and some reasons that keep you from doing so. Is volunteering important to you? Check all that apply.

- Yes, and I do volunteer in local government activities
- Yes, and I do volunteer in community organizations
- Yes, but my work and family require too much of my time
- Yes, but not enough people volunteer and the work falls on the shoulders of too few; that discourages me at times
- Yes, I would do more but I don't know how to get involved
- Yes, but I don't feel welcome
- Yes, but strong personalities are allowed to dominate so I bow out
- Yes, but the meetings are during the evenings and I am too tired
- Yes, but the meetings are during the day and I work
- Yes, but I need help with transportation to participate
- No, I have done my time and it is time for others to step up
- No, I prefer to let others do it
- No, I prefer to keep to myself
- Comments on this one?



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9. Transportation

Transportation, from affordable and accessible public transportation to volunteer door-to-door and door-through-door transportation services, is key to the ability of people to age in place safely and independently. The transportation options available reflect community values—what people want for public transportation—and community capacity.

28. Please describe your level of mobility (your ability to walk and get around)

- I can easily walk unassisted
- I use a cane or walker when walking
- I sometimes use a cane or walker when walking
- I walk unassisted but with difficulty
- I use a wheelchair

29. Please tell us how you usually travel **WITHIN EASTPORT**. Check all that apply.

- Personal vehicle
- Friends/family
- Volunteer driver program
- Walking
- Paid/private transportation
- Bicycle
- Other (please specify)

30. Which of these factors impact your ability to travel to services **WITHIN** the city of EASTPORT. Only rate those factors that are relevant to your situation.

	Yes	No	Not applicable
Knowing someone who can offer a ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of transportation (convenience of services/times)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Physical limitations or the need to transport a wheelchair or other equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Winter sidewalk clearing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking surfaces / sidewalk quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distance to services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic speed and safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downtown angle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weather conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Darkness/inadequate street lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having a valid driver's license/being able to drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessible parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

31. Please tell us how you usually travel **OUTSIDE OF EASTPORT**. Check all that apply.

- Personal vehicle
- Friends/family
- Volunteer driver program
- Walking
- Public transportation
- Bicycle
- Paid/private transportation
- Other (please specify)

32. Which of these factors impact your ability to travel to services **OUTSIDE** of the city of **EASTPORT**. Only rate those factors that are relevant to your situation.

	Yes	No	Not applicable
Knowing someone who can offer a ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of transportation (convenience of services/times)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Physical limitations or the need to transport a wheelchair or other equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weather conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Darkness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having a valid driver's license/being able to drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessible parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

33. How many times per month do you go OUTSIDE of the city of EASTPORT?

	0	1-2	3-4	5-10	10-20	21 and over
To specialty medical appointments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For a walk or to a group exercise program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For errands (e.g. banking or shopping)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To socialize (e.g. visit relatives or friends, play cards, attend a book club)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To volunteer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For employment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)



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10. TRANSPORTATION AND ROAD MAINTENANCE

34. How do you rank the roads in Eastport with respect to WINTER MAINTENANCE:

- Good/acceptable
- Neutral/occasional problems
- Poor/frequent problems
- No opinion

Comments - please be specific in identifying problems and recommending solutions

35. How do you rank the roads in Eastport with respect to SUMMER MAINTENANCE:

- Good/acceptable
- Neutral/occasional problems
- Poor/frequent problems
- No opinion

Comments – please be specific in identifying problems and recommending solutions

36. How do you rank the roads in Eastport with respect to BIKE AND PEDESTRIAN SAFETY:

- Good/acceptable
- Neutral/occasional problems
- Poor/frequent problems
- No opinion

Comments – please be specific in identifying problems and recommending solutions



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11. Community Support and Health Services

Access to health care and services to support aging in place is key for the health and well-being of older residents. Knowing how and where to find needed resources before they are needed is an essential part of preparing for the time when you – or a friend – may need those services.

37. Place a check beside the resources you use when you or a friend or family member need information about a service? Check all that apply.

- AARP
- Senior Center
- My Church
- Peavey Memorial
- My Doctor nor Health Care Provider
- Internet
- New to You Thrift Shop
- GEECA - Greater Eastport Ecumenical Churches Association (food vouchers, Labor of Love Food Pantry)
- Eastern Area Agency on Aging
- My Family and Friends
- Washington Hancock Community Agency
- Eastport City Hall/City Rooms
- Phone Book
- Salvation Army (food vouchers)
- Press/Media (newspaper, radio)
- Pharmacy
- City website
- Other (please specify)

38. How likely do you think it is that you will **NEED** the following services in the next five years?

	Very Likely	Somewhat Likely	Not Likely
Personal Care at Home	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Housecleaning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caregiver Support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wellness/Fitness Classes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Home maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Home delivered meals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety checks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Library Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

39. How likely is it that you will **PROVIDE** the following services to an elder in your life in the next five years?

	Very Likely	Somewhat Likely	Not Likely
Personal Care at Home	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Housecleaning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caregiver Support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wellness/Fitness Classes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Home maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Home delivered meals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety checks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Library Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

40. How likely are you to VOLUNTEER to help community members to age-in-place with the following things?

	Very likely	Somewhat likely	Would need some coaching and introductions	Not likely
Deliver meals on wheels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visit and listen to stories, play cards, drink tea etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Do safety checks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Give a caregiver a break	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Do some basic housecleaning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shovel snow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive someone to church, a community supper, a wellness class, to vote etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deliver a book or return a movie	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Help with computer access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Thoughts here? Other volunteer needs? Ways to help?



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12. ECONOMIC GROWTH

41. What actions should the city of Eastport adopt to encourage businesses to locate in Eastport?

	Strongly agree	Agree	No opinion	Disagree	Strongly disagree
Hiring economic development staff	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Contract with economic development assistance when needed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote telecommuting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seek out and encourage light industry to locate here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support commercial fishing access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cooperate with regional economic efforts in Calais and Baileyville	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cooperate with regional economic efforts in Machias and Lubec	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in broadband infrastructure through seeking of grants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in broadband infrastructure through issuance of municipal bonds or other debt	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have other ideas or comments?



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13. YOU ARE ALMOST DONE!!

THANKS FOR HANGING IN THERE - WE REALLY VALUE YOUR TIME AND INPUT

ONLY A FEW MORE QUESTIONS TO GO!



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14. INVESTMENT IN PUBLIC SERVICES

42. There is never enough \$\$\$ - right? Please tell us how you would prioritize the following investments.

	Urgent, within 2 years	Needed within 2-5 years	Desirable within 5-10 years	Not a priority	No opinion
Invest in fast growing trees to improve appearance of downtown and residential areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Analyze use of town-owned property for sale or public purposes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in municipal facilities at existing water accesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in additional public access points to the shore	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in additional recreation facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in school improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Prioritize housing rehabilitation efforts to encourage energy efficiency (after essential health & safety needs)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

please comment and be specific if you answer these questions as urgent, needed or desirable



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15. LAST PAGE!!!

ADDITIONAL COMMENTS ARE ALWAYS HELPFUL

43. What are the things about the city of Eastport that you like and would preserve?

44. What are the things about the city of Eastport that you would like to see changed?

45. Describe how you see the city of Eastport of the year 2030.



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16. THANK YOU!

Thank you for completing the online survey. We appreciate your time.

Results will be compiled in the coming weeks and contribute to the Comprehensive Plan Update and the Age Friendly Community Action Plan for the city of Eastport.

Be sure to click DONE so we capture your answers.

APPENDIX 2 - STATE POLICIES

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 in the Implementation 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.