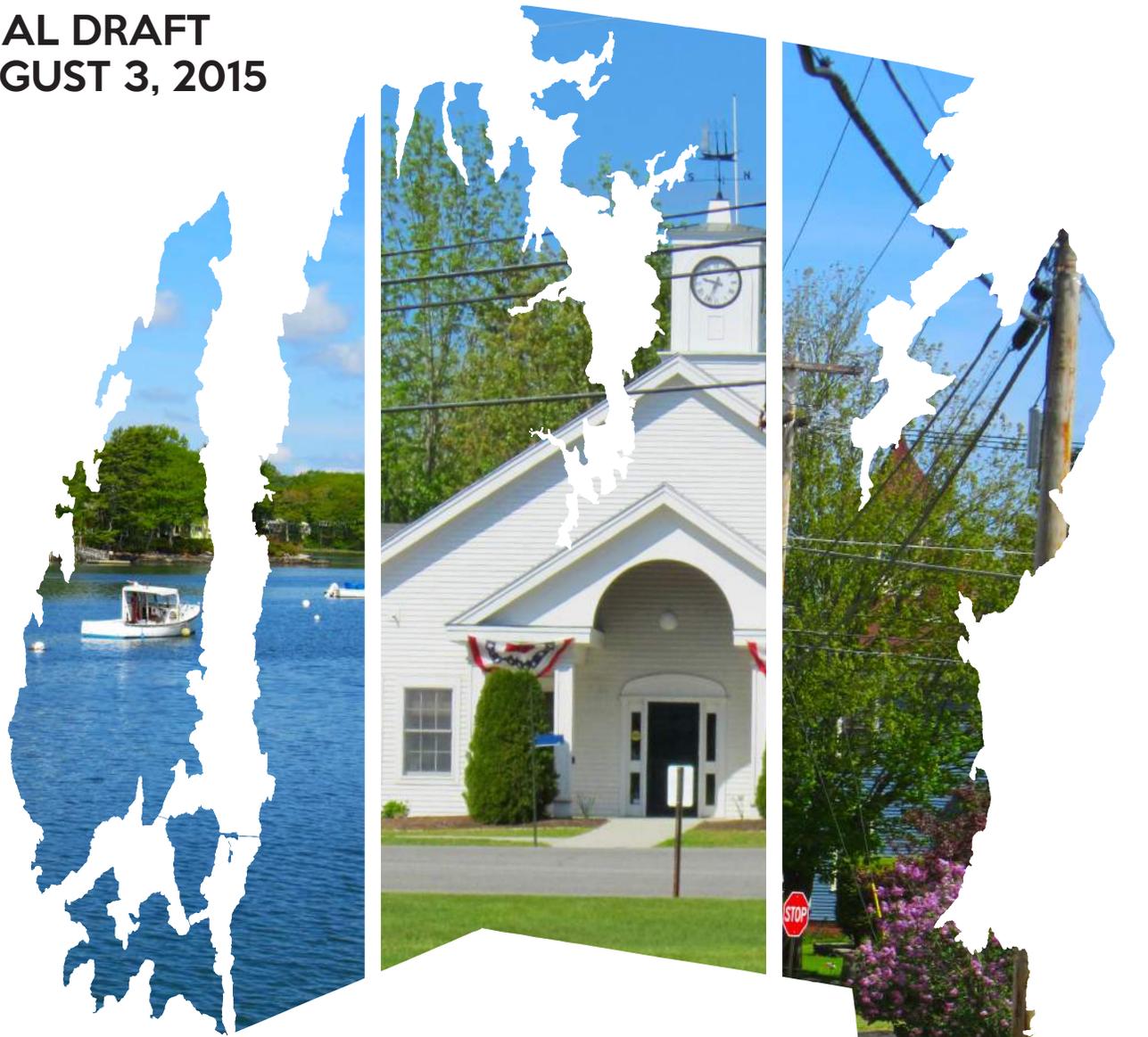


FINAL DRAFT  
AUGUST 3, 2015



TOWN OF  
**BOOTHBAY, ME**  
COMPREHENSIVE  
**PLAN**  
**2015**

# TOWN OF BOOTHBAY, MAINE

## Comprehensive Plan 2015

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August 3, 2015

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## INTRODUCTION

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The Town's current comprehensive plan was adopted in 1989 following a period of somewhat rapid development and change in the community. The Town has used the 1989 plan as the basis for its zoning for almost 25 years. The passage of time and changes in the Town and the Boothbay region have made much of the plan out-of-date and a less than useful guide in managing the future of Boothbay. Therefore the Town has prepared this update of the Comprehensive Plan to serve as a guide for the decisions the Town must make about growth, development, redevelopment, and change over the coming decade. The 2015 Plan is a complete review of the issues facing our community and addresses emerging issues as well as providing a fresh look at ongoing issues.

The 2015 Plan is divided into three parts. **Section A** presents background information. Chapter 1 summarizes the key elements of the 1989 Plan and outlines some recent planning activities that impact the Town of Boothbay. Chapter 2 contains a detailed profile of the past nine plus years of residential and non-residential development activity in Boothbay. Chapter 3 offers summaries of the Plan's inventory sections. Full versions of the inventories are contained in Appendix I.

**Section B** of the Plan lays out the Comprehensive Plan's vision, goals, and recommendations. Chapter 4 sets out the community's Vision for its future – what we want our town to be in ten or so years. Chapter 5 presents goals and objectives for addressing issues facing the community related to all plan elements aside from land use. Chapter 6 contains goals and objectives for land use, including a Future Land Use Plan and a vision and detailed summaries of preferred use and development patterns for each land use designation identified in the Future Land Use Plan.

**Section C** lays out the actions needed to achieve the goals and objectives proposed in Section B. Chapter 7 addresses how Boothbay should coordinate its planning activities with neighboring municipalities and regional organizations. Chapter 8 sets out a detailed program for carrying out the various strategies, and assigns responsibility for the implementation of each strategy to a particular department, board, or agency. Chapter 9 identifies the capital investments needed to both support future growth and development and to enhance the community's quality of life.

The appendices to the Plan include the full inventories for the various Plan elements, the Town's capital spending plan, and a summary of public participation in the development of the Plan over the two-year update process.

The Comprehensive Plan is intended to conform to the requirements of the State's Growth Management Law for comprehensive plans. The state has established guidelines for comprehensive plans to guide communities in the development of local plans. The guidelines call for the plan to be developed through the active participation of the community. They layout the recommended contents of a plan including inventories of a wide range of factors about the community, goal and policies to address these various topics, a Future Land Use Plan to manage the anticipated growth and development in the community, and an implementation strategy setting out how the proposals will be carried out along with consideration of regional concerns and the capital spending necessary to implement the plan. The Table of Contents for this Plan reflects these requirements.

While state approval of the Town's Comprehensive Plan is not required, there is a process for the voluntary review of the plan by the state. If the Town's plan is found to be consistent with the state guidelines, there can be benefits for the Town including preferential treatment for some state grant programs. In addition, as provided by state law, the Comprehensive Plan, when adopted by Town Meeting, serves as the basis for updating the Town's zoning and land use regulations.

# Section A

## **Background Information**

## CHAPTER 1: PAST PLANNING ACTIVITIES

---

The Town's major planning document is the Comprehensive Plan that was prepared in the late 1980s. Since the preparation of the 1989 Plan, the Town has had limited involvement in town-wide planning activities. In 2002, a consultant prepared a study of the Route 27 corridor through Edgecomb, Boothbay, and Boothbay Harbor. Recently there have been some transportation studies done by the Lincoln County planning office that include recommendations relative to the Town. The Lincoln County Regional Planning Commission and the Maine Geological Survey completed the Lincoln County Sea Level Rise – Coastal Hazard Study. The following sections provide brief overviews of these plans and studies. In addition, the Boothbay Region Water District, an independent public utility that serves the Town, has developed a master plan for its facilities.

### A. 1989 Comprehensive Plan

The Town's 1989 Comprehensive Plan was developed by a volunteer Comprehensive Plan Committee. The plan is a mix of long-range planning considerations and very specific ordinance type proposals. As part of the planning process, the Committee conducted a survey of both year-round and seasonal residents with a very high rate of participation (a total of 651 surveys were completed with about 60% from year-round residents and 40% from seasonal residents). The results from the survey are included in the plan. The plan includes the following conclusions from the community survey:

*"There is a remarkable degree of unanimity (lack of controversy) in the public opinion expressed in the survey. Both residents and non-residents felt strongly that the town should protect the groundwater from contamination (the most strongly held opinion)."*

*"Residents felt strongly (ranked third) that at least some portion of the shore land should be preserved for marine-related activities, whereas non-residents also agreed . . ."*

*"Non-residents were much more strongly in favor of protecting residential areas from non-residential development . . ."*

*"The controversial issue was whether or not the town should promote new tourist facilities. Opinion among residents was mixed, but the average opinion was negative, whereas among non-residents, the average opinion was positive."*

The survey also included questions about water supply. Respondents who reported getting their water from drilled wells were asked a series of additional questions. Here are a few highlights from the results:

- Just under half (323 respondents) reported getting their water from a drilled well
- Of the people with a drilled well, just over 5% reported it had gone dry, primarily in

July and August

- Almost 7% reported that they had had a well turn salty but this was spread over a 30 year period

The 1989 Comprehensive Plan included a set of Community Land Use Goals. These goals were established “to guide the Town in the development of its Comprehensive Plan.” The following are the highlights of those goals (see Pages 89-90 in the Plan for the full language). For each goal, the Plan lays out approaches for achieving that goal.

A. **Small Town Character** – As the community grows, the Town should assure that the small town, rural character of Boothbay is maintained.

B. **Residential Uses** – The Town should manage residential development in the community to assure that it is a positive addition to the community and is in keeping with the rural character of the community.

C. **Marine Related Activities** – As change occurs in Boothbay, the Town should promote the retention of traditional marine related activities such as fishing, shell fishing, boat building, and marine supply and service.

D. **Commercial and Industrial** – The Town should allow the retention, expansion and creation of small scale commercial/industrial enterprises which would provide year round employment opportunities for local people.

E. **Groundwater Protection** – As growth occurs, the Town should assure that both the quality and quantity of groundwater are protected to assure adequate future water supplies.

F. **Environmental Protection** – The Town should preserve the quality of life and Boothbay’s environment.

The Plan includes a review of various land use management techniques and their applicability to Boothbay. It also includes recommendations for the following

- Ordinance administration including the appointment of a Code Enforcement Officer
- General standards dealing with zoning interpretations and non-conformance
- Allowed uses in various zoning districts
- Regulation of residential uses including density, open space preservation, quality of development, conversion of seasonal property, homes on under-sized lots, large-scale uses, mobile homes, and grandfathered lots
- Development standards for the various residential zones including the General Residential District and Special Residential District
- The establishment of commercial/industrial zones including a commercial-industrial corridor along Route 27 including detailed provisions for site plan review
- The management of shore lands including the creation of a Shoreland Protection District and a Resource Protection District
- The treatment of conditional uses
- Provisions for cluster development
- Standards for the approval of subdivisions

The current Comprehensive Plan Committee reviewed the 1989 Comprehensive Plan. As a result of that review, the Committee made the following general observations about the 1989 Plan:

1. In general, the goals and policies are dated and many things have changed over the past twenty-five years. Some of the areas have been addressed (Code Enforcement, Fire Department facility, police protection, island protection, etc.).
2. Some of the recommendations are too specific for a comprehensive plan and are essentially ordinance language.
3. Some of the recommendations are too “conditional” and do not really provide solid direction for what the Town should do.
4. Many of the recommendations are vague and don’t provide much direction – they were characterized as “white noise”.
5. The general sense from the review is that the recommendations of the 1989 Plan provide little direct guidance that should be carried over into discussions of the new plan.

At the same time, the review of the 1989 Comprehensive Plan identified a number of specific topics or issues that need to be considered in the new comprehensive plan. The following is a summary of those topics/issues:

1. The issue of residential lot sizes is a key area that needs to be addressed. The plan needs to balance environmental considerations (groundwater protection, shoreland, etc.) with housing affordability.
2. Related to 1 is the question of whether any type of cluster or open space subdivision provisions makes sense to include in the new plan.
3. The whole area of water supply – public and groundwater – is an area on which the plan needs to focus. This includes supply for the public system, protection of the current sources, and protection of groundwater quality and quantity.
4. The shoreland zoning requirements with respect to standards such as setbacks vis-à-vis the state minimums needs attention.
5. Land preservation/open space is an important concern but looking at private vs. public involvement might be useful.

6. While there are limited historic properties in the town, looking at the overall question of how we keep the visual environment attractive is important. Maintaining a New England village character is an issue.

7. Education is a priority!

8. Management of the harbors is an issue but the Port Committee and Harbormaster are dealing with these issues.

9. As noted in 1 and 2, balancing residential development and the quality of life and environmental protection is a major topic that overlaps many of the other topics (groundwater protection, aging population, education, open space, etc.)

10. Related to this is increasing the diversity of housing available in the community.

11. Home occupations and what is or is not appropriate is an issue that the plan needs to address from a policy perspective.

12. Commercial growth that is appropriate for Boothbay is a key issue – this includes the treatment of and vision for the Route 27 corridor and the expansion of job opportunities in the community.

13. Licensed overboard discharges are a concern that needs to be addressed.

14. The management of seasonal conversions also needs to be addressed.

## **B. State Route 27 Corridor Study (2002)**

In 2002, Milone & MacBroom prepared a study of the Route 27 corridor through Edgecomb, Boothbay, and Boothbay Harbor. The study analyzed the existing conditions in the corridor, explored alternative treatments for various areas of the corridor, and made recommendations for land use strategies, general corridor improvements, and specific transportation improvements. Within the Town of Boothbay, the study focused on two areas, the Railway Village area and the Common. The study also reviewed the Town's land use regulations and found two areas in which the ordinances are lacking; parking requirements and site development standards. The study also explored possibilities for improved bicycle facilities including off-road trails.

The study includes a series of land use recommendations including locating parking behind the front wall of the building, limiting curb cuts and encouraging shared access, revising parking requirements, upgrading stormwater management requirements, enhancing landscaping and streetscape requirements, providing pedestrian amenities, requiring better plans for development proposals, and improving the regulation of signs in the corridor.

In terms of transportation improvements, the study recommends traffic patterns in the vicinity of the Commons be revised. The recommendations include constructing a roundabout at Back River Road, realigning Back River Road and Corey Lane, converting Common Drive to a one-way street, installing sidewalks and pedestrian crossings, and realigning the Chapel Street intersection.

### **C. Midcoast Route 27 Corridor Management Plan (2012)**

In 2012, the Lincoln County Regional Planning Commission prepared a management plan for the Midcoast Route 27 Corridor. This plan has been endorsed by the Boothbay Board of Selectmen. The Plan makes a number of recommendations to improve mobility and safety in the Route 27 corridor within the Town of Boothbay. These recommendations include:

- Modifying Common Drive to make it one-way and adding sidewalks and angled parking
- Conducting a traffic study of Boothbay Center from the Clipper Mart to the southerly end of Common Drive
- Adding turning lanes at Industrial Road, Hardwick Road, and River Road
- Adding roadside landscaping
- Realigning, regrading and improving sight distance at the Hardwick Road intersection
- Improving sight distance at Industrial Road
- Reducing the width of the access at Dave's AG (now T&D Variety)
- Widening the pavement for bike and pedestrian use from Boothbay Common to Hardwick Road
- Realigning and improving the safety at both Adams Pond Road intersections

These recommendations should be included in the updated comprehensive plan where appropriate.

### **D. Boothbay-Boothbay Harbor Bicycle-Pedestrian Plan (2012)**

In 2012, the Boothbay-Boothbay Harbor Bicycle-Pedestrian Committee prepared a bike/ped plan for the two communities with assistance from Robert Faunce, the Lincoln County Planner. This plan was endorsed by the Boothbay Board of Selectmen. The Plan makes a number of recommendations for improvements in the Town of Boothbay. These include:

- Extending the sidewalk along Route 27 from the YMCA to Boothbay Common
- Constructing paved shoulders on the portions of Route 96 between Route 27 and East Boothbay that do not currently have paved shoulders
- Constructing paved shoulders where possible and providing improved signage on Route 96 between East Boothbay and Ocean Point
- Developing an off-road multiuse path for pedestrians and bicyclists between the

YMCA/school complex on Route 27 and the Coastal Maine Botanical Gardens

- Installing pedestrian improvements at the Boothbay Common intersection based upon a MeDOT traffic study and improvement plan for the entire Commons area
- Expanding the paved shoulder on Route 27 to a minimum of four feet from Boothbay Center to the Edgecomb town line

These recommendations should be included in the updated comprehensive plan where appropriate.

### **E. Lincoln County Sea Level Rise – Coastal Hazard Study (2013)**

The Lincoln County Regional Planning Commission and the Maine Geological Survey conducted the Lincoln County Sea Level Rise – Coastal Hazard Study. The purpose of the study was to determine the potential impacts of increasing sea level on the county's 450 miles of tidal shoreland. The study modeled the impacts of 10 different sea level rise scenarios ranging from 1 foot over highest annual tide (HAT) now experienced to 6 feet over HAT and scenarios considering the additional impacts with the historical "storm of record", the February 1987 storm which resulted in the highest *stillwater* levels along the Maine coast.

The study prepared a series of maps showing the areas of Boothbay (as well as other county coastal communities) that would be inundated under the various scenarios including the potential depths of inundation. The study identified two areas, portions of East Boothbay and the Samoset Trail area, as being most susceptible to possible inundation. The study also identifies the Town's public facilities, primarily roads, which would be impacted under the various scenarios of sea level rise.

The information from this study should be reviewed and used in the development of actions to address the possibility of future sea level rise.

## CHAPTER 2: PROFILE OF RECENT DEVELOPMENT

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This chapter provides an overview of development activity in the Town of Boothbay between 2005 and April 1 of 2014. This nine plus year period covers the timeframe in which the Town has accurate records of residential development activity from the assessor's database. The information on nonresidential development prior to 2011 is less reliable. Prior to 2005, the information on development is not reliable. The 2005 to 2014 period includes three phases of the economic cycle:

- **2005-2007** was the 3-year pre-recession period during which construction was very active in Boothbay and throughout the MidCoast
- **2008-2010** was 3-year period of the economic recession during which construction throughout Maine declined dramatically
- **2011-2014** was the 3+ year period during which construction started to rebound in some areas

### A. Amount of Residential Development 2005-2014

Over this period of 2005 to 2014, a total of 238 dwelling units were built in Boothbay. Most of these units were single-family homes but there were a few duplexes and one 4-unit condo project built during this period. Table 2-1 provides a year-by-year breakdown of the number of units built as well as the total assessed value and the average size of the units. In 2005 and 2006, 77 and 41 units were constructed respectively. These units added almost \$33 million to the Town's tax base. Construction dropped to a low of 4 new units in 2011. Interestingly, the average size of new dwelling units increased significantly through 2008 when the recession hit the housing market and has dropped since then.

Table 2-2 looks at the level of residential development based on the three 3-year periods discussed above. During the pre-recession period, Boothbay was seeing an average of almost 44 new units added per year. During the recession years of 2008-2010, the average dropped to about 21 new units per year although 2008 saw significantly more construction than the following two years possibly reflecting units that were in the pipeline as the housing market collapsed. Interestingly, Boothbay has seen very limited construction of new housing since 2011, except for 2012. The average for the 2011 to 2014 period has been only 13.5 units per year.

**Table 2-1 Yearly Residential Construction**

Year	Units Built	Total Value of Improvements (not land)	Total Square Feet Built (Living Area)	Avg. Sq. Ft per unit
2005	77	\$21,404,700	152,223	1,977
2006	41	\$11,271,500	80,817	1,971
2007	13	\$4,309,500	25,617	1,971
2008	27	\$8,534,500	60,232	2,231
2009	19	\$4,259,900	36,719	1,933
2010	16	\$3,791,300	26,757	1,672
2011	4	\$469,700	4,260	1,065
2012	27	\$5,680,200	44,795	1,659
2013	9	\$2,534,500	15,775	1,753
2014 (part)	5	\$636,400	6,724	1,345

**Table 2-2 Residential Construction by Periods**

Year	Units Built	Total Value of Improvements (not land)	Total Square Feet Built (Living Area)	Avg. Sq. Ft per unit
2005-2007	131	\$36,985,700	258,657	1,974
2008-2010	62	\$16,585,700	123,708	1,995
2011-2014	45	\$9,320,800	71,554	1,590

## **B. Pattern of Residential Development 2005-2014**

Figure 2-1 shows the location of the 238 new dwelling units constructed in Boothbay between 2005 and April 1, 2014 by the three 3-year time periods. Two things stand out when looking at this figure:

- Residential development was dispersed throughout the entire town with no significant concentrations of units in any one area.
- Most residential development appears to be occurring on a lot-by-lot basis or in small subdivisions with little, if any development is in larger subdivisions or other residential developments.

# Patterns of Residential Construction in Boothbay, 2005 to 2014

Source: Town of Boothbay, 2014  
Date: 1/29/2015

Year of Construction (Residential)  
Pre-Recession (2005-2007)  
Recession (2008-2010)  
Post-Recession (2011-2014)

- NOTES:**
- 2014 residential data represents construction to April 01, 2014
  - Each unit in a multi-unit construction projects are shown on the lot
  - Major renovations of existing properties are not included
  - Map-Lot R05-12 (5 Hillside Place) includes a 4-unit condo development, shown as 4 separate projects



Boothbay Parcels

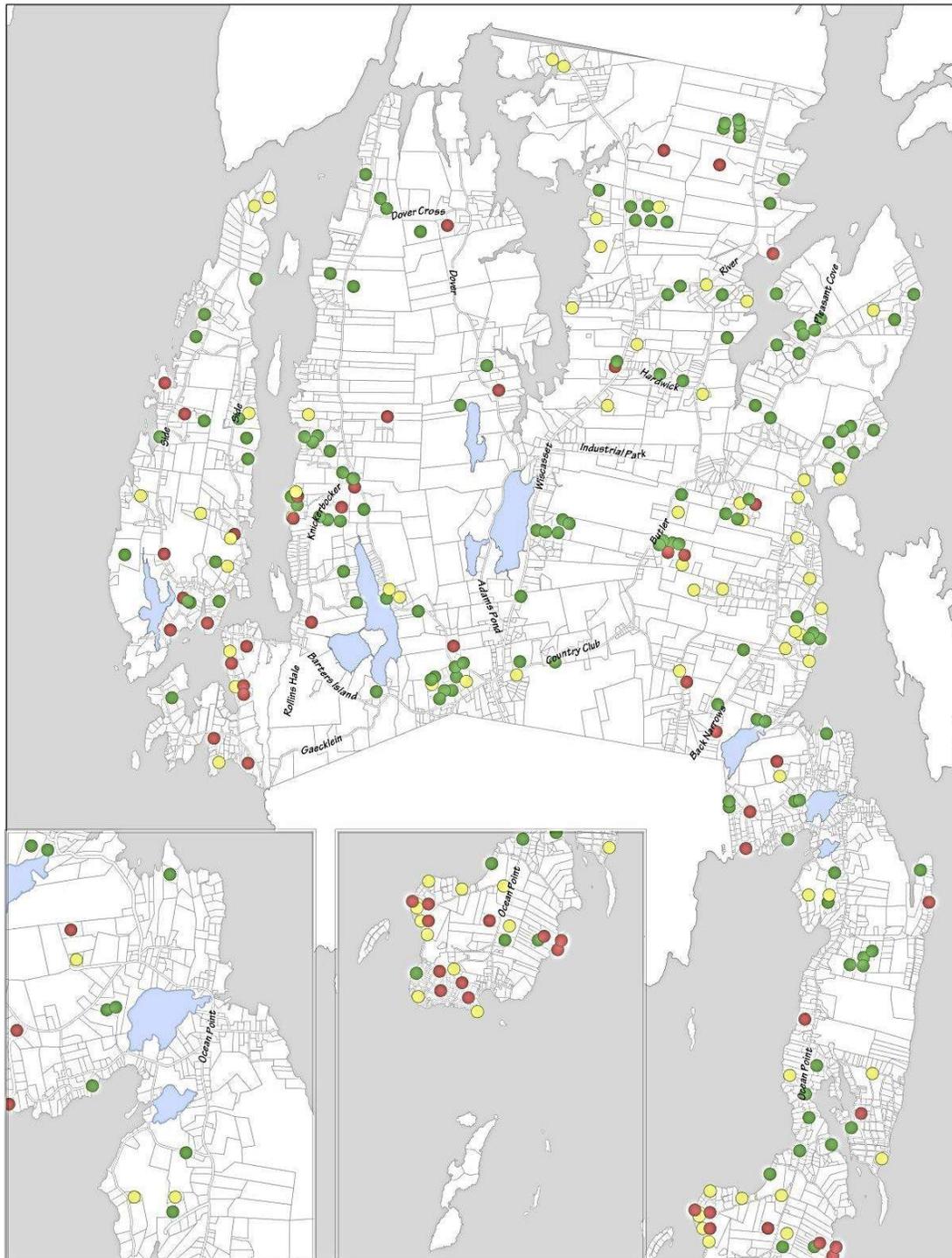


Figure 2-1

### C. Amount of Non-Residential Development 2005-2014

Tracking non-residential development in the community is more difficult. The Town has accurate information on recent development since 2011 but the information on non-residential activity prior to 2011 is less reliable. To provide some understanding of the type and level of recent non-residential development in Boothbay, the Town’s assessor reviewed the property files and identified the following non-residential development projects over the past nine years. Table 2-3 identifies those projects and provides basic information about each development based on the Assessor’s database.

**Table 2-3 Non-Residential Development 2005-2014**

LOCATION	DESCRIPTION	ZONE	ACRES	BUILDING AREA	VALUE (\$)	YEAR BUILT
<i><b>Taxable Projects</b></i>						
3 Builders Sq.	Commercial	C1	1.03	5,105 SF	\$ 353,500	2005
285 Wiscasset Rd.	Private Hospital	C1	5.00	4,590 SF	\$ 979,900	2007
58 Industrial Park Rd.	Commercial	GR	0.98	3,200 SF	\$ 118,100	2007
106 Industrial Park Rd.	Commercial	C2	1.31	3,600 SF	\$ 281,500	2007
7 Enterprise St.	Shipyards	MC/SZ	0.97	57,128 SF	\$ 2,954,400	2008
<i><b>Non-taxable Projects</b></i>						
6 Wendells Way	Water District	WRP/GR	16.00	660 SF	\$ 218,900	2006
132 Botanical Gardens Dr.	Literary/Scientific	GR/SZ	118.52	8,979 SF	\$ 3,717,900	2007
60 Bigelow Dr.	Scientific	BLCD/SZ	64	60,000 SF	\$32,000,000	2012

## CHAPTER 3: OVERVIEW OF UPDATED INVENTORIES

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Understanding the current situation in Boothbay with respect to both the natural and built environments is essential in planning for the future of the community. Similarly, understanding how the community has been changing over the past 10-20 years provides a context within which to consider the future of Boothbay. Appendix I contain thirteen inventories that look at various aspects of Boothbay ranging from the Town's demographic characteristics to its natural and marine resources to the Town's fiscal situation. The inventories are intended to provide a factual, objective look at the community to allow thoughtful decisions to be made about the future of Boothbay. This chapter provides a brief overview of each of those inventories and identifies issues and implications that need to be addressed in the goals and objectives of this plan.

### A. Population and Demographics

Between 1990 and 2010 the year-round population of Boothbay grew from 2,648 to 3,120 residents, an increase of 17.8 percent. According to recent Census estimates, the population has been stable since 2010. The growth in the Town's population was driven by the net in-migration of people into the community.

Over the past twenty-five years, the population of Boothbay has become significantly older. The median age increased from 38.1 years in 1990 to 51.7 years in 2010. The number of resident under 45 years of age dropped dramatically between 1990 and 2010 while the population over 45 increased dramatically with the 65+ population almost doubling during that twenty year period.

During this twenty-year period, the average household size dropped from 2.52 people in 1990 to 2.25 in 2010. Over 70% of Boothbay households now have only one or two members.

This pattern of an aging population driven by both the aging of the baby-boom generation and the in-migration of older households raises significant issues for the Town.

### B. Local Economy

The Boothbay economy has traditionally been based in its coastal location. Marine activities and tourism including summer colonies have been major components of the community's economy since the late 1800s. Today, the Town has a diversified economy driven by major employers such as the Bigelow Laboratory, Washburn and Doughty, and Hodgdon Yachts as well as numerous smaller businesses including a number of tourist-related enterprises, contractors, and manufactures. In 2011, the State reported 170 businesses in Boothbay with a total year-round average of approximately 750 employees.

Interestingly, Boothbay functions as both an employment center and as a bedroom community. According to the Census commuter data, in 2010 almost 70% of the people who reported working in Boothbay commuted into the community. Similarly, almost 80% of employed Boothbay residents reported working outside of Boothbay in 2010.

This pattern of residents leaving the community to work while most employees of Boothbay businesses commute into town suggests that there may be a need to expand the range of housing available in Boothbay as well as working to provide a broader range of employment opportunities in Boothbay.

### C. Land Use

The diversity of Boothbay is reflected in the land use inventory. Residential use accounts for the substantial majority of developed land in the Town according to the Town's assessment records. Over three quarters of the land area of the Town is classified by the Assessor as being in residential use. The balance is classified as non-residential with government, non-profit, educational, and healthcare uses accounting for more than half of the land classified as non-residential by the Assessor. This is a result of the large amount of land owned by the Boothbay Region Land Trust. There is little land in commercial forestry or agricultural use.

### D. Housing

The 2010 Census reported that there were 2,474 housing units in Boothbay as of 2010. Of these units, about 64% were identified as year-round units while 36% were classified as seasonal units. During the decade from 2000 to 2010, over 400 housing units were added to the community's housing stock. Of these additional units, about 40% were for seasonal use.

Most of the housing in Boothbay is owner-occupied; only 13% of units were reported to be renter occupied in the 2010 Census. Approximately 90% of the Town's housing units are in single-family homes while another 5% are mobile homes. In spite of the Town's long history, much of the community's housing is relatively new compared to many Maine towns with over 60% of Boothbay homes having been built after 1960.

Housing affordability is a concern in Boothbay. While home values dropped over the past decade due to the recession, median home values in Boothbay are high relative to many surrounding communities. The Maine State Housing Authority estimated that 55-60% of Boothbay households cannot afford median priced housing. Unlike some other Mid-Coast communities, there is no dedicated subsidized housing in Boothbay.

Housing is a key issue for the community. There is a limited supply of rental housing in Boothbay and home purchase prices are high compared to surrounding communities making it difficult for "working families" to live in Boothbay.

## E. Municipal Facilities

The Town's municipal facilities are generally in good condition and adequate to meet the Town's needs. The Fire Department's main facility, as well as its satellite station, are both in need of general maintenance. The Town should consider the possibility of energy efficiency improvements at all of its buildings.

## F. Recreation and Open Space

The Town has limited recreational facilities including the Town Common, Clifford Park and Playground, Shipbuilder's Park in East Boothbay, and the Knickerbocker Island recreation and swimming area. The Town is currently in the process of improving the Clifford Park facility.

There is a significant amount of protected open space and conservation land in the community as a result of the work of the Boothbay Region Land Trust and the Coastal Maine Botanical Garden. To date, the Town has not been actively involved in open space preservation but this is an issue the Town should address in the future.

## G. Infrastructure

Water supply in Boothbay is provided by a combination of private wells and the Boothbay Region Water District. It is estimated that approximately 80% of year-round housing units are served by private wells for at least a portion of the year. These well-water users are dependent on maintaining both the quality and quantity of the groundwater that supplies these wells. The water district relies on Adams Pond and Knickerbocker Lakes as its primary sources of supply. The District also retains the wells that formerly supplied the former East Boothbay Water District but these are not currently used as part of the District's regular water supply. The District provides year-round water service to the village center area, the Country Club Road area, and the East Boothbay village area. Seasonal service is provided to Ocean Point, much of the Route 27 corridor, Back River Road, and portions of Barter's Island. A major issue for the District is assuring the protection of the water quality of Adams Pond and Knickerbocker Lakes.

Most sewage disposal in Boothbay is handled through private sub-surface disposal systems (septic systems). The Boothbay Harbor Sewer District provides sewer service to a small area of Boothbay along Route 27 and in the vicinity of the Common and Country Club. Boothbay has the right to use 30,000 gallons per day of the District's capacity and currently uses about 10% of that amount. This provides the Town with the ability to expand the sewer service area to support commercial/industrial growth and/or higher density residential development in areas where public sewers can be extended. Paying for the extension of the sewer system is a major policy issue for Boothbay.

## H. Transportation

Routes 27 and 96 are the backbones of the Town's vehicular circulation system. Route 27 is the gateway to the entire Boothbay Region. It is functionally classified by the Maine Department of Transportation (MeDOT) as a minor arterial. The Midcoast Route 27 Corridor Study (see Chapter 1) included a number of recommendations for improving Route 27 including:

- Modifying Common Drive to make it one-way and adding sidewalks and angled parking
- Conducting a traffic study of Boothbay Center from the Clipper Mart to the southerly end of Common Drive
- Adding turning lanes at Industrial Road, Hardwick Road, and River Road
- Adding roadside landscaping
- Realigning, regarding and improving sight distance at the Hardwick Road intersection
- Improving sight distance at Industrial Road
- Reducing the width of the access at Dave's AG (now T&D Variety)
- Widening the pavement for bike and pedestrian use from Boothbay Common to Hardwick Road
- Realigning and improving the safety at both Adams Pond Road intersections

Route 96 is the connection to East Boothbay and Ocean Point. It is functionally classified as a collector by MeDOT. Other roads of significance include Country Club Road, Barter's Island Road and River Road which are classified as minor collectors.

The Town has a limited amount of sidewalks including areas around the Common and in East Boothbay Village. A plan to construct a sidewalk along Route 27 from the Y in Boothbay to the Commons and Clifford Park is moving forward. The 2012 Boothbay-Boothbay Harbor Bicycle-Pedestrian Plan identifies several priorities specific to Boothbay, including:

- The completion of paved shoulders on Route 96 between Route 27 and East Boothbay, where paved shoulders now mostly exist on the Boothbay Harbor portion but not on the Boothbay portion,
- Paved shoulders where possible on Route 96 between East Boothbay and Ocean Point, a prime destination regularly used by bicyclists and pedestrians,
- Off-road connections between the YMCA and the Botanical Gardens,
- Pedestrian improvements to the Boothbay Common intersection,
- Wider paved shoulders between Boothbay Center and Edgecomb and
- Paved shoulders on River Road.

Maintaining the ability of Routes 27 and 96 to safely and efficiently move traffic around and through Boothbay while minimizing the impact of these major routes on the character of the Town and its villages is a major issue facing the community. At the same time, providing

improved mobility for pedestrians and bicyclists is important to both the quality of life of residents and Boothbay's attractiveness as a tourist destination.

## **I. Historic and Archaeological Resources**

While Boothbay has a substantial inventory of older homes and buildings, only four properties are listed on the National Register of Historic Places. Additional survey work should be undertaken to better identify the Town's historic resources.

Boothbay has over a 100 documented archeological sites of potential historic importance. To date, only one of these, Fort Weber, has been placed on the National Register. Additional work should be done to document the Town's historic and pre-historic archeological resources.

## **J. Natural and Marine Resources**

The State's *Beginning with Habitat* (BwH) program provides basic information on the key natural and marine resources in Boothbay. The key freshwater resources identified are Adams Pond and Knickerbocker Lakes due to their role as supply for the Boothbay Regional Water District. Maintaining the quality of these two waterbodies is a key issue for the community (see Infrastructure for additional information).

The BwH program has identified high value plant and wildlife habitats in Boothbay. Species of special concern include the bald eagle, great blue heron, purple sandpiper and mountain sandwort. Two significant plant communities have been identified, a salt-hay salt marsh and a pocket swamp (forested wetland).

The Island Institute's 2005 program to identify coastal working waterfront access points in Maine found 32 access points in Boothbay of which 31 provide commercial fishing access. The Roberts Wharf property has been secured as permanent commercial access by the Boothbay Regional Land Trust using funding from the Working Waterfront Access Protection Program. Assuring continued coastal access for both commercial and recreational use continues to be a major issue for the community.

## **K. Fiscal**

The primary revenue source for the Town of Boothbay is the local property tax. This typically accounts for around 85-88% of the Town's revenues while vehicle excise taxes generate another 7% or so of the Town's revenues. Education costs are the major expenditure for the Town accounting for around 55-60% of expenditures while county tax is another 12% meaning that municipal operations account for approximately 25-30% of the budget.

The Town's tax rate has increased somewhat over the past five years as a result of reduced state aid and limited growth in the tax base. While the tax rate has increased, it is still lower than many nearby communities.

The Town has used Tax Increment Financing (TIF) for three economic development initiatives in the community, the Hodgdon Marine Development District, the Washburn and Doughty Development District, and the Commercial Area Development District. This has enabled the Town to retain the additional property taxes from investments in these districts rather than losing that revenue as a result of reduced school subsidy and higher county taxes.

Continuing to find creative ways to support economic growth in the community without burdening property tax payers will continue to be an important issue for the community.

## L. Education

Boothbay is part of the Boothbay-Boothbay Harbor Community School District. This district is part of Alternative organizational Structure 98 (AOS 98) that also includes Edgecomb, Southport, and Georgetown. Boothbay students attend the Boothbay Regional Elementary School and the Boothbay Region High School. In recent years, the district has seen its enrollment decline. The educational attainment of district students as measured by the NCLB report card is slightly above the statewide average.

## M. Energy and Sustainability

The Sustainability inventory identified four important issues in thinking about the future of Boothbay; the seasonality and aging of the population, water supply, the supply of electricity, and natural gas. It appears that based on the Census in 2000 compared to 2010 that the percentage of households being occupied year-round is decreasing at the same time that the Town's older population is growing rapidly. This changing character of the population could impact the ability of the region to support a full-service year-round community.

As discussed above, a significant share of the community is dependent on the Boothbay Region Water District and therefore Adams Pond and Knickerbocker Lakes for its year-round or seasonal water supply. Maintaining the quality of these sources is essential to the long-term sustainability of the community.

The Boothbay Region is served by a single electricity transmission line that approaches its capacity during peak summer use periods. The economic return on upgrading this facility is limited. Therefore, efforts to look at alternative energy sources such as the GridSolar Boothbay Pilot Project may offer a more viable approach to meeting the demand for increased electricity.

Natural gas is changing the economics of heating and energy generation in Maine. The lack of availability of natural gas on the peninsula may limit the types of business growth in the community especially with respect to energy intensive industries.

# Section B

## **Goals and Objectives**

## CHAPTER 4: COMMUNITY VISION

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A key element of the Town's Comprehensive Plan is the Community Vision. The Vision sets out a picture of what we want Boothbay to be in the future. The Vision is intended to establish an overall direction for the future of the community. The objectives and actions of the Plan provide the specific guidance for what the Town and larger community should be doing to move in the direction of the Vision.

The Comprehensive Plan Committee went through a systematic process to develop the following Vision for Boothbay in 2025. The committee brainstormed the ideas that they thought should be part of the vision. Based on those ideas, the committee developed a draft of a community vision that was reworked and refined. In July of 2013, the committee held a community forum that was attended by about 45 residents. At the forum, the participants reviewed and critiqued the draft of the vision and provided the committee with substantial feedback. Based on that input, the committee substantially revised the vision for the future of our community. Here is the vision for Boothbay in 2025 that resulted from these efforts.

### Our Vision for Boothbay in 2025

*Boothbay is an integral part of the Boothbay Region*, a group of separate communities that work together to develop and advance a shared vision for the region. While each of the various communities retains its own character, the four municipalities on the peninsula, together with the adjacent Route One towns collaborate with a goal of coordinated growth and development and shared-services.

*Boothbay continues to be a true coastal Maine community* that maintains its character by encouraging activities traditional to the Boothbay region as well as well-managed new development. Route 27 remains an attractive, safe, rural gateway to the community. We welcome growth and development and require that it be in keeping with the traditional character of Boothbay. Growth is balanced with the capacity of the natural resources to support additional development. Our local infrastructure supports development in designated areas of the community while our development regulations balance protection of the character and environment of our community with the desire for sustainable growth. These regulations are clear and understandable and foster development that is a long-term asset to the community.

*Boothbay is a diverse community socially, demographically, and economically.* The Town welcomes people of all ages and from all walks of life. We are both a year-round and seasonal community in which people work in a variety of occupations and industries.

To encourage this diversity, the community offers a range of housing both in terms of price and type including housing that is attractive to younger families. Our spectacular natural resources are an integral part of the community's economy and attract both residents and visitors to our community. Growing economic opportunities make it possible for more people to live and work in Boothbay. The Town works in partnership with businesses and non-profit organizations to support sustainable economic growth in the community and the Boothbay Region.

*The Boothbay school system is a vibrant, innovative environment* that allows all students to learn at the peak of their abilities. The schools inspire their students to excel and work to foster a relevant and meaningful education including vocational and experiential opportunities for all students.

*Boothbay offers opportunities for a rewarding, engaging lifestyle.* Boothbay offers a wide range of cultural, recreational, and volunteer opportunities for residents and visitors. Cultural activities and the arts flourish making Boothbay and the Boothbay Region a "cultural destination". The existing neighborhoods within the Town, as well as other areas, have evolved as "villages" that may be accessed by a variety of modes of transportation. Paths for walking and biking and expanded public transit link these villages and destinations throughout the entire peninsula.

This is our vision for the future of Boothbay. The vision is not static and it is subject to updating and revision as circumstances warrant. The key is that the vision is developed by and reflects the people of the Boothbay community to guide cooperative and inclusive interaction between the public, and our elected officials and appointed boards and commissions.

## CHAPTER 5: COMMUNITY GOALS AND OBJECTIVES

The Comprehensive Plan is designed to be a guide in directing growth, development, and change in the Town of Boothbay over the coming decade and beyond. The objectives and actions set forth in this chapter address the issues facing the Town except for the area of land use. Chapter Six addresses the Town's land use goals and objectives.

For each issue area, this chapter establishes recommendations for the basic direction that the Town should achieve through its municipal programs, regulations, and expenditures. Local objectives and proposed actions to achieve those objectives are established for each of the areas covered in the Inventory and Analysis sections in the appendices. In some cases, actions are repeated or referenced since they apply to more than one objective or topic. Chapter 8, the Implementation Strategy, sets out the person, group, board, or committee that has the responsibility to see that each specific action is carried out. For each issue area, the relevant state goal or goals from the state's Growth Management Program that guides municipal comprehensive planning is included.

### A. Population and Demographics

Over the past twenty plus years, Boothbay has experienced steady growth in its year-round population from 2,648 residents in 1990 to 3,120 in 2010 (see Appendix A). The year-round population has been stable since 2010 and the Census 2013 estimate is 3,111 residents. This growth has been driven by in-migration into the community. During this period, the number of year-round households increased by almost a third while the size of the average household decreased by over 10% to 2.25 people per household. Over 70% of year-round households now include only one or two people. Since 1990, the number of young people under 25 in the community has dropped by almost 15% while those adults between 25 and 44 decreased by over 30%. At the same time, Boothbay saw major growth in its population aged 45-64 (75%) and 65 and over (90%). As a result, the median age of Boothbay residents increased from 38.1 years in 1990 to 51.7 years in 2010.

**State Goal:**           **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. (Growth Management Act)**

Pursuant to this goal, the Town of Boothbay's local objectives and related actions are:

#### *Objective A.1 Maintain the diversity of Boothbay's population*

Action A.1-1. Revise the land use regulations to allow the construction of multi-unit housing in designated areas at appropriate densities (see the Future Land use Plan in Chapter 6) to increase the range of housing available in the community.

Action A.1-2. Increase the number of good-quality; year-round jobs in the community and Boothbay Region (see the Local Economy section for the specific actions to accomplish this).

***Objective A.2 Increase the attractiveness of Boothbay as a place for younger people and households to live***

Action A.2-1. Revise the land use regulations to allow smaller lot sizes and higher densities for residential units in areas that are or can be served by both the public sewer system and the year-round water system, as well as in rural areas of the community.



Action A.2-2. Support the provision of recreational facilities and programs for children, families and adults (see Recreation and Open Space for additional details).

Action A.2-3. Support efforts by the Boothbay-Boothbay Harbor school system to provide a vibrant, innovative environment that allows all students to learn at the peak of their abilities and to continue to adopt innovative educational approaches (see the Education section for more details).

Action A.2-4. Increase the number of good-quality; year-round jobs in the community and Boothbay Region (see the Local Economy section for the specific actions to accomplish this).

***Objective A.3 Develop an accurate database of development in the community***

Action A.3-1. Establish an ongoing system for monitoring and reporting the type, scale and location of both residential and non-residential development and use activity to provide a sound base for future community decisions.

## B. Local Economy

Boothbay has a very diverse economy for a community of its size. According to data from the State of Maine, all Boothbay businesses taken together employ a year-round average of approximately 750 people with higher employment during the summer season. These jobs are spread across a number of industries including boat building, commercial fishing, marine



services, marine research, hospitality, construction, and support services for summer residents. Boothbay is both a job center and a “bedroom community”. Less than a third of the jobs in Boothbay are held by Boothbay residents with the rest filled by people who commute into town while approximately 80% of employed Boothbay residents commute out of the Town of Boothbay for work.

**State Goal:** To promote an economic climate that increases job opportunities and overall economic well-being. (Growth Management Act)

Pursuant to this goal, the Town of Boothbay’s local objectives and related actions are:

*Objective B.1 Create an environment that allows private businesses to increase the number of good-quality, year-round jobs in the community and larger region*



Action B.1-1. Review and revise the land use regulations as necessary to assure that there is an adequate supply of appropriately located and serviced land to accommodate commercial and industrial development (see the Future Land Use Plan in Chapter 6).

Action B.1-2. Cooperate with property owners, developers, and the water and sewer districts to provide year-round public water service and sewer service to new or expanded developments that will create new, good-quality, year-round jobs including seeking grants and other funding from outside sources.

Action B.1-3. Continue to use innovative financing approaches such as tax increment financing and impact fees to help pay for the cost of infrastructure improvements needed for new or expanded developments that will create new, good-quality, year-round jobs.

Action B.1-4. Actively participate with Boothbay Harbor and regional economic development organizations in regional programs to attract jobs to the region.

Action B.1-5. Explore creating a small business assistance program that would help growing businesses with financing and with locating in appropriate business districts.

***Objective B.2 Accommodate home occupations and home businesses while minimizing their impacts on neighboring properties***

Action B.2-1. Revise the land use regulations to clarify the treatment of low-intensity “home occupations” (currently called home occupations, homemaker/office) and more intensive “home businesses” (currently called home occupations, other) including establishing standards for each type of use, with clear, objective criteria. These criteria should be different for the two types of activities and should be tied to the scale of the business use and the nature or scope of the activity.

Action B.2-2. Revise the standards for low-intensity “home occupations” that are carried on entirely within a structure on a residential property and have little or no impacts on adjacent properties and allow this use in all areas of the community with a simple administrative review process.

Action B.2-3. Revise the standards for more intensive “home businesses” that include activities that are carried on outside of a structure on a residential property or that generate noise or commercial traffic or similar impacts. These uses should be allowed through a planning board review process in which the owner of the home business must demonstrate that it will meet standards with objective criteria for minimizing the impacts on the adjacent neighborhood including providing appropriate buffering and maintaining the visual character of the roadscape.

Action B.2-4. Explore creating a small business assistance program that would help growing businesses, including home businesses and home occupations, with financing and with locating in appropriate commercial/industrial districts when appropriate.

***Objective B.3 Promote traditional and emerging marine-related uses***



Action B.3-1. Maintain, improve and increase the public access points and facilities used by commercial fisherman, lobstermen, and other commercial marine interests as well as by recreational users.

Action B.3-2. Work with the Boothbay Region Land Trust to protect existing marine-related facilities and places of public access to the water as well as to provide new facilities and access points to assure their availability for future marine use by both commercial and recreational users.

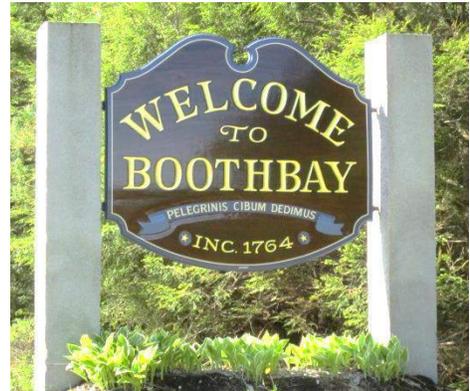
Action B.3-3. Review and revise the zoning requirements, if necessary, to assure that they do not create unreasonable barriers for the continuation of traditional marine uses including but not limited to the storage of floats, bait, traps and other fishing gear and the routine storage and maintenance of vessels.

Action B.3-4. Work with the Town of Boothbay Harbor to explore the creation of an off-shore Marine Enterprise Zone. This zone would be a designated area to facilitate the growth of aquaculture and other marine industries. The zone would be an area that is appropriate for these types of uses and that has minimal land-based conflicts. Within the zone, federal, state, and local approvals for these types of uses would be sought in advance to encourage private operators to establish commercial operations.

**Objective B.4 Support the continued economic health and evolution of the tourist industry**

Action B.4-1. Work with service providers and the other municipalities to assure that current and future Information Services (IT) including high-quality cell phone and high-speed Internet access are available throughout the peninsula.

Action B.4-2. Actively support efforts to increase the peninsula's attractiveness as a 21<sup>st</sup> Century tourist destination by upgrading pedestrian and bicycling facilities linking key destinations, providing alternative transportation and parking options, and accommodating natural resource and recreation-based tourist facilities.



Action B.4-3. Aggressively support efforts to improve vehicular access to the Boothbay peninsula by reducing the impact of the Wiscasset bottleneck. In addition to supporting efforts to improve traffic flow through/around Wiscasset, this should include supporting efforts to divert through traffic that does not have a Mid-Coast destination from the Route One corridor by encouraging the use of alternative routes such as I-295 and Route 3. This effort should include providing real time traffic information to motorists at key decision points such as Topsham/Brunswick and Belfast.

Action B.4-4. Improve traffic flow within the Boothbay peninsula including improving the traffic pattern in the vicinity of the Common and assuring accessibility for public safety and emergency services.

## C. Housing

Over the past twenty plus years, almost all of the new year-round housing units created in Boothbay have been new single-family homes or the conversion of seasonal units to year-round use. Housing has become less affordable which creates an economic barrier for people who work in Boothbay living here as well as for attracting/retaining young families who want to live in the community. Limited diversity in housing creates a barrier for older people who no longer want to, or cannot, maintain a home but who wish to remain in Boothbay and be a part of the community.

**State Goal: To encourage and promote affordable, decent housing opportunities for all Maine citizens. (Growth Management Act)**

Pursuant to this goal, the Town of Boothbay's local objectives and related actions are:

***Objective C.1 Create an environment in which the private sector can expand the range of housing opportunities available in Boothbay***

Action C.1-1. Revise the land use regulations to allow the construction of multi-unit housing in designated areas at appropriate densities (see the Future Land Use Plan in Chapter 6) to increase the range of housing available in the community.

Action C.1-2. Revise the land use regulations to allow smaller lot sizes and higher densities for residential units in designated areas that are or can be served by both the public sewer system and the year-round water system, as well as in rural areas, in accordance with the Future Land Use Plan (see Chapter 6).

***Objective C.2 Increase the supply of housing in the Boothbay Region that is affordable to people who work on the peninsula***

Action C.2-1. Provide leadership and encourage cooperation to develop a regional strategy that creates housing that is affordable to households that work in the region or have a modest income. This strategy should explore the full-range of options for addressing this issue ranging from new construction of various types of housing to better utilization of large, existing single-family homes. This strategy should assure that each municipality assumes the responsibility for meeting a share of the region's need for lower-cost housing in a way that is appropriate to that community.

## D. Municipal Facilities

The Town owns a number of municipal facilities including the town office, fire department facilities, parks and recreation areas, docks, boat launches, and other facilities. Generally the Town's facilities are in good condition and are adequate to meet current and anticipated future needs. All of these facilities require ongoing maintenance and some are reaching an age where they may require significant investment.

**State Goals:**        **To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. (Growth Management Act)**

**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. (Growth Management Act)**

Pursuant to these goals, the Town of Boothbay's local objectives and related actions are:

### ***Objective D.1 Maintain the Town's public buildings and facilities in good condition***

Action D.1-1. Plan for the regular maintenance and upgrading of Town buildings and other facilities such as playgrounds, boat launches, and docks as part of the Town's capital planning and budgeting process.

Action D.1-2. Establish a Town policy of exploring the potential for shared facilities, equipment, services, and personnel with other municipalities and agencies prior to undertaking any major investments.

### ***Objective D.2 Increase the energy efficiency of the Town's public buildings and facilities***



Action D.2-1. Undertake energy audits of all Town buildings and facilities and develop long-term improvement programs to increase each building's energy efficiency.

Action D.2-2. Plan for the implementation of the identified energy improvements as part of the Town's capital planning and budgeting process.

## E. Recreation and Open Space

A major asset of the community and the larger region is the area's outstanding natural and scenic environment. This environment is created, in part, by the large amount of protected open space, undeveloped land, and scenic views throughout the peninsula. Organizations such as the Boothbay Region Land Trust and the Coastal Maine Botanical Gardens as well as state agencies have acted to preserve this environment by protecting large tracts of land as open space and providing for the low-impact recreational use of these areas. The Town owns recreational facilities and some open land. In addition to its recreational, habitat, and scenic value, this protected open space and undeveloped land plays an important role in the recharge of the aquifers that serve as the sources of water for much of the community.

**State Goal:**           **To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters. (Growth Management Act)**

Pursuant to this goal, the Town of Boothbay's local objectives and related actions are:

### *Objective E.1 Develop a comprehensive Town policy on the protection of open space*



Action E.1-1. Develop a comprehensive open space plan for the community that evaluates the potential for expanding protected open space in the Town as a means for addressing the municipality's objectives. This plan should assess the value of open space for a range of benefits including recreational use, retention of scenic views, wildlife habitat protection, protection of groundwater quality and quantity, protection of the quality of surface waters including Adams Pond and Knickerbocker Lakes, and municipal parks. The open space plan should ideally be coordinated with the plans of the Boothbay Region Land Trust, the Boothbay Region Water District, other conservation organizations, other peninsula towns, state agencies, and land owners and should propose a coordinated open space protection and management strategy for the community.

Action E.1-2. Provide information on the state’s current use tax programs to the owners of large parcels of open land and encourage them to consider enrolling their land in these programs even though this does not provide permanent protection for the land.

***Objective E.2 Expand the existing pedestrian network and establish links between the existing pedestrian facilities and trails to increase the extent of the interconnected pedestrian network***



Action E.2-1. Work with the Towns of Boothbay Harbor, Edgecomb, and Southport, the Boothbay Regional Community Trails Partnership, Boothbay Region Land Trust, the Lincoln County Regional Planning Commission, other similar organizations, and property owners to develop a peninsula-wide trail and pedestrian facility plan. This plan should focus on creating and maintaining connections between major activity centers where they do not currently exist (such as from the area of the YMCA and high school to the Coastal Maine Botanical Gardens) and on linking existing pedestrian facilities.

Action E.2-2. Develop a local pedestrian facility and trail improvement and management plan for the Town based on the peninsula-wide plan.

***Objective E.3 Maintain and expand opportunities for public access to the water***



Action E.3-1. Work with the Boothbay Region Land Trust, other organizations, and property owners to protect existing marine-related facilities and places of public access to the water as well as to provide new facilities and access points to assure their availability for future marine use by both commercial and recreational users.



Action E.3-2. Work with the Boothbay Region Water District to maintain the Town's existing public access facility on Knickerbocker Lakes to ensure continued public access for recreation and to ensure that public use does not adversely affect the lake's water quality or nearshore environment.

## F. Infrastructure

The major elements of the community's infrastructure are its water supply systems, its provisions for sewage disposal, and its transportation systems. This section addresses water supply and sewage disposal. The Town's transportation systems are addressed in Section G. Except for a small area along Route 27 adjacent to Boothbay Harbor where public sewers are available, sewage disposal is handled privately through on-site disposal systems which are regulated by the state. Water supply comes from either the public system operated by the Boothbay Region Water District which has both year-round and seasonal service areas and/or private wells. Maintaining both the quality and quantity of the supplies for both the public and private water supply systems is a key issue for the community. The water district's primary water sources are surface waters in the Town of Boothbay. In some geographic areas of the community, there are existing concerns about both the quality and the quantity of the groundwater available to supply private wells.

**State Goals:**      **To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. (Growth Management Act)**

**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. (Growth Management Act)**

Pursuant to these goals, the Town of Boothbay's local objectives and related actions are:

### ***Objective F.1 Increase protection for the Boothbay region's public water supply***



Action F.1-1. Support efforts by the Boothbay Region Water District to undertake a detailed study and characterization of the watersheds of Adams Pond and Knickerbocker Lakes to include the development of sound information on the movement and distribution of the water, key habitats, sources of point and non-point pollution, topography, soils, existing land uses, and impervious cover as the basis for future Town ordinance revisions.

Action F.1-2. Work with the Boothbay Region Water District to develop and adopt new performance-based standards for the Water Reservoirs Protection District and the Watershed Overlay Zone to enhance the protection of Adams Pond and Knickerbocker Lakes based on the detailed study and characterization of the watersheds of the two waterbodies.

Action F.1-3. Undertake a program to work with the Boothbay Region Water District and the owners of developed property within the Water Reservoirs Protection District and along other key drainage courses in the Adams Pond and Knickerbocker Lakes watersheds to improve the management of stormwater on these lots consistent with the new standards (see Action F.1-1) and Low Impact Development (LID) Best Management Practices (BMPs).

Action F.1-4. Support the extension of the public sewer system northerly along Route 27 to provide sewer service to the developed properties within the Water Reservoirs Protection District as well as new development that may occur in the adjacent Watershed Overlay Zone. This should include seeking outside funding to pay for the cost of this extension as well as the use of funding mechanisms such as tax increment financing and impact fees.

Action F.1-5. Work with the Boothbay Region Water District to develop plans and innovative solutions to address potential point sources of pollution in the watersheds of Adams Pond and Knickerbocker Lakes including onsite sub-surface sewage disposal systems and facilities that store or use petroleum hydrocarbons and other chemical pollutants. This should include a program for monitoring sub-surface sewage disposal systems, oil and gas storage facilities, and other users of potentially toxic chemicals. This action should include seeking outside funding and grants to address potential point source pollution problems.

Action F.1-6. Work with the Boothbay Region Water District and other appropriate entities to encourage the use of innovative approaches for wastewater disposal within both the Adams Pond and Knickerbocker Lakes watersheds.

Action F.1-7. Ensure that all roadwork within the Watershed Overlay District is done in accordance with the Best Management Practices (BMPs) for erosion and sedimentation control.

Action F.1-8. Where significant storm water and runoff issues are present, such as along Adams Pond Road and Back River Road, ensure that roadways, culverts, ditches, plunge pools, and detention ponds are appropriately designed, constructed, and maintained to minimize impacts on Adams Pond and Knickerbocker Lakes.

Action F.1-9. Ensure that public property in the Watershed Overlay District is properly maintained to minimize runoff and erosion and that all work on public property is carried out in accordance with Town ordinances governing soil work, excavation, and clearing of vegetation, and with Best Management Practices (BMPs) for erosion and sedimentation control.

Action F.1-10. Require that all public works supervisors be trained and certified by the Maine DEP in erosion and sedimentation control and maintain their certification consistent with DEP recommendations.

Action F.1-11. Work with the Water District to develop plans and interim ordinance provisions such as minimum lot size requirements to limit the excessive use of groundwater from wells in the Watershed Overlay District.

***Objective F.2 Protect the quality and quantity of the groundwater that is the supply for private wells***

Action F.2-1. Undertake a comprehensive groundwater study to identify issues with respect to the quality and quantity of the groundwater and establish a long-term strategy for addressing the identified issues. This study should focus first on areas with known or suspected groundwater issues and may be conducted in stages as funding allows. Given the magnitude, complexity, and potential cost for this effort, the Town should work with a groundwater hydrologist to develop a scope of services for the work, identify priority areas for study and possible phasing of the project, and the estimated costs for the entire project and/or the initial phase of the work. With this information, the Town should then seek funding for the project including grants. As part of the initial background work, the Town should explore the possibility of a cooperative study with other peninsula communities.

Action F.2-2. Consider the existing density of development and the appropriate density of future development relative to the protection of the groundwater in the development of the Future Land Use Plan (see Chapter 6) and the Town's zoning regulations especially in those areas that are not served by year-round public water.

Action F.2-3. Until a detailed groundwater study can be completed (see Action F.2-1) that will allow the Town to make informed decisions about the actions needed to protect the quality and quantity of the groundwater, the Town should implement a short-term groundwater protection program. The interim protection program should remain in force until the groundwater study is completed for some or all of the community and the recommendations of that study implemented for those areas covered by the study. However, if the groundwater study has not commenced within five years of the adoption of this plan, the Town should re-evaluate the interim protection program. The

interim protection program should include the following or similar actions based on further analysis by the Planning Board:

1. A community-wide education program about groundwater issues focused on encouraging property owners to increase the amount of stormwater runoff from their property that is recharged into the ground and to take steps to reduce their water use if they rely on well-water for any part of the year.
2. A program to encourage the use of low flow water fixtures and appliances for all new or replacement plumbing installations even if not required by state rules.
3. Adopt ordinance provisions that allow the Planning Board to require new non-residential buildings, new residential subdivisions, and other new residential uses that will have a design sewage flow of more than 1,200 gallons per day based on the State Plumbing Code, and that will rely on groundwater for their water supply for any part of the year, to demonstrate through an appropriate analysis that the use of the groundwater will not have an unreasonable impact on the quantity or quality of groundwater available to neighboring properties if the property is located in an area with groundwater issues or where there are concerns about additional use of the groundwater. This provision should also apply to the expansion of any existing use that is served by a well that increases the amount of water use by more than 1,200 gallons per day based on the design sewage flows of the State Plumbing Code.
4. Adopt ordinance provisions that require new nonresidential buildings, new residential subdivisions and other new residential uses such as multifamily housing that will create more than 5,000 square feet of impervious surface to utilize Low Impact Development Best Management Practices (LID BMPs) for stormwater management unless a state stormwater permit is required. This requirement to use LID BMPs should apply to single-family homes in the Watershed Overlay or Coastal Residential land use designations but should not apply to single-family homes on individual lots that are not part of a new subdivision in other areas.
5. Undertake a program to provide resources and information to enable property owners and developers to understand and comply with Low Impact Development Best Management Practices (LID BMPs) for stormwater management as well as to encourage new single-family homes to utilize (LID BMPs) for stormwater management.
6. Adopt ordinance provisions that require any expansion of existing nonresidential or residential buildings (including single-family homes in the Watershed Overlay and or Coastal Residential designations) that increases the amount of impervious surface on the lot by more than 5,000 square feet to utilize Low Impact Development Best Management Practices for stormwater management.

7. Establish new maximum lot coverage or impervious surface limits in all zoning districts that promote the protection of the groundwater.
8. Provide adequate training and resources to allow Town staff and board members to become familiar with LID approaches and to develop appropriate ordinance provisions.

## G. Transportation

The primary transportation system in Boothbay is the private automobile and the network of state and local roads. This network is essential for movement of people and goods to and around the community. It is also the way that most tourists and visitors come to the region. Route 27 and Route 96 play key roles in this network. The 2012 Route 27 corridor study identified the need for a variety of improvements. The infrastructure for pedestrian and bicycle movement has been expanded and improved but there are still many needed improvements to this network. The recent joint Boothbay-Boothbay Harbor Bicycle Pedestrian Plan identified a number of recommended improvements. There has also been growing interest in alternative transportation for the peninsula including bus, boat and train service to Wiscasset and trolley service on the peninsula.

**State Goal: To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. (Growth Management Act)**

Pursuant to this goal, the Town of Boothbay's local objectives and related actions are:

### *Objective G.1 Improve the accessibility of the Boothbay peninsula*

Action G.1-1 (also Action B.4-3). Aggressively support efforts to improve vehicular access to the Boothbay peninsula by reducing the impact of the Wiscasset bottleneck. In addition to supporting efforts to improve traffic flow through/around Wiscasset, this should include supporting efforts to divert through traffic that does not have a Mid-Coast destination from the Route One corridor by encouraging the use of alternative routes such as I-295 and Route 3. This should include providing real time traffic information to motorists at key decision points such as Topsham/Brunswick and Belfast.

Action G.1-2. Encourage expanded bus and train service to Wiscasset and throughout the Route One corridor as demand warrants including enhanced provisions for passengers to bring bicycles on the bus and train.

Action G.1-3. Encourage the Maine Department of Transportation to undertake a study of the feasibility of establishing ferry service between Boothbay Harbor and Portland and between Boothbay, Wiscasset, and other mid-coast ports to provide tourist with an alternative travel mode to the Boothbay region.

***Objective G.2 Improve traffic flow and safety in Route 27 corridor***



Action G.2-1. Work with the Maine Department of Transportation and the Boothbay community to develop and implement a comprehensive traffic improvement program to revise the traffic pattern in the vicinity of the Common to improve vehicular flow and safety and enhance the appearance and usability of the Common. The process for developing the improvement program should involve the public and stakeholders in considering a variety of options for this project. These improvements should include sidewalks and pedestrian crossings to make the Common more of a pedestrian environment as well as expanded parking to support increased public use of the Common. The Town should consider using a TIF or other financing mechanism to pay for this project.

Action G.2-2. Work with the Maine Department of Transportation to systematically complete the improvements outlined in the 2012 Midcoast Route 27 Corridor Management Plan (see Chapter 1) including improvements at the intersections with Industrial Road, Hardwick Road, River Road, and both sections of Adams Pond Road, widening the pavement to accommodate pedestrian and bicycle use from the Common to Hardwick Road, and improving the management of curb cuts..

***Objective G.3 (also E.2) Expand the existing pedestrian network and establish links between existing pedestrian facilities and trails to increase the extent of the interconnected pedestrian network***

Action G.3-1 (also E.2-1). Work with the Towns of Boothbay Harbor, Edgecomb, and Southport, the Boothbay Regional Community Trails Partnership, Boothbay Region Land Trust, the Lincoln County Regional Planning Commission, other similar organizations, and property owners to develop a peninsula-wide trail and pedestrian facility plan. This plan should focus on creating and maintaining connections between major activity centers where they do not currently exist (such as from the area of the YMCA and high school to the Coastal Maine Botanical Gardens) and on linking existing pedestrian facilities.

Action G.3-2 (also E.2-2). Develop and implement a local pedestrian facility and trail improvement and management plan for the Town based on the peninsula-wide plan.

***Objective G.4 Maintain and expand the sidewalk and pedestrian facility network***



Action G.4-1. Develop a prioritized plan for maintaining the existing pedestrian facilities in the Common area and East Boothbay village and for extending those sidewalks and shoulders to create a better pedestrian network in these villages and along Route 27 as recommended in the Boothbay-Boothbay Harbor Bicycle-Pedestrian Plan.

Action G.4-2. Create and regularly fund a pedestrian improvements account as part of the Town budget to be used for implementing the pedestrian facilities plan.

***Objective G.5 Improve the safety of pedestrians and bicyclists using the major roads through the community***

Action G.5-1. Work with Maine Department of Transportation and the Town of Boothbay Harbor to extend the sidewalk from Clifford Park to the YMCA.

Action G.5-2. Work with Maine Department of Transportation to construct paved shoulders on the portion of Route 96 between Route 27 and East Boothbay village.

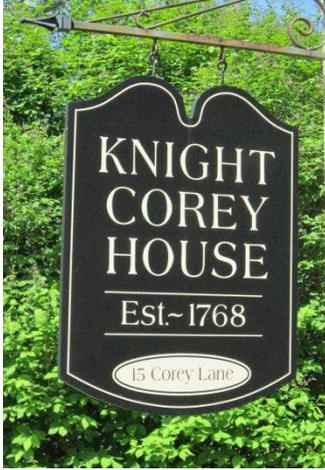
Action G.5-3. Work with Maine Department of Transportation to explore improvements to enhance the safety of pedestrians and bicyclists on the portion of Route 96 from East Boothbay village to Ocean Point including the construction of paved shoulders where possible and the installation of appropriate signage.

Action G.5-4. Work with Maine Department of Transportation to expand the paved shoulders on Route 27 between Boothbay Center and the Edgecomb line to a minimum of four feet in width.

***Objective G.6 Increase the opportunities for residents, visitors, and tourists to move about the peninsula without using a car***

Action G.6-1. In addition to the pedestrian, trail, and bicycle improvements outlined above (Objectives G.3, G.4, and G.5), explore the creation of a local trolley or shuttle service in cooperation with the Town of Boothbay Harbor and the local business community. In conjunction with this effort, investigate the feasibility of a remote parking lot along Route 27 that would be served by the trolley/shuttle so that visitors and workers do not have to drive into and park in the harbor area.

## H. Historic and Archeological Resources



The Town has a large number of identified historic and archeological sites including the remains of early development on Damariscove Island and the sites of numerous shipwrecks. While the historical significance of some of the community's older buildings has been documented, there are probably other buildings, structures, and sites that are locally significant.

**State Goal: To preserve the State's historic and archaeological resources. (Growth Management Act)**

Pursuant to this goal, the Town of Boothbay's local objective and related actions are:

### ***Objective H.1 Ensure that identified historic and archeological resources are considered in development proposals***

Action H.1-1. Review and revise, if necessary, the submission requirements for projects subject to subdivision or site plan review to require that all state or locally identified historically or archaeologically significant resources on or adjacent to the development parcel be identified in the application and shown on the plans.

Action H.1-2. Require applicants for subdivision or site plan review on parcels that contain state or locally identified historically or archaeologically significant resources to document how the resource will be incorporated into the development proposal and any impacts mitigated or, if the resource will not be incorporated into the development proposal, why that cannot be done.

Action H.1-3. Work with the Boothbay Region Historical Society and the Maine State Historic Preservation Office to identify and document any additional buildings, structures, and sites that have statewide or local historic or archaeological importance.

## I. Natural and Marine Resources

The Town as well as the entire Boothbay peninsula is rooted in its natural and marine resources. The harbor and coast together created the economic reason for the existence of the peninsula communities and remain key drivers of the regional economy. Numerous farms existed in the interior of the community some of which remain. While much of the Town's natural character and scenic resources have endured, continued development as well as changes in the natural environment, create stress on these resources. It can also reduce the ability of traditional marine activities to exist and limit access to the shorefront for both commercial and recreational use. Much of the geographic area of Boothbay relies on groundwater for water supply at least a part of the year. Development has the potential for encroaching on the community's resources if not wisely managed. The potential for sea level rise creates a new issue for low lying areas.

**State Goals:**      **To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas. (Growth Management Act)**

**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. (Growth Management Act)**

**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. (Growth Management Act)**

**To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters. (Growth Management Act)**

Pursuant to these goals, the Town of Boothbay's local objectives and related actions are:

***Objective I.1 Ensure that state and locally important natural resources are considered in development proposals and negative impacts minimized***

Action I.1-1. Review and revise, if necessary, the Town's land use ordinance to assure that the submission requirements for projects subject to subdivision or site plan review to require that all state or locally important natural resources on the parcel including, but not limited to, wetlands, vernal pools, floodplains, wildlife habitats, and unique natural features or areas, be identified in the application and shown on the plans and

that there are objective criteria for considering these resources in the development planning and for protecting them and/or mitigating any adverse impacts on them.

Action I.1-2. Encourage applicants for subdivision and site plan review to undertake a pre-application site inventory and analysis process and use this analysis in the site design and layout of the development to minimize impacts on important resources.

***Objective I.2 Maintain the outstanding scenic quality of the community***



Action I.2-1. Complete the scenic inventory and assessment of the Town that is identifying significant scenic features including roads, views, and vistas from public property including roads open to public use and adopt it as an addendum to the Comprehensive Plan. Following its adoption, use the inventory to identify approaches for maintaining those roads, views, and vistas including the regulation of wireless communication towers.

Action I.2-2. Require that all identified locally significant scenic features on or adjacent to the parcel be identified in the application for subdivision or site plan review and shown on the plans.

Action I.2-3. Establish objective criteria for considering these resources in development review and for protecting them and/or mitigating any adverse impacts on them.

Action I.2-4. Require that new or expanded projects along Routes 27 and 96 maintain a landscaped or naturally vegetated buffer strip along the road right-of-way (see Chapter 6 Land Use for additional details)

***Objective I.3 Protect the quality and quantity of the groundwater that is used to supply private wells (see Objective F.2 and related actions)***

***Objective I.4 Improve the quality of the Town's surface waters***

Action I.4-1. Revise the Town's development standards to require that all projects that create more than 5,000 square feet of new impervious surface utilize stormwater Low Impact Development Best Management Practices (LID BMPs) to minimize the amount of stormwater runoff from the site and to improve the quality of any runoff from the site. This requirement should not apply to single-family homes on individual lots that are outside of the watershed of Adams Pond and Knickerbocker Lakes or the Coastal Residential land use designation.

***Objective I.5 Maintain and enhance access to coastal waters for both commercial marine interests and recreational boaters***



Action I.5-1 (also Action B.3-1). Maintain and improve the public access points and facilities used by commercial fisherman, lobstermen, recreational boaters, and other marine interests.

Action I.5-2 (also Action B.3-2). Work with the Boothbay Region Land Trust, other conservation organizations, and property owners to protect existing marine-related facilities as well as to provide new facilities to assure their availability for future marine use.

***Objective I.6 Minimize the impact of flooding and possible sea level rise on the community***

Action I.6-1. Periodically review and update the Town's floodplain management provisions including adopting the most up-to-date Flood Insurance Rate Map (FIRM) and state/federal floodplain management requirements.

Action I.6-2. Develop a mitigation plan for dealing with sea level rise that assesses the potential for increased flooding if sea level rise occurs and develops a program for minimizing the impact of any such flooding on Town facilities including public roads. An element of this plan should be consideration of the need and provisions for evacuation of areas subject to significant flooding or that may be cut-off by road flooding.

## J. Fiscal

The Town has facilities that will need investment in the foreseeable future to maintain and modernize them. While the Town has a process for planning for the replacement of capital equipment it does not have a formal process of long-range planning for needed capital investments in Town buildings and other municipal facilities. The Town has used tax increment financing to support previous economic development projects and actively seeks outside funding to reduce the Town-costs for needed projects.

**State Goal: To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. (Growth Management Act)**

Pursuant to this goal, the Town of Boothbay's local objectives and related actions are:

***Objective J.1 Maintain accountability to the taxpayers for the property tax burden while continuing to provide high-quality services***

Action J.1-1. Create an environment that encourages private investments that expand the tax base without creating additional costs for the Town that outweigh the new tax revenue.

***Objective J.2 Provide funding for maintaining the Town's facilities and implementing the Comprehensive Plan***

Action J.2-1. Improve the Town's process of planning for and funding major capital investments in buildings, facilities, and equipment by upgrading the Town's capital planning and budgeting system to include a 3 to 5 year Capital Improvements Plan (CIP) that addresses needed investments in capital facilities and actions required to implement this plan in addition to regular funding for equipment replacement and routine maintenance.

Action J.2-2. Continue to seek funding from outside sources including state and federal programs for planned improvements.

Action J.2-3. Consider the use of alternative funding approaches including tax increment financing and impact fees when appropriate to pay for planned improvements.

## K. Education

The Boothbay-Boothbay Harbor Community School District (CSD) operates the Boothbay Region Elementary School (BRES), a grade Pre-K through 8 school, and Boothbay Region High School. Students from Edgecomb and Southport also attend the Middle School that is part of BRES as well as Boothbay Region High School. Enrollment in both the elementary school and high school has been declining over the past five years driven primarily by decreases in the number of students from Boothbay Harbor.

**State Goal: To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. (Growth Management Act)**

Pursuant to this goal, the Town of Boothbay's local objectives and related actions are:

***Objective K.1 Encourage broader involvement of the Town's elected officials and general public in the operation of the Town's schools***

Action K.1-1 Establish a process with the CSD and the Town of Boothbay Harbor to periodically review both the Charter which defines the organizational structure of the school district and the District's educational goals and objectives.

Action K.1-2 Establish a formal process for the sharing of information about the school system between the CSD Board of Trustees, School Committee, and the Town's Board of Selectmen.

***Objective K.2 Enhance the performance of the students in the local school system***

Action K.2-1 (also A.2-3). Support efforts by the Boothbay-Boothbay Harbor school system to provide a vibrant, innovative environment that allows all students to learn at the peak of their abilities and to continue to adopt innovative educational approaches.

***Objective K.3 Enhance the academic reputation of the district throughout the Mid-Coast region***

Action K.3-1 Work with school administrators and officials to promote the successes and achievements of the school district and its students throughout the larger Mid-Coast region and the State of Maine.

Action K.3-2. Promote awareness throughout the Mid-Coast of the Boothbay Region Student Aid Fund and the available funding for post-secondary education.

## CHAPTER 6: LAND USE GOALS AND OBJECTIVES

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The Town's land use objectives and related programs and regulations play a major role in shaping the future of Boothbay and our progress in achieving many aspects of our vision for the Town. While Chapter 5 addresses some land use issues in general terms, this chapter lays out the Town's land use objectives in detail and outlines the land use regulations and programs that will be needed to carry out those objectives and support the Town's land use ordinances. These objectives generally reflect a ten- to fifteen-year timeframe recognizing that many of the desired changes will take time to occur. Once the Comprehensive Plan is approved by Town Meeting, the Planning Board will need to develop proposed revisions to the Zoning Ordinance that are consistent with these objectives and recommended actions and present them to the Board of Selectmen and Town Meeting for adoption. All changes in the Zoning Ordinance must be approved by Town Meeting.

### A. Land Use Objectives

The land use policies and recommendations for the Town's land use regulations and related programs are based on a set of interrelated objectives. These objectives represent the core of the Town's land use planning program. The land use objectives are:

- 1. Encourage the preservation of designated resource conservation areas to retain the natural resource and scenic values of these areas (see Figure 6.1).*
- 2. Preserve the rural nature of the designated rural areas of the community where there are large contiguous areas of undeveloped land (see Figure 6.1) while accommodating traditional rural uses and small-scale nonresidential uses.*
- 3. Encourage the preservation of significant open space throughout the community in accordance with a community-wide open space plan.*
- 4. Encourage the development of a range of types and prices of housing to meet the needs of a diverse population.*
- 5. Encourage the majority of new development to occur in designated growth areas, and to a lesser extent, in limited growth areas as identified in the Future Land Use Plan (See Figure 6.1).*
- 6. Carefully manage and limit use and development of land in the watersheds of Adams Pond and Knickerbocker Lakes and in the vicinity of the former water supply wells for East Boothbay to protect the sources of supply for the public water system.*
- 7. Carefully manage development especially in coastal residential areas and in former gravel pits to protect both the quality and quantity of the groundwater.*

*8. Reinforce the role of the area surrounding the Common as the community and service center for the Town and encourage its evolution to a pedestrian focused New England-style town center with additional residential activity.*

*9. Manage development in the Route 27 corridor to improve the visual environment of the corridor while accommodating good quality development and improving vehicular safety and flow in this area.*

*10. Promote manufacturing and similar uses in the industrial park area.*

*11. Maintain the scenic character of the northern end of the Route 27 corridor from Hardwick Road to the town line and the portion of the Route 96 corridor from the town line to East Boothbay village while allowing well planned development.*

*12. Reinforce the character of East Boothbay as a mixed-use, marine village while accommodating limited expansion of traditional marine industries.*

*13. Accommodate a wide range of traditional rural and small-scale nonresidential activities in identified rural areas while maintaining the rural, open character of these areas.*

*14. Protect the ability of nonresidential uses that were established prior to the Town having zoning or that have been legally established to expand and modernize as the Town's land use regulations are updated.*

## **B. Future Land Use Plan**

The Future Land Use Plan (see Figure 6.2) shows graphically how the Town's land use policies apply to the land area of the Town of Boothbay and where and how growth should be accommodated over the next decade. The Future Land Use Plan is not a zoning map. It is intended to show, in a general sense, the desired pattern of future land use and development. The intention is that this Future Land Use Plan will guide revisions to the Town's Zoning Ordinance and related zoning maps to assure that the land use regulations are consistent with the policies set forth in this Comprehensive Plan. The boundaries shown on the Future Land Use Plan are general. The boundaries of each land use designation should serve as guidelines as the zoning ordinance and zoning map are reviewed and revised.

### *1. Concept of Growth Areas, Limited Growth Areas, Rural Areas, and Resource Conservation Areas*

The Future Land Use Plan embodies the concept that the Town should identify and designate “**growth areas**” or areas in which most of the anticipated non-residential and residential growth will be accommodated, “**limited growth areas**” or areas in which intensive development will be discouraged but modest development and redevelopment will be accommodated, “**rural areas**” where intensive development will be discouraged and a rural character maintained, and “**resource conservation areas**” where most development will be prohibited or carefully managed to preserve natural resource values (see Figure 6-1). These four types of areas are defined as follows:

#### **GROWTH AREAS**

These are areas where the Town wants growth and development to occur. The anticipation is that most residential and non-residential development over the next ten years will occur in these growth areas. Growth Areas include areas with undeveloped land that is appropriate for development as well as developed areas where redevelopment or significant intensification of use is desired. Public sewer and year-round public water is available in some of the growth areas or may be able to be provided in the future. For example, the designated Growth Area includes the Village Fringe Area and the portion of the Route 27 corridor designated as the Commercial Corridor Area where public sewer could become available in the future.

#### **LIMITED GROWTH AREAS**

These are areas that have specific circumstances where the Town desires a limited amount of growth and development over the next ten years. Limited Growth Areas include the established coastal residential areas where the Town’s objective is to carefully manage new development to protect the quality and quantity of the groundwater and the scenic portions of the Routes 27 and 96 corridors.

#### **RURAL AREAS**

These are areas that are predominantly undeveloped, have large contiguous areas of open land with some commercial agriculture and forestry activity, and are not serviced or likely to be serviced by year-round public water and/or sewerage in the foreseeable future. Therefore these areas are considered appropriate for small-scale development that is compatible with the rural landscape along with a continuation of traditional rural and non-residential uses.

#### **RESOURCE CONSERVATION AREAS**

These are areas that have significant natural resource value or that are subject to state-imposed development limitations and therefore are not appropriate for significant development.

**Figure 6.1**  
**Land Use Growth Designations**  
**Town of Boothbay**

Date: 2/27/2015



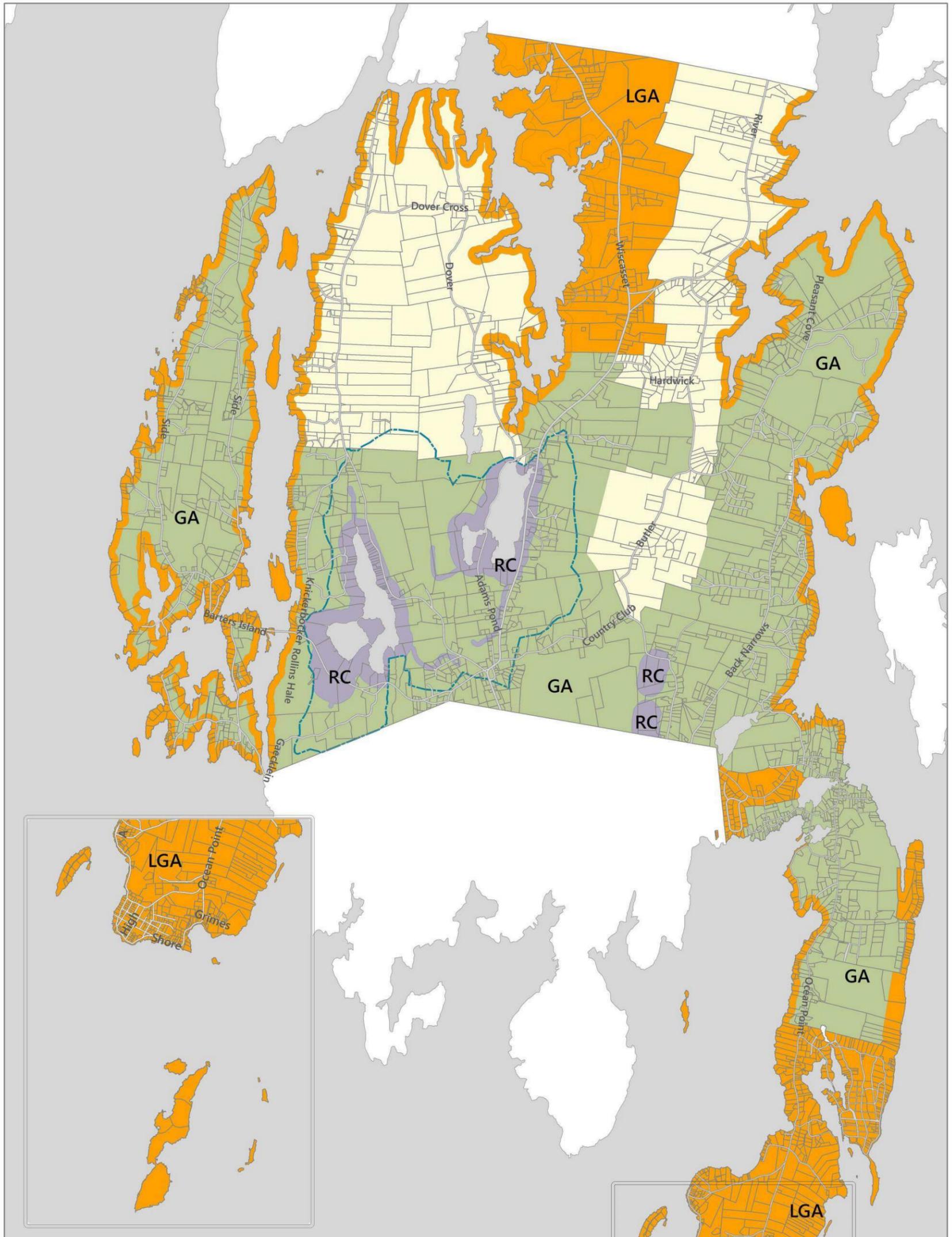
Prepared by Planning Decisions Inc.



**LAND USE DESIGNATIONS**

- Resource Conservation Area (RC)
- Growth Areas (GA)
- Rural Areas (RA)
- Limited Growth Areas (LGA)
- Watershed Overlay Zone
- Parcels

\* Resource Protection and Shoreland Overlay Areas not shown  
 \*\* Areas within the watersheds of Adams Pond and Knickerbocker Lake are subject to the Watershed Overlay Zone



## *2. Land Use Designations*

The Future Land Use Plan (see Figure 6.2) takes the parts of Boothbay that are within these four broad categories and divides them into “land use designations”. These land use designations cover the entire Town and incorporate the concepts set forth for the land use objectives discussed in section A. above. The Future Land Use Plan does not show the shoreland overlay districts which are intended to remain unchanged. As noted in the introduction to this section, the land use designations are not intended to be “zoning districts” per se. Rather they form the broad basis that must be reflected in the Town’s land use regulations including the zoning ordinance and zoning map. The various designations lay out the general types of uses that are appropriate in each area of the community recognizing that in drafting revisions to the zoning ordinance, the Planning Board will develop the specific ordinance provisions. Similarly, each designation outlines the appropriate development standards for that designation in general terms again recognizing that the Planning Board will need to develop the specific ordinance provisions to implement the broad concepts. Following the adoption of this Plan by Town Meeting, the Planning Board will need to review the Zoning Ordinance and develop proposed revisions that are generally consistent with the concepts set out in the Future Land Use Plan and present them to the Board of Selectmen and Town Meeting for adoption. In the preparation of the revised zoning provisions, the Planning Board may combine or rearrange or divide the land use designations to create a workable number of zoning districts.

The following provides an outline of the various land use designations organized by growth designation:

### *A. GROWTH AREAS*

1. Boothbay Village Center Area
2. Boothbay Village Fringe Area
3. Boothbay Village Mixed-Use Area
4. Commercial Corridor Area
5. Manufacturing/Business Area
6. East Boothbay Village Area
7. Maritime Commercial Area
8. Bigelow Laboratory Special District
9. Residential Areas

### *B. LIMITED GROWTH AREAS*

1. Coastal Residential Areas
2. Scenic Gateway Areas

### *C. RURAL AREAS*

1. Rural Mixed-Use Areas

### *D. RESOURCE CONSERVATION AREAS*

1. Resource Protection Areas
2. Water Reservoirs Protection Area
3. Wellhead Protection Area
4. Shoreland Overlay Area
5. Watershed Overlay District



The following sections provide a description of each of the land use designations. The locations of the various designations are shown on the Future Land Use Plan (see Figure 6.2). For each designation, a mini-vision for the area is set forth. The vision establishes, in broad terms, how growth and development should occur in this portion of the community. The general types of land uses that are appropriate in each designation are identified (this is not intended to be a complete list of allowed uses as would be found in the zoning ordinance). In those cases where the land use designation reflects an existing zoning district, the focus is on changes, if any, to the current requirements. The general development standards that are appropriate for each designation are also provided including the density of residential development and design considerations. Again these development standards are intended to be illustrative and are not specific ordinance provisions. The order of the land use designations matches the order in the outline above.

## *GROWTH AREAS*

### *1. Boothbay Village Center Area*

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- ***Vision*** -- The area around the Common and along Route 27 toward Boothbay Harbor continues to evolve as a true community center while enhancing its character as a New England village center. Traffic flow around the Common is



improved and facilities for parking and pedestrians and bicyclists are upgraded making this more of a pedestrian area and linking the Common to adjacent residential areas. The Boothbay Village Center continues to be the public heart of the community and is increasingly used for community activities. Over time, the buildings in the Village Center are improved and limited new development occurs that reinforces the role of the Common Area as the community center.

- ***Allowed Uses*** -- The standards for this area allow for a wide variety of residential uses in both existing buildings and in newly constructed buildings. Allowed residential uses would include uses such as single and two-family homes, townhouses, multifamily housing, and residential units in mixed use buildings such as a building with a commercial or office use on the first floor with apartments upstairs. Allowed nonresidential uses in this area would include uses that contribute to the desired pedestrian-focused, town center environment while excluding uses that generate large amounts of traffic especially truck traffic. Nonresidential uses that could be appropriate in this area include home occupations and home businesses, small-scale office, retail, and service uses, restaurants (without drive-through service), bed & breakfasts (B&Bs) and inns,

and community uses such as municipal and government uses, daycare facilities, churches, and similar activities.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Boothbay Village Center Area are intended to encourage the area around the Common to continue to evolve as a true New England village center with a mix of uses in buildings focused on the Common and adjacent streets. The basic residential density requirement in the Boothbay Village Center Area would be 20,000-30,000 square feet of lot area per dwelling unit. If residential units are served by the public sewer system and year-round public water, the density of development would be increased possibly up to 6 to 8 units per acre. To encourage the development of a variety of housing in this area, small apartments with one bedroom would be counted as two-thirds of a dwelling unit for density purposes. The basic minimum lot size for nonresidential uses would be around 10,000 square feet with approximately 100 feet of road frontage.

The development standards for the Boothbay Village Center area would require that all new development as well as substantial renovation or redevelopment of existing buildings be carried out in a manner that reinforces the New England



village character of this area with buildings clustered around and oriented toward the Common. New buildings or substantial additions to existing buildings should be located reasonably close to the street. Buildings should be designed so that the main entrance is located and designed to promote pedestrian movement. The area between the front of the building and the street should be maintained as a lawn or landscaped area or as a pedestrian environment. Parking and service areas should be located to the side or rear of buildings.

## 2. Boothbay Village Fringe Area



- **Vision** -- Areas adjacent to the Common/Boothbay Village Center Area offer the potential for accommodating a variety of housing and compatible non-residential uses that can be served by the public sewer system and year-round public water. While there are constraints to development in this area, the private sector finds creative approaches for developing a limited amount of higher density housing and appropriate commercial uses that are served by public sewerage and year-round public water that is provided at the developer's expense. The new residential areas have a pedestrian-friendly village character. To complement this development, the Town works to enhance pedestrian and bicycle facilities to link this new housing to the Boothbay Village Center.
- **Allowed Uses** – The standards for this area allow a wide range of residential uses such as single and two-family homes, townhouses, multifamily housing, residential units in mixed use buildings and retirement/senior housing. New nonresidential uses in this area should be limited to uses such as home occupations and home businesses, small-scale office, service, and retail uses, restaurants, hotels and inns, golf courses/country clubs, meeting and convention facilities, low-intensity outdoor recreational uses, and community uses such as municipal and government facilities, daycare facilities, churches, and similar activities. Provisions should be included to allow the continuation and possible expansion of other legally existing businesses that would otherwise not be permitted in this area.
- **Development Standards** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Boothbay Village Fringe Area are intended to create incentives for the development of higher-density, village-style residential uses that are served by public sewerage and year-round public water. The basic residential density requirement in the Village Fringe Area is 30,000-40,000 square feet of lot area per dwelling unit. If residential units are served by the public sewer system and year-round public water and are part of a planned development, the density of development would be increased to up to 8 to 10 units per acre. To encourage well planned development in this area, the development standards should discourage the creation of new lots along Country Club Road by providing incentives to develop on interior streets. To encourage the development of a variety of housing in this area, small apartments with one bedroom would be

counted as two-thirds of a dwelling unit for density purposes. The basic minimum lot size for nonresidential uses would be around 20,000 square feet.

The development standards for the Boothbay Village Fringe Area should provide property owners and developers with flexibility in the design of new housing to permit development constraints to be accommodated in the layout of the project. As such, all subdivisions and other developments would be required to be designed in a manner that considers that opportunities and constraints of the site, that is harmonious with the natural environment, and that protects the water quality of Adams Pond. The development standards would also require that new housing be designed to create a neighborhood environment with appropriate pedestrian facilities to link the development to the Boothbay Village Center and community facilities.

### ***3. Boothbay Village Mixed-Use Area***

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- ***Vision*** -- The portion of the Route 27 corridor on the northerly approach to the Boothbay Village Center evolves into an attractive gateway to the Village Center while it continues to be an area with a mix of uses including auto-orientated uses that are not appropriate in the Village Center. Over time, uses that involve the handling or storage of petroleum or other chemicals are phased out, and the visual environment of this portion of the corridor improves as do provisions for access and stormwater management. Since much of this area has access to the public sewer system and is served by year-round public water, a variety of higher density housing is developed increasing the range of housing options available in Boothbay.
  
- ***Allowed Uses*** – The standards for the Village Mixed-Use Area allow for the development of single-family and two-family homes. If a residential development is served by the public sewer system and year-round public water, the allowed uses would be expanded to include housing such as townhouses, multifamily housing, dwelling units as part of a mixed use building and retirement or other age-restricted housing. Nonresidential uses in this area should be limited to activities that generate a small amount of wastewater such as municipal facilities and small office and service uses unless the use will be connected to the public sewer and water systems. With public sewer and year-round public water service, a much wider range of nonresidential uses should be allowed in this portion of the corridor. This could include uses such as hotels/motels, B&Bs and inns, retail uses, restaurants (without drive-through service), recreational and entertainment uses, small-scale, low-intensity light manufacturing and assembly uses, community facilities, and similar activities. Uses that have a significant potential for groundwater contamination such as

automotive services and repair, industrial uses, distribution facilities and other facilities that handle large quantities of potential contaminants would not be allowed in this area due its proximity to Adams Pond.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Boothbay Village Mixed-Use Area are intended to manage development in this portion of the Route 27 corridor to improve its visual quality, vehicular access provisions, and stormwater management while encouraging the development of higher-density, village-style residential uses that are served by public sewerage and year-round public water. The basic residential density requirement in the Village Mixed-Use Area would be 30,000-40,000 square feet of lot area per dwelling unit. If residential units are served by the public sewer system and year-round public water, the density of development would be increased up to 4 to 6 units per acre. To encourage the development of a variety of housing in this area, small apartments with one bedroom would be counted as two-thirds of a dwelling unit for density purposes. The basic minimum lot size for nonresidential uses would be around 20,000 square feet without public sewer and 10,000 square feet if the property is served by the public sewer system.

The major focus of the development standards in the Boothbay Village Mixed-Use Area should be on improving the visual appearance of this portion of the Route 27 corridor, managing curb cuts and access to Route 27 to improve traffic flow and safety, and upgrading the management of stormwater and the protection of Adams Pond. As part of any new development in the Mixed-Use Area or the substantial renovation or expansion of existing buildings, the property owner would be required to establish and maintain a landscaped buffer strip along the front of the lot adjacent to the public right-of-way. Buildings would be required to be setback a limited distance from the front property line. Parking should be encouraged to be located at the side or rear of the building. Limited parking between the building and the street should be allowed only if there is no other option and the parking will be designed to prevent any backing into the street. All service and storage areas should be located to the side or rear of buildings and screened from public view. New uses that involve the handling or storage of commercial volumes of material that have a potential for contaminating the groundwater such as fuel, chemicals, or solvents should not be permitted in this area. Existing uses that involve the handling or storage of commercial volumes of material that have a potential for contaminating the groundwater such as fuel, chemicals, or solvents should be required to provide appropriate facilities that include containment provisions if necessary.

#### **4. Commercial Corridor Area**

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- **Vision** -- This portion of the Route 27 corridor continues to develop as a commercial center including larger-scale commercial uses that are not appropriate in other portions of the Route 27 corridor. Over time, the visual environment of this portion of the corridor improves as do provisions for access and stormwater management.
  
- **Allowed Uses** – The standards for the Commercial Corridor Area would allow single and two-family residential uses but should limit other types of residential activities until public sewerage becomes available. A wide variety of nonresidential uses should be allowed in this portion of the corridor but should be more limited than the current provisions of the C2 zone. Uses that could be appropriate in this area include municipal and government facilities, retail and service uses, marine businesses, business and professional offices, hotels/motels, B&Bs and inns, restaurants, service stations and convenience stores, recreational and entertainment activities, community uses, and similar activities. The standards should exclude uses such as new automotive, warehousing, manufacturing and similar uses with an industrial character. Existing legal uses of these types should continue to be treated as permitted uses and allowed to change, modernize, and expand.
  
- **Development Standards** -- The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The major focus of the development standards in the Commercial Corridor Area would be on improving the visual appearance of this portion of the Route 27 corridor, managing curb cuts and access to Route 27 to improve traffic flow and safety, and upgrading the management of stormwater and the protection of Adams Pond. The minimum lot size for residential uses will be 40,000 square feet per unit. If public sewerage becomes available in the future, consideration should be given to increasing the density of residential use. As part of new development in the Commercial Corridor Area or the substantial renovation or expansion of existing buildings, the property owner should be required to establish and maintain a landscaped buffer strip along the front of the lot adjacent to the public right-of-way. The intention of this buffer strip is to improve the appearance of the corridor and to soften the appearance of buildings when seen from the road but not to hide the buildings. New development, the substantial expansion of an existing building, or a change of use on a lot that abuts a residential area should be required to establish a landscaped buffer strip along that boundary. Uses that involve the handling or storage of commercial volumes of material that have a potential for contaminating the groundwater such as fuel, chemicals, or solvents should not be permitted in this area.

## 5. Manufacturing/Business Area

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- **Vision** -- The area in and around the current industrial park continues to develop as a location for a wide range of nonresidential uses. Over time, the type of businesses located in this area evolves into businesses that provide well-paying jobs while expanding the Town's tax base.



- **Allowed Uses** – A wide-range of nonresidential uses will be allowed in the Manufacturing/Business Area similar to the current Industrial Park zone. Residential uses and retail activities not related to uses in the district will continue to be prohibited.

- **Development Standards** – The basic development standards in the Manufacturing/Business Area will be similar to the current standards in the Industrial Park zone. Any development in areas where earth material removal has previously occurred will be required to meet standards for the protection of the groundwater in conjunction with the redevelopment of any portion of the site.

## 6. East Boothbay Village Area

- **Vision** – East Boothbay Village continues to evolve as a classic marine village with a mix of uses such as residential uses, small-scale retail, office, and service uses, and smaller-scale marine uses. Facilities for pedestrians and bicyclists are



upgraded making this more of a pedestrian area and linking East Boothbay to Ocean Point and to the remainder of the peninsula. East Boothbay Village continues to be the heart of the East Boothbay community and is increasingly used for community activities. Over time, the buildings in the Village are improved and limited new development occurs that reinforces the role of the East Boothbay as a traditional marine village while protecting established residential uses.

- **Allowed Uses** -- The standards for this area allow for a wide variety of residential uses in both existing buildings and in newly constructed buildings. Allowed residential uses would include activities such as single and two-family homes, accessory apartments, townhouses, multifamily housing, and residential units in mixed use buildings such as a building with a commercial or office use on the first floor with apartments upstairs. Allowed nonresidential uses in this area



would include uses that contribute to the desired pedestrian-focused, village environment while excluding uses that generate large amounts of traffic especially truck traffic. Appropriate nonresidential uses in this area could include home occupations and home businesses, small-scale office and service uses, B&Bs and inns, and community uses such as municipal and government uses, daycare facilities, churches, and similar activities. Small retail and restaurant uses would also be allowed but only on

properties that front on Ocean Point Road (Route 96) or School Street. In addition, marine-related activities would be allowed based on case-by-case review to assure that the scale and character of the use is compatible with the Village. All legally existing nonresidential uses as of the date of adoption of revised zoning provisions would continue to be allowed uses and could be modified or expanded in the future.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the East Boothbay Village Area are intended to encourage the area to continue to evolve as a true village center with a mix of uses in buildings focused on the streets. The basic residential density requirement in the East Boothbay Village Area would be 20,000-30,000 square feet of lot area per dwelling unit. The floor area within existing residential buildings within the Village Area could be allowed to be reconfigured for a different residential use or for mixed residential and commercial use (if otherwise allowed) provided a septic system conforming to the Maine State Plumbing Code that is sized appropriately for the proposed use exists or will be installed and the building will be served by year-round public water. The basic minimum lot size for nonresidential uses would be around 20,000 square feet.

The development standards for the East Boothbay Village Area would require that all new development as well as substantial renovation or redevelopment of existing buildings be carried out in a manner that reinforces the village character



of this area with buildings oriented toward the street. New buildings or substantial additions to existing buildings should be located reasonably close to the street with the front wall of the building set back to maintain the pattern of adjacent buildings. Where existing buildings are close to the street, new buildings should be similarly located but when neighboring buildings are set back from the street, this pattern should be respected. The area between the front of the building and the street should be maintained as a lawn or landscaped area or as a pedestrian environment except for residential driveways. Parking and service areas for non-residential uses should be located to the side or rear of buildings.

In addition, special standards would be established to assure that any new or expanded marine activities are good neighbors and minimize the impact on adjacent residential properties through good design and buffering.

## 7. Maritime Commercial Area

- **Vision** – The Maritime Commercial Area continues to support a variety of marine activities that serve as an employment center for the community. As needed, the marine-related uses expand especially along the waterfront south of School Street where the topography allows for this growth without encroaching on the village. If expansion occurs, development is carried out in a manner that effectively buffers it from the adjacent neighborhood.



- **Allowed Uses** -- The standards for this area allow primarily for marine and marine-related uses such as boatbuilding and repair, marinas, marine-related sales and service uses, commercial fishing activities, fish and seafood processing and sales, boat storage facilities, and other functionally water-dependent uses. In addition, uses similar to the existing uses within the Maritime Commercial Area would be allowed such as municipal and government facilities, restaurants, B&Bs, inns/motels, small retail uses, government facilities, labs and research facilities, and similar uses. Parking to support an allowed use would be permitted even when it is not contiguous with the allowed use. New residential uses are not permitted but existing residential uses could continue and be modified or expanded.
- **Development Standards** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Maritime Commercial Area are intended to allow marine businesses to intensively utilize the land within this designation but to do it in a manner than minimizes any negative impacts on the remainder of East Boothbay. To accommodate this objective, there would be no minimum lot size for marine and water-dependent uses. The minimum lot size for other uses would be 20,000-30,000 square feet. Marine and water-dependent uses would not be subject to any shoreline setback and would be allowed to cover up to 70% of the lot with impervious surface. Other uses in this area would need to be set back a minimum of twenty-five feet from the shoreline and would be limited to 30% of impervious surface coverage.

Existing residential buildings within the Maritime Commercial Area would be able to continue to be used for residential purposes. These properties would be allowed to be reconfigured for a different residential use or for mixed residential and commercial use provided a septic system conforming to the Maine State Plumbing Code that is sized appropriately for the proposed use exists or will be installed and the building will be served by year-round public water. If any existing residential property is converted to a marine use or parking to support a marine use, a vegetated buffer must be created to reduce the impact on adjacent residential properties including those located across a public street.

### ***8. Bigelow Laboratory Special District***

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- ***Vision*** -- The Bigelow Laboratory will continue to grow and evolve as set forth in the special district previously created for this facility.



- ***Allowed Uses*** – Uses in this area are limited to the facilities of Bigelow Laboratory and related uses as set forth in existing special district created for this facility.

- ***Development Standards*** – The development standards for this area will continue to be the standards and requirements set forth in the existing special district created for this facility.

### ***9. Residential Areas***

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- ***Vision*** -- The Residential Areas continue to see a moderate amount of residential development. New housing is of a variety of types and prices to meet the needs of a diverse population. New developments are well designed so they are positive additions to the community.
- ***Allowed Uses*** -- The standards for this area allow for a wide variety of residential uses. Allowed residential uses would include activities such as single and two-family homes, accessory apartments, townhouses, multifamily housing, mobile home parks, and residential units in mixed use buildings. Allowed nonresidential uses in this area would include uses that are compatible with adjacent residential uses and that do not generate large amounts of traffic especially truck traffic. Nonresidential uses such as home occupations and home businesses, agricultural activities, small-scale office and service uses, contractors, small B&Bs and inns, and government, community uses such as daycare facilities, churches, and similar activities could be appropriate in this area. In

addition, marine-related activities would be allowed based on standards to assure that the scale and character of the use is compatible with the surrounding neighborhood. All legally existing nonresidential uses as of the date of adoption of revised zoning provisions for the Residential Area would continue to be allowed uses and could be modified or expanded in the future.

- **Development Standards** -- The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Residential Areas are intended allow for the development of a wide range of housing in areas that are not served or likely to be served by the public sewer system in the foreseeable future. The basic minimum lot size requirement in Residential Areas will continue to be 40,000 square feet per dwelling unit. To encourage the development of a variety of housing in this area, small apartments with one bedroom would be counted as two-thirds of a dwelling unit for density purposes. The basic minimum lot size for nonresidential uses would also continue to be 40,000 square feet.

Given the current development pattern of many of the neighborhoods within the Residential Areas, new or expanded nonresidential uses will be required to meet “good neighbor” standards dealing with things like parking, landscaping, noise, and exterior lighting and the protection of well-water supplies.

## LIMITED GROWTH AREAS

### 1. Coastal Residential Area

- **Vision** – As an interim measure, the Coastal Residential Areas experiences limited development until the Town is able to undertake and complete a detailed groundwater study to better understand the capability of these areas to support additional building without adversely impacting both the quality and quantity of the groundwater and the ordinances revised appropriately. The management of water use and stormwater on existing lots is improved to reduce potential impacts on the groundwater.



- **Allowed Uses** -- The standards for this area allow for a wide variety of residential uses. Allowed residential uses would include uses such as single and two-family homes, accessory apartments, townhouses, multifamily housing, and residential units in mixed use buildings such as a building with a commercial or office use on the first floor with apartments upstairs. Allowed

nonresidential uses in this area would include uses that have a low demand for water use and that do not generate large amounts of traffic especially truck traffic. Appropriate nonresidential uses in this area include activities such as home occupations and home businesses, small-scale office and service uses, contractors, small B&Bs and inns, government and community uses such as daycare facilities, churches, and similar activities. In addition, marine-related activities would be allowed based on standards to assure that the scale and character of the use is compatible with the surrounding neighborhood. All legally existing nonresidential uses as of the date of adoption of revised zoning provisions for the Coastal Residential Area would continue to be allowed uses and could be modified or expanded in the future.

- **Development Standards** -- The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The



standards for the Coastal Residential Areas are intended to limit intensive or large-scale development in these areas until the Town develops improved groundwater protection standards based on a detailed groundwater study. Therefore the standards outlined here are intended to be interim standards until such a study is completed.

Existing lots of record and new single-family residential lots that are not part of a subdivision will continue to be governed by the current 60,000 square foot minimum lot size requirement for single-family homes. Newly created lots in a subdivision as well as residential uses other than single-family homes and all nonresidential uses will be governed by a variable minimum lot size provision based on the amount of water used. This standard would require approximately 30,000 square feet of lot area for every 100 gallons per day of water use based on the state plumbing code. This translates into a minimum lot size of approximately two acres for a single-family home. Activities that use less water could be located on a smaller lot while those that use more than a home would require a larger lot. If the subdivision or other use subject to the variable minimum lot size provision uses year-round public water or if the property owner demonstrates that the proposed use will not adversely impact groundwater quality or quantity, the current minimum lot size requirements of 40,000 square feet would apply.

All new uses in the Coastal Residential Area will be required to connect to and use the public water supply system (both seasonal and year-round) if it is reasonably available. In addition, existing buildings on lots that have less than

60,000 square feet of area will not be allowed to expand or be otherwise altered in a manner that increases their potential well-water use based on the state plumbing code but can be modified if their water use is managed to maintain current levels of use by employing techniques to reduce their well-water use such as the collection of rainwater, use of desalination for water supply, separation and use of gray water, or similar techniques.

Given the current development pattern of many of the neighborhoods within the Coastal Residential Areas, new or expanded nonresidential uses will be required to meet “good neighbor” standards dealing with things like parking, landscaping, noise, and exterior lighting and the protection of well-water supplies.

## 2. Scenic Gateway Areas

- **Vision** -- The Route 27 corridor from the Edgecomb town line to the intersection with Hardwick Road continues to be an attractive and scenic entrance to



Boothbay and the Boothbay-Boothbay Harbor region while the Route 96 corridor from the Boothbay Harbor town line to the intersection with Ship Builder Lane continues to provide separation between East Boothbay village and the commercial development in Boothbay Harbor and reinforces East Boothbay's image as a traditional coastal village. This corridor continues to be an attractive and scenic entrance to East Boothbay and Ocean Point. The character of these two portions of these corridors continues to appear to be primarily rural and undeveloped. New buildings have a small, rural character and are well set back from the road. A vegetated buffer is maintained along the road to enhance the visual character of the roadway and to soften the appearance of buildings that are visible from the road.

- **Allowed Uses** – Residential uses are limited to single-family and two-family homes and accessory apartments as well as mobile home parks. Nonresidential uses in the Scenic Gateways are limited to small-scale uses that do not generate significant volumes of peak hour traffic. Appropriate uses could include business and professional offices, service business, retail uses, inns and B&Bs, community uses, and similar activities. Uses such as contractors and rural businesses such as wood processing should be allowed when located away from Routes 27 and 96 and screened from view from the road. Provisions could be included for allowing larger non-residential buildings or other types of nonresidential uses such as warehousing, boat storage, marine-related businesses, and similar activities if they are located and designed so they are not readily visible from the road. In addition, agriculture and related uses should be allowed. Uses that involve drive-thru services should not be allowed in the Scenic Gateways.

- **Development Standards** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Scenic Gateway Areas are intended to retain and enhance the scenic quality of these portions of the corridors by encouraging any additional development to be located away from Routes 27 and 96 and sited and designed



in a manner that minimizes its impact on the visually quality of the corridors. The basic density standard for individual residential lots would be 40,000 square feet for a single-family home. To encourage homes in new subdivisions to be located away from Routes 27 and 96, lots in residential subdivisions in which the building sites will be located close to Route 27 or Route 96 will be required to have larger lots while lots that are further from these main roads could be allowed to

have less lot area. New residential lots would be required to have more road frontage if they front on Route 27 or Route 96 than if they front on other roads or private ways. The minimum lot size for nonresidential uses would be around 80,000 square feet. New buildings would be required to be set back significantly from both Routes 27 and 96 unless they are located on a shallow lot. The front setback of buildings fronting on roads or private ways other than Routes 27 and 96 would be similar to other residential areas.

The development standards in the Scenic Gateway would discourage the creation of new lots that front directly on Routes 27 and 96. To this end, the development standards would require that lots in new or expanded subdivisions have their frontage and vehicular access from a road or private way other than these main roads where this is feasible.



The development standards would also carefully manage the creation of new access points and curb cuts on Routes 27 and 96 to maintain the rural character of the corridor. The standards should also require that a future vehicular access plan be

prepared and approved by the Planning Board for lots of record as of April 1, 2015 prior to any development on parcels with more than ten acres. This plan should show how and where access will be provided to serve the entire parcel in the future. This plan should be approved prior to the issuance of any permits or approvals for development on these parcels.

The development standards would require that new buildings be sited on a lot to minimize its impact on the scenic character of Routes 27 and 96. The standards would also require the establishment and/or maintenance of a vegetated buffer strip at least fifty feet in width along the Route 27 or Route 96 right-of-way. This buffer strip should maintain the rural landscape along the road and soften the appearance of new buildings or activities but is not intended to hide the buildings. Within this buffer strip, parking and access drives (other than the access drive to the street), buildings, storage or service areas, and other improvements would not be allowed.

Given the current development pattern within the Scenic Gateway Areas, new or expanded nonresidential uses will be required to meet “good neighbor” standards dealing with things like parking, landscaping, noise, and exterior lighting and the protection of well-water supplies.

## **RURAL AREAS**

### **1. Rural Mixed-Use Area**

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- **Vision** -- These portions of Boothbay that are away from the coast and the major roads remain primarily open, rural areas with limited development. Small-scale rural and nonresidential enterprises develop in these areas over time but are done in a way that maintains the rural landscape.
- **Allowed Uses** – The Rural Mixed-Use Area is intended to accommodate a wide range of residential uses as well as agricultural and rural uses and a range of nonresidential uses. Allowed residential uses will include single and two-family homes as well as small multifamily uses and mobile home parks. Appropriate nonresidential activities include uses such as marine and marine-related uses, office and service uses, contractors, warehousing and storage, light manufacturing and assembly uses, automotive repair and maintenance services, community and government facilities and similar uses. Consumer driven uses such as retail stores, restaurants, and gas stations are not appropriate as the primary use of a property but could be allowed if they are accessory to another use. For example, a business that processes lobster meat could have a takeout business or a repair garage could sell parts.

- ***Development Standards*** -- The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The basic residential density would be a minimum lot area of 20,000-30,000 square feet per unit. The frontage requirement would be around 125' with a significant front



setback to retain the rural character in this area. The lot standards for non-residential uses would be tied to the size of the building and the amount of impervious surface area so that the bigger the building is, the larger the lot will need to be. Similarly, the setbacks and buffering requirements would be tied to the size of the building and impervious area – the bigger the building, the greater the setbacks and the more intensive the buffering that would be required. All non-

residential uses would be required to have a limited number of designated curb cuts and maintain/establish a vegetated buffer strip along the road. Any development in areas where earth material removal has previously occurred will be required to meet standards for groundwater protection as part of the development.

Given the current development pattern of many of the neighborhoods within Rural Mixed-Use Areas, new or expanded nonresidential uses will be required to meet “good neighbor” standards dealing with things like parking, landscaping, noise, and exterior lighting and the protection of well-water supplies.

## RESOURCE CONSERVATION AREAS

### 1. Resource Protection Area

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- **Vision** -- The areas designated as Resource Protection as required by the State Shoreland Zoning standards will continue to be predominantly undeveloped in which the natural environment and related natural resources are preserved. The current Resource Protection Zone includes the following areas:



- The areas within 250 feet of the upland edge of freshwater wetlands, salt marshes and salt meadows, and wetlands associated with great ponds which are rated “moderate” or “high” value waterfowl and wading bird habitat,
  - The area within 250 feet of the upland edge of the coastal wetlands associated with Cross River (portions of tax maps R-2, R-3, R-5, and R-6), Wiley Pond (portion of tax map R-3), and Big Meadow (portion of tax maps R-7 and R-8),
- The area within 250 feet of the upland edge of coastal wetlands on Big Huckleberry Island, Damariscove Island, Fisherman’s Island, Fort Island, Green Island, Inner Ram Island, Little Huckleberry Island, Miles Island, Outer Heron Island, Perch Island, Pumpkin Island, Ram Island, Tibbetts Island, and White Island #5 and #6,
- Areas of two or more contiguous acres with sustained slopes of 20% or greater, and
- Areas of two or more contiguous acres supporting wetland vegetation and hydric soils, which are not part of a freshwater or coastal wetland as defined, and which are not surficially connected to a pond, stream or tributary stream during the period of normal high water.

Activities within these areas are limited to natural resource related uses such as farming and forestry along with low-intensity recreational uses as required by the State standards.

- **Allowed Uses** – The allowed uses in the Resource Protection Areas will be limited to natural resource related activities such as agriculture, aquaculture and forestry, low-intensity recreational uses such as trails, and land conservation and management activities. One single-family home may be allowed on an existing

lot that is located entirely within a Resource Protection Area or on a lot partially with the area if there is no other suitable location for the home outside of the Resource Protection Zone,

- **Development Standards** – The development standards in the Resource Protection Areas should be similar to the current Resource Protection standards and be consistent with state Shoreland Zoning requirements.

## 2. Water Reservoirs Protection Area

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- **Vision** -- In the area within five hundred feet of Adams Pond and Knickerbocker Lakes, the current restrictions on development will remain in place until detailed studies and characterization of the two watersheds are completed, and new performance-based standards for the Watershed Overlay Zone are developed and adopted by the Town (see Action F.1-1 and F.1-2 in Chapter 5). During this interim period, expansions or modifications to buildings that have been historically used for commercial purposes or that are occupied by existing nonconforming uses will be allowed but only if the potential impact on the waterbodies will be similar to or less than the current use and provisions for protecting the two waterbodies will be enhanced. Once the Watershed Overlay Zone is upgraded, the provisions of the Water Reservoirs Protection District will be re-evaluated and revised as necessary.



- **Allowed Uses** – Within this area, the allowed uses will continue to be limited to the uses allowed in the current Water Reservoirs Protection District. These uses include natural resource-based activities and public and governmental uses. Single-family home will continue to be allowed on large individual lots meeting the development standards of the District. Provisions for the modification or expansion of buildings that have been historically used for commercial purposes or that are occupied by existing nonconforming should be included but only if the potential impact on the waterbodies will be similar to or less than the current use and provisions for protecting the two waterbodies will be enhanced. These provisions should allow for a change in the use of the building to a commercial use that is otherwise not allowed provided the water protection standards are met.
- **Development Standards** – The basic standards in this area during the interim period while the provisions of the Watershed Overlay Zone are being revised

shall be similar to the current standards in the Water Reservoirs Protection District.

### ***3. Wellhead Protection Area***

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- ***Vision*** – The area within 500 feet of the former public water supply wells for the East Boothbay water system remains primarily undeveloped and new development is limited to uses and activities that will not create a threat of contamination or a significant reduction of the groundwater.
- ***Allowed Uses*** – The allowed uses in this area will continue to be the uses currently allowed in the Well Head Protection zoning district.
- ***Development Standards*** – The development standards in this area will continue to be the standards that apply in the current Well Head Protection zoning district.

### ***4. Shoreland Overlay Area***

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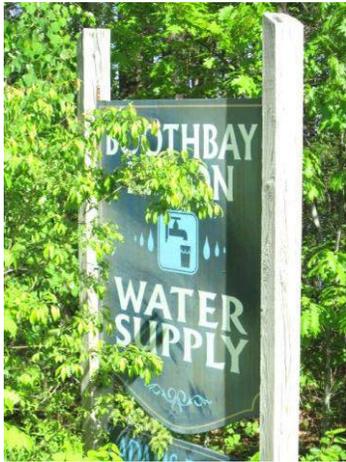
- ***Vision*** – All development in the Shoreland Overlay Area as required in accordance with the State Shoreland Zoning standards and shown on the Shoreland Zoning Map will occur in accordance with performance standards to maintain the natural and scenic character of these areas while accommodating compatible development.



- ***Allowed Uses*** – The allowed uses in the Shoreland Overlay Area will be the allowed uses of the underlying zoning classification.
- ***Development Standards*** – All activities in the Shoreland Overlay Area will be subject to performance standards similar to the current ordinance provisions and the requirements of the State.

## 5. Watershed Overlay District

- **Vision** – Retaining natural undeveloped areas in the Adams Pond and Knickerbocker Lakes watersheds is key to the long-term protection of the Boothbay region’s water supply. All development in the Watershed Overlay



District will occur in a manner that minimizes the impact of land use activities on the watersheds and the water quality and quantity of Adams Pond and Knickerbocker Lakes. Development and land use within the watersheds will be managed in accordance with performance standards based upon sound information on the movement and distribution of water, key habitats, sources of point and non-point source pollution, topography, soils, existing land uses, and impervious cover so that future ordinance revisions, zoning standards, and other land use decisions are made with the best available information as a result of a thorough characterization of the watersheds.

- **Allowed Uses** -- The allowed uses in the Watershed Overlay Area will be the allowed uses of the underlying zoning classification except no new or expanded land uses that store, generate or produce contaminants in volumes greater than necessary for the operation of a typical use allowed in the underlying zone will be allowed. However the ordinance should include provisions that allow the Planning Board to permit a greater volume of potential contaminants to be handled or stored on a particular site if the applicant can demonstrate that the risk of handling/storing the substance has been appropriately addressed to ensure no contamination/spills within the watersheds. Uses such as auto repair facilities, car washes, fuel distributors, bulk oil and gas terminals, truck distribution terminals, auto/recreational vehicle sales or service, mineral exploration or extraction, sawmills, cemeteries, and waste disposal and transfer facilities will be generally prohibited in the Watershed Overlay District even if allowed in the underlying zoning district.
- **Development Standards** -- All activities in the Watershed Overlay Area will be subject to performance standards to be developed by the Town in coordination with the Boothbay Region Water District to minimize the impact of land use and development on the watersheds and water quality and quantity. In revising the existing watershed protection ordinances, the Planning Board will evaluate the need for Watershed Overlay District development standards, such as maximum lot coverage limits, minimum open/undisturbed space requirements, percent of impervious surface limits, vegetated buffer requirements, and other low impact

development options. In the review of development proposals within the Watershed Overlay District, the ordinance should allow the Planning Board to permit modifications in the lot size, road width, parking requirements, front and side setbacks, and other development standards in those cases where such modifications will foster better protection of the riparian areas, reduce the disturbance of sensitive areas, reduce the total impervious surface area, and better protect water quality. The Town and the Boothbay Region Water District should explore creating incentives for developers who include enhanced provisions for water quality protection as part of a development including setting aside a portion of the site as a natural, undeveloped area.

## C. Other Land Use Policies

Section B addresses, on a geographic basis, most of the major land use issues facing the Town. There are a number of important land use issues that do not fit into this format and therefore are addressed in this section.

### *1. Improvements in the Common Area*

The area around the Town Common creates the opportunity to create a true community center. This will require a partnership between the Town and the property owners and potential



developers in the Boothbay Village Center Area as well as the Village Fringe and Village Mixed-Use Areas as well as the utility districts. In addition to putting in place the appropriate land use regulations envisioned above, the Town will need to take the lead in developing and implementing a plan for improving traffic flow around the Common, providing additional parking to support increased public use of the Common, and expanding facilities for pedestrians and bicyclists making this more of a pedestrian area and linking the Common to adjacent residential areas.

### *2. Manufactured Housing*

State law requires that all Maine municipalities provide for mobile home parks and the location of manufactured housing units on individual residential lots. The Town currently treats mobile homes meeting HUD standards as a single-family home and allows them on residential lots in accordance with the standards for such a home. The Town also allows mobile home parks in most zoning districts with the development standards based primarily on the state minimum requirements. This plan proposes that the Town continue to treat all state defined manufactured housing including newer mobile homes and modular homes as single-family homes. It also proposes that the Town continue to allow mobile home parks in accordance with the state minimum requirements in at least the Residential, Rural Mixed-Use, and Scenic

Gateway Areas. In addition, mobile home parks would be allowed in the Village Mixed-Use Area but only if served by public sewerage and year-round public water.

### ***3. Development Review Requirements***

As part of the updating of the Town's land use regulations, Boothbay should adopt site plan review provisions that require larger development projects such as multifamily housing and nonresidential uses to be reviewed and approved based on a clear set of objective development standards. These standards should address the overall utilization of the site, basic site design issues such as vehicular and pedestrian access, circulation, and facilities, environmental considerations including stormwater management, erosion control, groundwater protection, protection of natural, scenic, historic, and archeological resources, site design considerations including buffering and landscaping, and features such as lighting, noise, and other potential nuisance factors.

### ***4. Development Transfer Provisions***

The recommended development standards for residential development served by public sewer and year-round public water (including development in the Boothbay Village Center Area, Village Fringe Area, and Route 27 Mixed-Use Area) will allow a property owner to construct more dwelling units than are allowed under the current zoning provisions. To take advantage of this increase in the number of units, a developer may need to make a significant expenditure in upgrading and/or extending the sewer or water system. Notwithstanding this investment, the proposed land use provisions could increase the value of land within these areas. As part of the process of developing the new zoning requirements for residential development, the Town should explore the creation of a development transfer fee for a developer to take advantage of the highest allowed density. Under this system, a property owner or developer would pay a fee for additional units above a certain number reflecting the additional property value created by the ordinance change. The money collected from any such fees would then go into a special account to be used to purchase open space especially in the Scenic Gateway Areas.

### ***5. Protection of Existing Nonresidential Uses***

Boothbay developed with a mix of uses throughout the community. Adoption of town-wide zoning years ago resulted in making some of these traditional nonresidential uses nonconforming. Revising the Zoning Ordinance to be consistent with the Future Land Use Plan including the land use designations and the related uses and standards set out above will potentially make some uses, especially nonresidential uses, in some areas of the community that are currently operating in conformance with the current zoning ordinance "nonconforming". It is the intention of the Town in adopting this Comprehensive Plan that most of these uses that were existing when the Town adopted town-wide zoning or that are currently legal be treated as legal uses in the future and be allowed to modernize and expand over time as well as to transition to other similar non-residential uses. Only uses that are not compatible with the

neighborhood, or that pose a significant threat to the groundwater, or that would not be allowed under the provisions of the Watershed Overlay District should be treated as non-conforming uses. Therefore, any subsequent amendments to the Town's zoning or other land use regulations should be drafted in such a way that these uses existing as of the date of adoption of the changes that are compatible with the neighborhood and the protection of water supplies be treated as legal uses with all of the rights that confer to such a use.

### ***6. Handling of Unique Land Use Situations***

Like many older communities, much of the built environment in Boothbay was in place long before the Town enacted zoning or other land use regulations. In some cases, the use of these older properties does not conform to current development standards and/or the Town's long-range development plans. The Town has tried to accommodate some of these situations in its current zoning requirements but with limited success. The Town has recognized that there are special situations that require flexibility in how they are treated for zoning and other purposes – this was the case in the creation of a special district to accommodate the Bigelow Laboratory development. This plan proposes that the Town recognize that there are special situations that cannot be appropriately addressed through the normal zoning and land use regulations and that the Town be open to developing flexible and creative solutions to allow for the innovative reuse and/or redevelopment of these properties. This might involve the creation of special districts such as the Bigelow Lab zone or the inclusion of flexible or special provisions within the ordinance to address the particular needs of these properties.

### ***7. Buffering of Residential Uses***

The existing land use pattern in Boothbay involves a mix of residential and nonresidential uses throughout the community. The proposed Future Land Use Plan proposes to continue to allow a mix of residential and nonresidential in many areas of the town. This pattern has raised concerns about the compatibility of some nonresidential activities adjacent to residential uses. To address this concern, the Town will adopt buffering and good neighbor standards that apply to nonresidential activities that are located adjacent to an established residential use. These standards will require the creation or maintenance of a buffer strip along property boundaries adjacent to residential uses as well as conformance to standards for factors such as noise, dust, exterior lighting, storage on materials, traffic and parking and similar factors that can create a nuisance for the adjoining residential use. These standards should also address the potential impact of the non-residential activity on the quality and quantity of well-water supplies of adjacent properties.

### ***8. Mapping of Resource Protection Areas***

The Town currently describes the areas included in the Resource Protection District in the text of the Zoning Ordinance but these areas are not shown on the Official Shoreland Zoning Map. As part of the process of updating the Town's land use ordinances, the delineation of the

Resource Protection District should be reviewed and updated if necessary and depicted on the Shoreland Zoning Map to both better inform the public and to assure that the requirements are applied appropriately.

### ***9. Electronic Communications Facilities***

Wireless communication facilities supporting up-to-date technology are an important asset in supporting the Town's objectives for economic development and in making Boothbay an attractive place to live. The Town's ordinances and procedures should support and encourage the deployment of modern communications technology throughout the town. At the same time, macro tower facilities can have a serious negative effect on the scenic character of Boothbay.

The Town should regularly review and upgrade its regulations for electronic communication facilities consistent with the requirements of federal law. To the extent allowed by the federal regulations, the Town should require providers to use the most up-to-date technology and to explore opportunities for colocation to avoid the construction of additional freestanding towers when possible. The ordinances and procedures should mitigate the visual affect (maximum heights, camouflaging) of large facilities, and encourage collocation and the use of small-scale facilities such as DAS and small cell technology. In addition, the Town's ordinances should require that facilities mitigate the effect on abutting properties through the use of screening, setbacks, fall zones, and similar requirements.

### ***10. Agricultural Activities***

As a general policy, the Town's land use regulations should allow for agricultural activities town-wide as long as the use is consistent with good neighbor standards and will utilize agricultural Best Management Practices as defined by the State of Maine.

### ***11. Open Space or Conservation Subdivisions***

Open Space or Conservation Subdivisions in which individual lots are smaller than the minimum lot size for the district in which they are located together with permanently protected open space adequate to meet the density standard for the entire subdivision should be allowed as an alternative for subdivisions that will be served by year-round public water and/or year round public sewerage or that are served by on-site water supply or sewage disposal and are located in the Residential or Scenic Corridor designations. The standards for open space or conservation subdivisions should require that the development be located on the portion of the parcel best suited for development and that areas with significant natural resource or scenic value be included in the open space. The standards should also provide for the long-term ownership, maintenance and stewardship of the protected open space.

### *12. Exterior Lighting*

To minimize the impact of exterior lighting on both adjacent properties and the night sky, the Town's development standards should require that new exterior lighting utilize fixtures that control the upward distribution of light and be designed to provide reasonably uniform lighting levels within illuminated areas.

# Section C

## **Implementation Strategies**

## CHAPTER 7: REGIONAL COORDINATION

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The Town of Boothbay is part of the Boothbay peninsula that includes the Towns of Boothbay, Boothbay Harbor, Edgecomb, and Southport. There is a strong interrelationship between the peninsula communities that is reflected throughout the plan. At the same time, Boothbay is also part of the larger MidCoast area including the Route One corridor. While the focus of this Comprehensive Plan is on the Town of Boothbay, this chapter looks at the peninsula-wide and regional issues facing Boothbay and how those are proposed to be addressed.

The Town is currently involved in a wide variety of shared services and facilities. The following is an overview of some of those activities:

- The Town's public sewer system is part of the Boothbay Harbor Sewer District.
- The Town's public water system is operated by the Boothbay Region Water District.
- The Town's students are educated in regional school districts that include Boothbay Harbor as well as Edgecomb, Southport, and Georgetown.
- The Town's solid waste and recycling is handled through a regional system.
- The Town's police services are provided by the Lincoln County Sheriff's Department.
- Rescue services are provided by a regional ambulance service.
- The Town has mutual aid agreements with nearby communities for fire services.

The Town is actively involved in a number of regional organizations and initiatives including regional planning and economic development organizations and has recently formed a regional economic development committee with the Town of Boothbay Harbor.

### A. Shared Services and Facilities

The Town participates in a number of efforts to share services and facilities with surrounding communities as outlined above. The Town is committed to continuing to explore additional ways in which area communities can cooperate to increase the quality or efficiency of municipal operations and reduce costs. Action D.1-2 in Chapter 5 promotes the concept of continuing to explore shared approaches for service delivery and shared facilities and equipment.

### B. Proposed Multi-Community or Regional Initiatives

Chapter 5 Community Goals and Policies outlines a number of areas in which activities are proposed that involved multiple communities or regional efforts. The following is an overview of those activities referenced to the specific actions in Chapter 5. For example, Action E.1-1 proposes that the Town develop a comprehensive open space plan and that it do it in coordination with the regional land trust, the regional water district, and the other peninsula towns as well as with other parties.

- Action A.2-3 provides support for the regional school system
- Action A.2-4 addresses providing quality jobs in both the community and region
- Action B.1-4 calls for active participation with Boothbay Harbor and regional economic development organizations to attract jobs
- Actions B.3-2 addresses protecting existing and providing new marine facilities in conjunction with the regional land trust
- Action B.3-4 calls for working with Boothbay Harbor to explore the creation of an off-shore Marine Enterprise Zone
- Action B.4-1 looks at improved IT services throughout the peninsula
- Action B.4-2 address improving the attractiveness of the peninsula as a 21<sup>st</sup> Century tourist destination
- Actions B.4-3 and G.1-1 provide support for improving traffic through Wiscasset
- Action B.4-4 addresses improving traffic flow on the peninsula
- Action C.2-1 promotes a regional affordable housing strategy
- Actions E.1-1 proposes development of an open space plan in conjunction with regional interests and the other peninsula communities
- Actions E.2-1 and G.3-1 call for development of a peninsula-wide trail and pedestrian facility plan
- Action G.1-2 looks at expanded bus and train service to Wiscasset and throughout the Route One corridor
- Action G.1-3 explores a possible study of regional ferry service
- Action G.5-5 addresses extending a sidewalk to the YMCA in Boothbay Harbor
- Action G.6-1 looks at exploring trolley or shuttle service in conjunction with Boothbay Harbor
- The actions in section K of Chapter 5 all address ways to improve and coordinate the educational services provided by the regional school district.

## CHAPTER 8: IMPLEMENTATION STRATEGY

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Section B of this Comprehensive Plan lays out a wide range of actions that the Town of Boothbay and other community groups will need to undertake to carry out the identified policies. For this Plan to be successful, the Town needs to systematically and comprehensively implement these recommendations. This chapter sets out a recommended implementation strategy to guide that process.

### A. Management of the Implementation Process

Successful implementation of the recommendations of the Comprehensive Plan will require that there be ongoing oversight of, and responsibility for, the implementation of the Plan. In simple terms, some body or group must “own” the plan and be accountable for the progress of implementing the Plan. While the ultimate responsibility for implementing the Plan’s recommendations lies with the Board of Selectmen and Town Manager, it is unreasonable to expect that the Selectmen and Manager will manage the day-to-day implementation of all of the various proposals. The Town staff will play a major role in implementing the Plan but it is recommended that the Board of Selectmen designate a committee or board to have overall responsibility for the implementation process.

Therefore, a key implementation strategy is for the Board of Selectmen to designate the board or committee that will have this responsibility. This could be an ad hoc Comprehensive Plan Implementation Committee appointed by the Board consisting of Select Board and Planning Board representatives together with members of the Comprehensive Planning Committee and interested citizens. An alternative would be for the Board of Selectmen to assign this responsibility to the Planning Board or another group. This “implementation group” should have the following responsibilities:

- Coordinating the submission of the Plan to the State for review including consideration of any feedback from the state on the plan. If the State finds that changes in the Plan will be necessary for the state to find the Plan consistent with the State Growth Management Program, the Town should consider whether changes should be made, and if so, the group should recommend revisions to the Town Meeting to bring the plan into conformance with the state standards.
- Coordinating the efforts of the Town staff and other boards and commissions in conjunction with the Town Manager to implement the recommendations.
- Providing the Board of Selectmen with periodic reports on the progress of implementing the Plan together with proposals for revising the implementation strategy and/or amending the Plan if necessary.

- Providing the voters with an annual report on the progress of implementing the Plan as part of the annual Town Report.
- Conducting periodic evaluations in conjunction with the Town Manager and the Board of Selectmen to review the progress in implementing the Plan and to identify implementation priorities for the coming year.

## B. References

The Implementation Strategy that follows in Section C lays out a strategy for implementing the proposals set out in Chapter 5, Community Goals and Policies, and Chapter 6, Land Use Objectives and Policies. Section C is indexed to the action numbers for each plan element in Chapter 5 so the full language and context of the proposal can be easily referenced. References to the appropriate plan element and action are indicated in the first column by a listing such as Action 1.3-1. All actions from Chapter 6, Land Use Objectives and Policies, are identified in the first column by FLUP. This means that the proposed action relates to the Future Land Use Plan and other land use policies in Chapter 6.

As a note, not all policies are referenced in the Implementation Strategy. Some policies in the Plan simply direct and encourage the Town to maintain current regulations, programs, and partnerships. These ongoing activities are only included in the Implementation Strategy if they require active participation by the Town in the future, and not simply leaving current programs, ordinances or guidelines in place.

## C. Implementation Strategy

The Implementation Strategy lays out a program for carrying out the various actions that are set forth in this Plan. The various strategies are assigned to a time frame for implementation as follows:

***Ongoing Activities*** – These are actions that the Town routinely does on an on-going or annual basis or that are already in progress.

***Short-Term Activities*** – These are actions that should be completed within two years of the adoption of the Plan. This includes the zoning amendments necessary to bring the ordinance into conformance with the Future Land Use Plan.

***Longer-Term Activities*** – These are actions that will take more than two years to complete. The expectation is that these activities will be completed within ten years of the adoption of the Plan. In some cases, these are initiatives that cannot be undertaken under present circumstances, and will need to be put aside for a number of years before they can be implemented.

For each action, the Implementation Strategy identifies the person, group, or organization that should have primary responsibility for carrying out that activity. The strategy recognizes that other people, committees, or organizations in addition to the designated primary implementer will be involved in many of the actions. The intent is to set out the person, group or organization that will be the “mover” for that activity and will be responsible for seeing that it is carried out.

The Implementation Strategy is presented as a multi-page matrix:

<b>Ongoing Activities</b>		
<b>Regulatory Issues</b>		
<b>References</b>	<b>Activity</b>	<b>Primary Responsibility</b>
<b>Action I.6-1</b>	Periodically review and update the floodplain management provisions	Planning Board
<b>Ch 6 8</b>	Update the Shoreland Zoning Map to show the Resource Protection Districts	Planning Board and CEO

<b>Capital Projects and Funding</b>		
<b>References</b>	<b>Activity</b>	<b>Primary Responsibility</b>
<b>Action B.1-3</b>	Continue to use innovative financing to create good-quality, year-round jobs	Board of Selectmen
<b>Actions B.3-1 and I.5-1</b>	Maintain, improve and increase public access points and facilities	Port Committee and Land Trust
<b>Actions B.3-2, E.3-1, and I.5-2</b>	Work to protect existing marine facilities and points of access and provide new facilities and access	Land Trust and Port Committee
<b>Action D.1-1</b>	Plan for the regular maintenance and upgrading of Town buildings and facilities	Town Manager
<b>Action G.5-1</b>	Extend a sidewalk from Clifford Park to the YMCA	Town Manager
<b>Action J.2-1</b>	Improve the process for planning for and funding major capital investments	Board of Selectmen and Town Manager
<b>Action J.2-2</b>	Continue to seek outside funding for planned improvements	Town Manager
<b>Action J.2-3</b>	Consider the use of alternative funding approaches for planned improvements	Board of Selectmen and Town Manager

## Partnerships and Other Initiatives

References	Activity	Primary Responsibility
<b>Actions A.1-2 and A.2-4</b>	Increase the number of good quality, year-round jobs	Town Manager, Economic Development Committee
<b>Action A.2-2</b>	Support recreational facilities and programs	Board of Selectmen
<b>Action A.2-3</b>	Support efforts by the Boothbay-Boothbay Harbor school system	Board of Selectmen
<b>Action A.3-1</b>	Establish an ongoing system for monitoring and reporting on development activity	Code Enforcement Officer
<b>Action B.1-2</b>	Cooperate in providing year-round water and public sewer to create good-quality, year-round jobs	Board of Selectmen
<b>Action B.4-1</b>	Work to assure availability of IT services	Town Manager
<b>Actions B.4-3 and G.1-1</b>	Support efforts to improve the Wiscasset bottleneck	Board of Selectmen and Town Manager
<b>Action E.1-2</b>	Provide information on current use tax programs to property owners	Assessor
<b>Action E.3-2</b>	Work with the Water District to maintain the public access to Knickerbocker Lakes	Town Manager
<b>Action F.1-7</b>	Ensure that roadwork in the Watershed Overlay District is done in accordance with BMPs	Town Manager
<b>Action F.1-9</b>	Ensure that public property in the Watershed Overlay District is properly maintained to minimize runoff and erosion	Town Manager
<b>Action I.1-2</b>	Encourage applicants for development approvals to undertake a pre-application site inventory and analysis	CEO
<b>Action J.1-1</b>	Create an environment that encourages private investments that expand the tax base	Board of Selectmen and Town Manager
<b>Action K.1-1</b>	Establish a process for periodically reviewing the CSD charter	School Board and Board of Selectmen
<b>Action K.1-2</b>	Establish a process for sharing information about the school system	Town Manager
<b>Action K.2-1</b>	Support efforts by the school system to provide a vibrant, innovative environment	Board of Selectmen
<b>Action K.3-1</b>	Promote successes and achievements of the school district and its students	School Board and Board of Selectmen
<b>Action K.3-2</b>	Promote awareness of the Boothbay Region Student Aid Fund	School Board and Board of Selectmen

## Short-Term Activities (Within 2 Years)

### Regulatory Issues

References	Activity	Primary Responsibility
<b>Actions A.1-1, C.1-1, and FLUP</b>	Revise the land use regulations to allow construction of multifamily housing in designated areas	Planning Board
<b>Actions A.2-1, C.1-2, and FLUP</b>	Revise the land use regulations to allow smaller lot sizes in areas with public sewer and year-round public water as well as in rural areas	Planning Board
<b>Action B.1-1</b>	Revise the land use regulations to provide a supply of land for commercial and industrial development	Planning Board
<b>Actions B.2-1, B.2-2, and B.2-3</b>	Revise standards for home occupations	Planning Board
<b>Action B.3-3</b>	Review zoning requirements related to traditional marine uses	Planning Board
<b>Action F.1-2</b>	Adopt new performance based standards for the Watershed Overlay Zone	Planning Board and Boothbay Region Water District
<b>Action F.2-2</b>	Consider density relative to groundwater protection in the land use provisions	Planning Board
<b>Action F.2-3</b>	Implement a short-term groundwater protection program	Planning Board and CEO
<b>Action H.1-1</b>	Review and revise historic and archaeological submission requirements for development approvals	Planning Board
<b>Action H.1-2</b>	Require consideration of historic and archaeological resources in development proposals	Planning Board
<b>Action I.1-1</b>	Review and revise natural resource submission requirements for development approvals	Planning Board
<b>Action I.2-4 and FLUP</b>	Require landscaped buffers for developments along Routes 27 and 96	Planning Board
<b>Action I.4-1</b>	Require projects with more than 5,000 SF of impervious surface to use LID BMPs for stormwater management	Planning Board
<b>FLUP</b>	Revise the Zoning Ordinance to incorporate the proposals in the Future Land Use Plan	Planning Board
<b>Ch 6 3</b>	Update the site plan review provisions for reviewing development proposal	Planning Board

<b>Studies and Plans</b>		
<b>References</b>	<b>Activity</b>	<b>Primary Responsibility</b>
<b>Action D.2-1</b>	Undertake energy audits of Town buildings and facilities	Town Manager
<b>Action E.1-1</b>	Develop a comprehensive open space plan	Board of Selectmen and Town Manager
<b>Actions E.2-1 and G.3-1</b>	Develop a peninsula-wide trail and pedestrian facility plan	Board of Selectmen and Town Manager
<b>Actions E.2-2 and G.3-2</b>	Develop a local trail and pedestrian facility plan	Board of Selectmen and Town Manager
<b>Action F.1-1</b>	Undertake a detailed study of the watersheds of Adams Pond and Knickerbocker Lakes	Boothbay Region Water District
<b>Action F.2-1</b>	Develop a detailed work program for the comprehensive groundwater study	Board of Selectmen and Town Manager
<b>Action I.6-2</b>	Develop a mitigation plan to deal with sea level rise	Board of Selectmen and Town Manager
<b>Capital Projects and Funding</b>		
<b>References</b>	<b>Activity</b>	<b>Primary Responsibility</b>
<b>Action B.4-2</b>	Upgrade pedestrian and bicycling facilities	Board of Selectmen and Town Manager
<b>Action D.1-2</b>	Establish a Town policy on shared facilities, equipment and services	Board of Selectmen and Town Manager
<b>Action D.2-2</b>	Undertake identified energy improvement (see Action D.2-1)	Board of Selectmen and Town Manager
<b>Action F.1-4</b>	Support the extension of the public sewer system northerly along Route 27	Board of Selectmen and Town Manager
<b>Action F.1-8</b>	Ensure that stormwater facilities are properly designed, constructed and maintained in the Adams Pond and Knickerbocker Lakes watersheds	Town Manager
<b>Action G.4-2</b>	Create and fund a pedestrian improvements account as part of the Town budget	Board of Selectmen and Town Manager
<b>Partnerships and Other Initiatives</b>		
<b>References</b>	<b>Activity</b>	<b>Primary Responsibility</b>
<b>Action C.2-1</b>	Provide leadership in developing a regional affordable housing strategy	Board of Selectmen and Town Manager
<b>Action F.1-3</b>	Undertake a program to improve stormwater management in the Adams Pond and Knickerbocker Lakes watersheds	Town Manager and Boothbay Region Water District

### Partnerships and Other Initiatives (continued)

<b>Action F.1-5</b>	Develop innovative solutions to address point sources of pollution in the Adams Pond and Knickerbocker Lakes watersheds	Boothbay Region Water District and CEO
<b>Action F.1-6</b>	Encourage the use of innovative approaches for wastewater disposal in the Adams Pond and Knickerbocker Lakes watersheds	Boothbay Region Water District and CEO
<b>Action F.1-10</b>	Require training of public works supervisors in erosion and sedimentation control	Town Manager

## Longer-Term Activities (Beyond 2 Years)

### Regulatory Issues

References	Activity	Primary Responsibility
<b>Action B.3-4</b>	Explore with Boothbay Harbor the creation of an off-shore Marine Enterprise Zone	Town Manager and Planning Board
<b>Action I.2-2</b>	Require locally significant scenic features to be identified in applications for development approval	Planning Board
<b>Action I.2-3</b>	Establish criteria for considering scenic resources in development review	Planning Board

### Studies and Plans

References	Activity	Primary Responsibility
<b>Action F.2-1</b>	Undertake a comprehensive groundwater study	Board of Selectmen
<b>Action G.1-3</b>	Encourage MeDOT to undertake a study of ferry service	Town Manager and MeDOT
<b>Action G.2-1</b>	Develop a comprehensive traffic improvement program in the vicinity of the Common	Town Manager and MeDOT
<b>Action G.4-1</b>	Develop a plan for maintaining and extending pedestrian facilities in the Common area and East Boothbay village	Town Manager and MeDOT
<b>Action G.5-3</b>	Explore improvements to enhance pedestrian safety along Route 96 from East Boothbay Village to Ocean Point	Town Manager and MeDOT
<b>Action G.6-1</b>	Explore the creation of a local trolley or shuttle service	Town Manager and MeDOT
<b>Action I.2-1</b>	Undertake a scenic inventory and assessment	Board of Selectmen and Town Manager

## Capital Projects and Funding

References	Activity	Primary Responsibility
<b>Action B.4-4</b>	Improve traffic flow on the Boothbay peninsula	Town Manager and MeDOT
<b>Action G.2-1</b>	Implement a comprehensive traffic improvement program in the vicinity of the Common	Town Manager, Board of Selectmen, and MeDOT
<b>Action G.2-2</b>	Complete traffic improvements in the Route 27 corridor	Town Manager and MeDOT
<b>Action G.5-2</b>	Construct paved shoulders on the portion of Route 96 between Route 27 and East Boothbay village	Town Manager and MeDOT
<b>Action G.5-4</b>	Expand paved shoulders along Route 27 between Boothbay Center and the Edgecomb line	Town Manager and MeDOT

## Partnerships and Other Initiatives

References	Activity	Primary Responsibility
<b>Actions B.1-5 and B.2-4</b>	Explore creating a small business assistance program	Economic Development Committee
<b>Action G.1-2</b>	Encourage expanded bus and train service to Wiscasset and throughout the Route One corridor	Town Manager and Board of Selectmen
<b>Action H.1-3</b>	Identify and document additional historic buildings, structures, and sites	Boothbay Region Historical Society and the Board of Selectmen

## CHAPTER 9: CAPITAL INVESTMENT STRATEGY

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This investment strategy is intended to assist the Town of Boothbay in planning for the major investments needed to service the anticipated growth and development in the community and to implement the policies of the Comprehensive Plan in a manner that manages the fiscal impacts of those projects. The Town has begun to develop a capital planning and budgeting system that addresses the community's on-going needs for capital equipment and facilities. The Town has a capital improvements account as part of the regular budget. The Town uses this as a "reserve account". As part of the Town Manager's annual budget plan, there is a ten year projection of the use of this account (see Appendix II). The Town's current capital planning process serves as the basis for this investment strategy.

### A. Capital Improvement Plan

Over the past few years, the Town Manger has worked with the Board of Selectmen to develop a more formal process for planning for the Town's capital needs. The Town has developed an equipment replacement schedule that looks at the anticipated needs for replacing the Town's operating equipment on a timely basis. The Manager has begun to develop a program to look at the community's other capital needs including the maintenance and expansion of buildings and facilities. Support for this approach is included in Chapter 5.

### B. Projects Necessary for Implementation

This Comprehensive Plan calls for major investments in a number of activities that involve improving the delivery of community services and enhancing the quality of life in the community. While some of these activities fit a "formal" definition of a "capital improvement", they all are assets that have a somewhat defined life-span and that depreciate over time. Funding for many of these projects is not currently addressed in the ongoing capital budgeting process and will need to be considered to implement the objectives set forth in Chapters 5 and 6. The following is an overview of the major projects needed to implement the recommendations of this Plan that are not currently addressed – these are not listed in priority order recognizing that the ability to undertake these projects will be dependent on the availability of funding often from outside sources:

- 1. Revision of the Zoning Ordinance** – The plan proposes significant changes to the Town's Zoning Ordinance and other land use regulations. Development and adoption of the necessary amendments to the Town's ordinances in a timely manner will require that the Town obtain outside assistance for this project.

2. **Groundwater Study** – The plan recognizes that there are significant issues involving the protection of the quality and quantity of the groundwater in areas of the community but that the Town lacks good information about this resource. Therefore the plan advocates for interim measures until the Town has conducted a comprehensive groundwater study. The Town will probably have to fund a comprehensive study of the Town’s groundwater to serve as the basis for long-range decision-making about this resource.
3. **Marine Facilities** – Objective B.3 in Chapter 5 outlines actions to promote traditional and emerging marine-related uses. While some of these activities will be able to be accomplished by the Port Committee and the land trust, if projects require significant investment, some Town funding may be required.
4. **Pedestrian and Bicycle Improvements** – The plan includes a number of proposals to improve pedestrian and bicycle facilities within the Town in coordination with peninsula-wide efforts. The recommended actions include developing regional and local pedestrian and bicycle plans. While this effort may be able to be funded through the Maine Department of Transportation (MeDOT) or grants, or undertaken by county or regional planning organizations, the Town may need to fund at least part of the cost of developing these plans. In addition, there are a number of specific proposals for pedestrian improvements in the Common area, along Route 27, and in East Boothbay. While much of the cost of these projects may be borne by MeDOT, the Town will probably be responsible for at least the “local share” of the cost of these improvements.
5. **Energy Efficiency Improvements** – Objective D.2 in Chapter 5 envisions that the Town will work to improve the energy efficiency of Town buildings and facilities. While these actions may result in long-term savings for the Town, the initial costs for the energy audits and completion of the improvements may need to be paid for by the Town.
6. **Open Space Plan** – Action E.1-1 calls for the Town to develop a comprehensive open space plan that will lead to Town policies with respect to the protection of open space. The Town will probably have to fund the preparation of this plan.
7. **Scenic Assessment** – Action I.2-1 proposes that the Town undertake a scenic inventory and assessment as a first step in deciding how to protect these resources. The cost of this assessment will probably fall to the Town although some outside funding might be available. This activity may be able to be included as part of the preparation of an open space plan.

8. **Traffic Improvements** – The Plan recommends the completion of traffic improvements along the Route 27 corridor including in the Common area. While funding through MeDOT may be available for part of the cost of these improvements, the Town will have to bear part of the cost. Action G.2-1 suggests that the Town consider using TIF or other financing mechanisms to fund some of these local costs.
9. **Trolley or Shuttle Service** – Action G.6-1 in Chapter 5 proposes that the Town explore the creation of local trolley or shuttle service in cooperation with Boothbay Harbor and local businesses. There may be some costs involved with investigating the feasibility of such a service and with the start-up and ongoing operations of a service.
10. **Sea Level Rise Mitigation** – Action I.6-2 recommends that the Town develop a mitigation plan for dealing with the effects of sea level rise. While funding and assistance for this activity may be available through regional and state programs, the Town will more than likely be responsible for any actions needed to mitigate the impacts on Town facilities.

FINAL DRAFT  
AUGUST 3, 2015



TOWN OF

**BOOTHBAY, ME**

**COMPREHENSIVE**

**PLAN**

**2015**

**APPENDICES**

# Section D

## **Appendices**

## APPENDIX I: UPDATED INVENTORIES

The following inventory sections provide background information about various aspects of the Town of Boothbay. The inventories were originally prepared in the spring of 2013 using the most currently available published information at the time often information for 2011. In the spring of 2015, some of the information was updated to provide a more recent view on the situation in Boothbay. The information in the various inventories comes from a variety of sources. Some of the information about population and demographic characteristics as well as information about the housing stock and occupational characteristics comes from the 2010 Census and subsequent estimates from the American Community Survey (ACS) conducted annually by the Census Bureau. Most of the information about current land use, municipal facilities, infrastructure, and fiscal topics comes from municipal records and the local utility districts. Some of the information on demographics, the local economy, housing, transportation, natural resources, and historic/archaeological resources was provide by the State of Maine to assist the Town in the preparation of the plan.

### A. Population and Demographics

#### *Total Population*

From 1990 to 2010, Boothbay experienced an increase in its total year-round population growing from 2,648 residents in 1990 to 3,120 in 2010. Since 2010, Census estimates have shown the population of the Town to be stable. This increase in population was driven primarily by the net in-migration of people into the community. Over the twenty years from 1990 to 2010, Boothbay experienced more deaths than births to community residents (see Table A.2) This means that Boothbay's recent population increase is due to net in-migration, or more people moving into town than moving away. This trend was particularly pronounced from 2000 to 2009, when the town might have lost population if not for a net in-migration of 239 people.

**Table A.1: Total Population**

	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>% Change 1990-2010</b>
Boothbay	2,648	2,960	3,120	17.8%
Boothbay Harbor	2,347	2,334	2,165	-7.8%
Edgecomb	993	1,090	1,249	25.8%
Southport	645	684	606	-6.0%
Wiscasset	3,339	3,603	3,732	11.8%
Lincoln County	30,357	33,616	34,457	13.5%
Maine	1,227,928	1,274,923	1,328,361	8.2%

Source: US Census

**Table A.2: Factors of Population Change, 1990-2009**

	Population Change	Natural Increase	Net Migration
1990-1999	312	7	305
2000-2009	160	-79	239
1990-2009	472	-72	544

Source: US Census, Maine DHHS

Boothbay’s population reflects a larger trend in coastal Maine – residents are generally of retirement age. From 1990 to 2010, the community’s 20-39 year-old population dropped by over 200 people, while the 50-69 year-old population increased by almost 600 people (Table A.3). This is reflected in the town’s median age, which increased from 38.1 years to 51.7 years during the same time period. This trend extends across the region – of nearby towns, only Wiscasset and Edgecomb experienced smaller age increases (Table A.5).

**Table A.3: Change in Age Cohort**

	1990	2000	2010	% Change 1990 to 2000	% Change 2000-2010	% Change 1990-2010
Under 25	808	773	692	-4.3%	-10.5%	-14.4%
25-44	805	743	555	-7.7%	-25.3%	-31.1%
45-64	626	924	1,096	47.6%	18.6%	75.1%
65 and over	409	520	777	27.1%	49.4%	90.0%

Source: US Census

**Table A.4: Detailed Age Distribution, 1990-2010**

	1990	2000	2010	% Change 1990-2000	% Change 2000 to 2010	% Change 1990-2010
Total population	2,648	2,960	3,120	11.8%	5.4%	17.8%
Under 5 years	183	138	101	-24.6%	-26.8%	-44.8%
5 to 9 years	162	172	134	6.2%	-22.1%	-17.3%
10 to 14 years	171	196	179	14.6%	-8.7%	4.7%
15 to 19 years	176	177	176	0.6%	-0.6%	0.0%
20 to 24 years	116	90	102	-22.4%	13.3%	-12.1%
25 to 29 years	162	136	108	-16.0%	-20.6%	-33.3%
30 to 34 years	213	149	109	-30.0%	-26.8%	-48.8%
35 to 39 years	225	199	161	-11.6%	-19.1%	-28.4%
40 to 44 years	205	259	177	26.3%	-31.7%	-13.7%
45 to 49 years	190	242	218	27.4%	-9.9%	14.7%
50 to 54 years	125	260	275	108.0%	5.8%	120.0%
55 to 59 years	150	250	290	66.7%	16.0%	93.3%
60 to 64 years	161	172	313	6.8%	82.0%	94.4%
65 to 69 years	141	149	294	5.7%	97.3%	108.5%
70 to 74 years	115	139	184	20.9%	32.4%	60.0%
75 to 79 years	60	105	142	75.0%	35.2%	136.7%
80 to 84 years	61	69	95	13.1%	37.7%	55.7%
85 years and over	32	58	62	81.3%	6.9%	93.8%

Source: US Census

**Table A.5: Median Age, 1990-2010**

	1990	2000	2010	Increase, 1990- 2010
<i>Boothbay</i>	38.1	44.2	51.7	13.6
Boothbay Harbor	41.7	48.3	55.8	14.1
Edgecomb	38.5	43.9	46.4	7.9
Southport	44.6	52.8	60.1	15.5
Wiscasset	34.7	39.2	43.5	8.8
Lincoln County	37.4	42.6	48.1	10.7
Maine	33.9	38.6	42.7	8.8

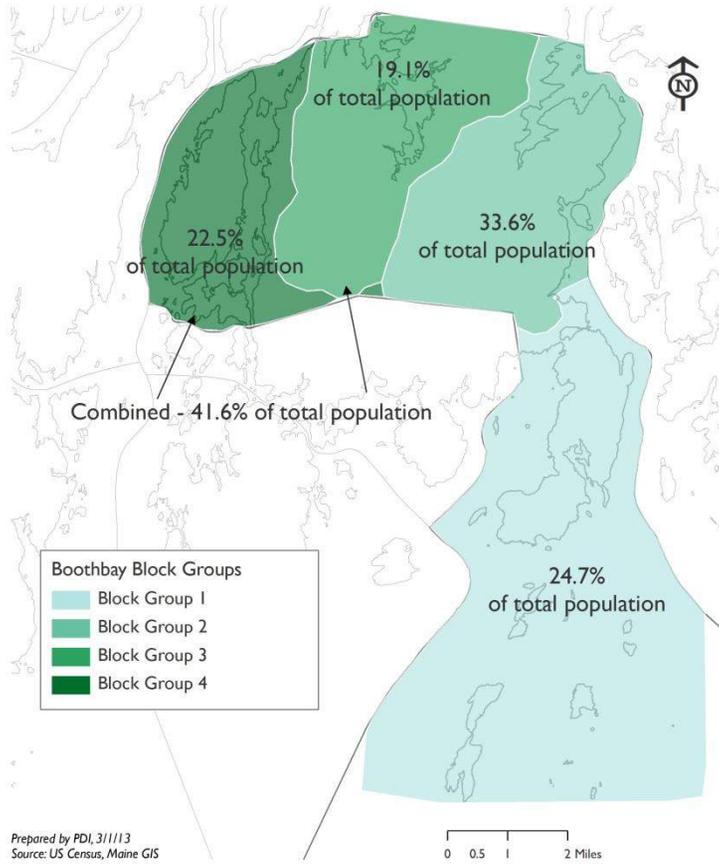
Source: US Census

### *Geographic Distribution*

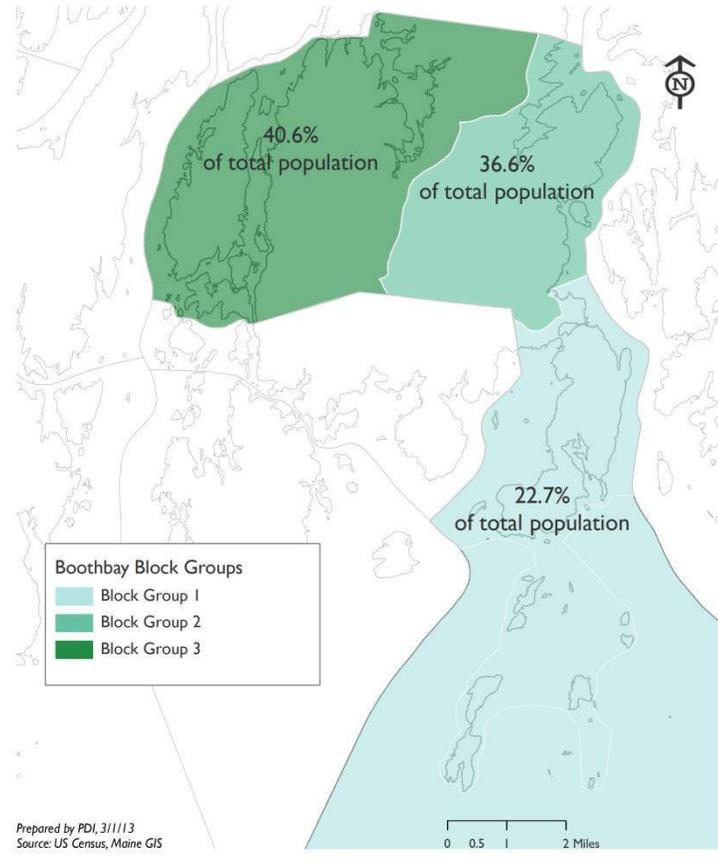
Boothbay's population increase was concentrated in its northeastern corner of the Town (Figure A.1). From 2000 to 2010 that section of town (east of Route 27) saw its share of the Town's total population increase from 33.6% to 36.6%.

Figure A.1: Boothbay Geographic Population Distribution, 2000-2010

Boothbay 2014 Comprehensive Plan Update  
Population Distribution by Census Block Group, 2000



Boothbay 2014 Comprehensive Plan Update  
Population Distribution by Census Block Group, 2010



### *Household Composition*

Boothbay and surrounding communities all experienced decreases in average household size from 1990 to 2010 (Table A.6). Larger households tend to reflect larger families, and households with four or five people also saw a decline during this time (Table A.7). The number of households in Boothbay increased by over 30% between 1990 and 2010, which corresponds with the increase in one to three person households (Table A.8).

**Table A.6: Average Household Size**

	1990	2000	2010	% Change 1990-2010
<i>Boothbay</i>	2.52	2.35	2.25	-10.7%
Boothbay Harbor	2.26	2.05	1.90	-15.9%
Edgecomb	2.44	2.34	2.37	-2.9%
Southport	2.26	2.07	1.92	-15.0%
Wiscasset	2.60	2.43	2.32	-10.8%
Lincoln County	2.52	2.35	2.24	-11.1%
Maine	2.56	2.39	2.32	-9.4%

Source: US Census

**Table A.7: Boothbay Household Composition**

	1990	2000	2010	% Change, 1990-2010
Total households	1,048	1,261	1,386	32.3%
1-person household	219	300	330	50.7%
2-person household	409	552	660	61.4%
3-person household	167	178	212	26.9%
4-person household	178	155	123	-30.9%
5-person household	64	57	41	-35.9%
6-person household	7	16	14	100.0%
7-or-more-person household	4	3	6	50.0%

Source: US Census

**Table A.8: Total Households – Regional Comparison, 1990-2010**

	1990	2000	2010	% Change, 1990-2010
<i>Boothbay</i>	1,048	1,261	1,386	32.3%
Boothbay Harbor	1,023	1,097	1,084	6.0%
Edgecomb	403	466	523	29.8%
Southport	286	331	316	10.5%
Wiscasset	1,286	1,472	1,520	18.2%
Lincoln County	11,968	14,158	15,149	26.6%
Maine	465,312	518,200	557,219	19.8%

Source: US Census

Boothbay’s racial composition remained almost unchanged from 1990 to 2010 (Table A.9).

**Table A.9: Boothbay Population by Race, 1990-2010**

	1990	% of Total Population	2000	% of Total Population	2010	% of Total Population
White	2,634	99.5%	2,932	99.1%	3,057	98.0%
Black	1	0.0%	2	0.1%	14	0.4%
American Indian or Alaska native	6	0.2%	18	0.6%	8	0.3%
Asian or Pacific Islander	1	0.0%	4	0.1%	14	0.4%
Two or more races*	-	-	-	0.0%	26	0.8%
Other race	6	0.2%	4	0.1%	1	0.0%
Total Population	2,648		2,960		3,120	

\*new category for 2010 census

Source: US Census

### ***Income and Poverty***

Most towns in the region experienced similar median household income increases from 2000 to 2010. This might reflect an influx of new residents with a strong retirement income (Table A.10).

During the same time, the percent of Boothbay’s total population that lives in poverty almost doubled to 12.3%. This new number is similar to the State of Maine, and just slightly higher than Lincoln County (Table A.11).

**Table A.10: Regional Median Household Income, 2000-2010**

	2000	2010	% Change
<i>Boothbay</i>	41,192	52,825	28.2%
Boothbay Harbor	34,330	48,064	40.0%
Edgecomb	42,941	58,750	36.8%
Southport	38,333	50,368	31.4%
Wiscasset	37,056	41,216	11.2%
Lincoln County	38,724	48,862	26.2%
Maine	37,072	47,898	29.2%

Source: US Census (2000), American Community Survey 5-Year Sample

**Table A.11: Poverty Rate, 2000-2011**

	Maine		Lincoln County		Boothbay	
	2000	2011	2000	2011	2000	2011
Total Population - Percent Below Poverty Level	10.9%	12.8%	10.1%	9.8%	6.9%	12.3%
Under 18 years – Percent Below Poverty Level	13.7%	17.0%	13.9%	14.0%	9.1%	18.8%

Source: US Census (2000), American Community Survey 5-Year Sample

### *Educational Attainment*

Over 95% of adults over 25 years of age in Boothbay are high school graduates – which is higher than both Lincoln County and the State of Maine.

**Table A.12: Educational Attainment, 2000-2011**

	Maine		Lincoln County		Boothbay	
	2000	2011	2000	2011	2000	2011
Percent high school graduate or higher	85.4%	90.2%	87.9%	92.3%	89.4%	95.5%
Percent bachelor's degree or higher	22.9%	27.1%	22.6%	31.3%	30.2%	28.5%

\*Population over 25

Source: US Census (2000), American Community Survey 5-Year Sample

## B. Local Economy

### *Economic History*

Early settlers in the Boothbay region supported themselves by fishing, transporting goods along the coast, wood harvesting, shipbuilding, and farming. Tourism developed in the 1880s with the establishment of several summer colonies along the coast.<sup>1</sup> Although tourism is now a one of the dominant industries, Washburn/Doughty Shipyard in East Boothbay still maintains a commercial shipyard that employs 100 people, and Bigelow Labs (also in East Boothbay) employs over 80 people in its study of oceanography and related marine activities.

### *Major Employers*

The largest year-round employer in town is the Washburn/Doughty Shipyard in East Boothbay with 100 employees (Table B.1). Manufacturing and construction still play a large role in the Boothbay economy, with over 38% of the average employment in 2011 (Table B.2). There are several large manufacturing establishments, including Hodgdon Yachts, which employs 65 people. Most construction jobs, however, appear to be in small firms – the average establishment employs just three people.

**Table B.1: Major Employers in Boothbay**

Business	Employees	Type	Season
Washburn and Doughty	100	Boatbuilding	All Year
Bigelow Laboratory	81	Science	All Year
Ocean Point Inn	60	Hospitality	Seasonal
Hodgdon Yacht	65	Boatbuilding	All Year
Boothbay Harbor CC	50	Recreation	Seasonal
Coastal ME Botanical Gardens	35/50	Recreation	Primarily seasonal
Knickerbocker Group	45	Construction	All Year
Lobsterman's Wharf	25	Hospitality	Seasonal
EM Wood Construction	16	Construction	Mostly all year
NA Reny Construction	13	Construction	Mostly all year
Ocean Point Marina	10	Marine	All Year
Town of Boothbay	13	Municipal	All Year
Mill Cove Lobster	10	Seafood/Fishing	All Year

Source: 2015 Boothbay Comprehensive Plan Committee

<sup>1</sup> <http://www.boothbayhistorical.org/Then%20and%20Now%20Walking%20Tour%20Brochure.pdf>

**Table B.2: Establishments, Employment and Wages in Boothbay, 2011**

<b>Industry</b>	<b>Establishments</b>	<b>Average Employment</b>	<b>Total Wages</b>
<i>Total, All Industries</i>	<b>170</b>	<b>752</b>	<b>\$35,009,132</b>
Manufacturing	12	147	\$8,813,590
Construction	43	142	\$5,056,007
Health Care and Social Assistance	4	103	\$11,038,773
Arts, Entertainment, and Recreation	12	81	\$2,354,313
Accommodation and Food Services	15	65	\$1,179,866
Retail Trade	4	50	\$1,056,683
Administrative and Waste Services	13	41	\$1,156,661
Professional and Technical Services	17	37	\$1,705,838
Other Services, Except Public Administration	9	24	\$602,610
Agriculture, Forestry, Fishing and Hunting	20	15	\$236,837
Utilities	1	10	\$545,385
Public Administration	3	9	\$302,501
Transportation and Warehousing	3	5	\$139,228

Source: Maine QCEW

**Table B.3: Major Industries in Boothbay**

<b>Industry</b>	<b>Estimated Percent of Total</b>
Boatbuilding	20%
Commercial Fishing	20%
Science	10%
Hospitality	10%
Marine Service	5%
Summer resident support services	15%
Construction	20%

Source: 2013 Boothbay Comprehensive Plan Business Subcommittee

***Labor Force***

Although the labor force-eligible population of Boothbay (age 16 and over) increased by 263 people from 2000 to 2011, the number of people actually in the labor force only increased by 19 (Table B.4). During this same time, Boothbay’s median age increased from 44.2 to 51.7 – suggesting that many of the new residents may be retirees who are not in the labor force.

Prior to the recession, unemployment in Boothbay has tracked closely with the Lincoln County, and was generally slightly lower than the state (Table B.5). But since 2010, the local unemployment rate has been higher than both Lincoln County and the state.

**Table B.4: Boothbay Labor Force, 2000-2011**

	2000	2011
Population 16 years and over	2,405	2,668
In labor force	1,523	1,542
Not in labor force	882	1,126

Source: US Census, ACS 2007-2011

**Table B.5: Boothbay Annual Unemployment Rate**

	<b>Boothbay</b>	<b>Lincoln County</b>	<b>Maine</b>
2003	4.5	4.2	5.0
2004	4.1	3.9	4.6
2005	4.5	4.5	4.9
2006	4.4	4.3	4.7
2007	4.3	4.3	4.7
2008	5.0	5.1	5.4
2009	7.9	7.6	8.1
2010	8.8	7.3	8.1
2011	10.5	7.1	7.9
2012	10.2	7.3	7.5
2013	10.1	6.7	6.6
2014	9.3	5.9	5.7

Source: Maine Center for Workforce Information

### *Occupations*

Of those residents of Boothbay who are employed, the majority work in management, professional, sales or office occupations – although production and moving occupations saw a slight increase from 2000 to 2011. (Table B.6, Figure B.1).

**Table B.6: Boothbay Occupation Profile, 2000-2011**

	2000	% of Total	2011	% of Total
Employed civilian population 16 years and over	1,434		1,524	
Management, professional, and related occupations	438	30.5%	466	30.6%
Service occupations	208	14.5%	122	8.0%
Sales and office occupations	262	18.3%	422	27.7%
Natural resources, construction, and maintenance occupations	309	21.5%	272	17.8%
Production, transportation, and material moving occupations	217	15.1%	242	15.9%

Source: US Census, ACS 2007-2011

In addition, an estimated 12.3% of those employed in Boothbay report being self-employed (Table B.7). This is higher than the state average of 9.4%, but slightly lower than the county average of 13.5%. The census does not list the type of home occupations, but the Comprehensive Plan Committee suggests the presence of the following occupations in Boothbay:

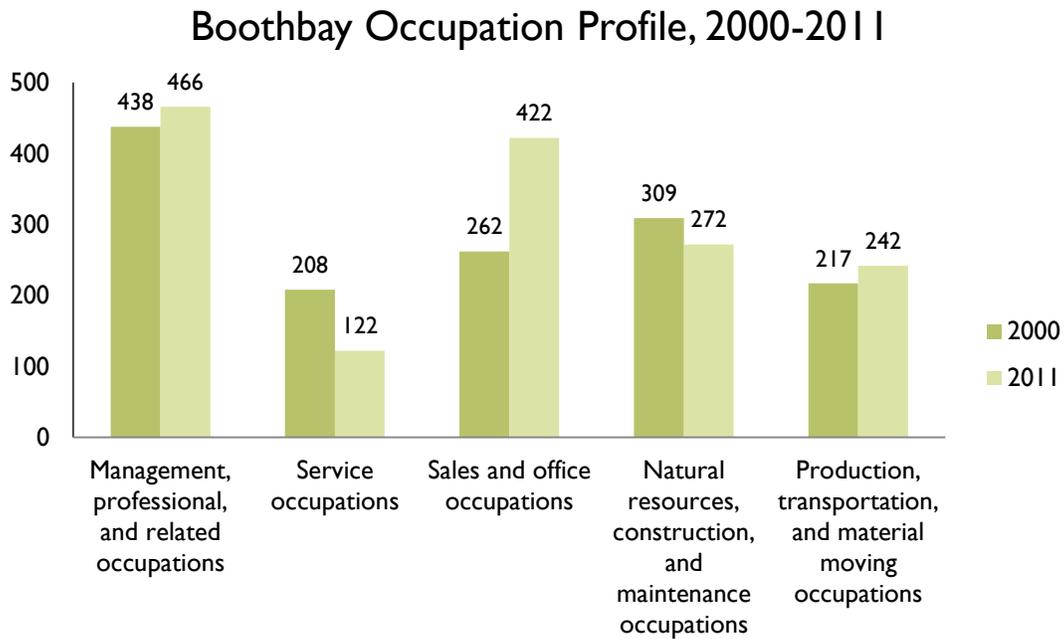
<i>Education</i>	<i>Craftsman, manufacturing</i>	<i>Artists</i>
<i>Computer Science</i>	<i>Auto Repair</i>	<i>Small Engine Repair</i>
<i>Day Care</i>	<i>Seamstress</i>	<i>Catering</i>
<i>Lawn Care</i>	<i>Landscaping</i>	<i>Marine Service</i>
<i>Boat Building</i>	<i>Financial</i>	<i>Commercial Fishing</i>

**Table B.7: Self-Employment in Boothbay, 2011**

	Estimate	Percent
Civilian employed population 16 years and over	1,524	
Private wage and salary workers	1,191	78.1%
Government workers	146	9.6%
Self-employed in own not incorporated business workers	187	12.3%

Source: ACS 2007-2011

Figure B.1: Boothbay Occupation Profile, 2000-2011



Source: US Census, ACS 2007-2011

### Commuting Patterns

From 2002 to 2010, Boothbay experienced a significant increase in the number of residents who live in Boothbay, but work elsewhere (Table B.8). Census information about their workplace locations is limited, but the increase could include retirees collecting pensions or retirement funds.

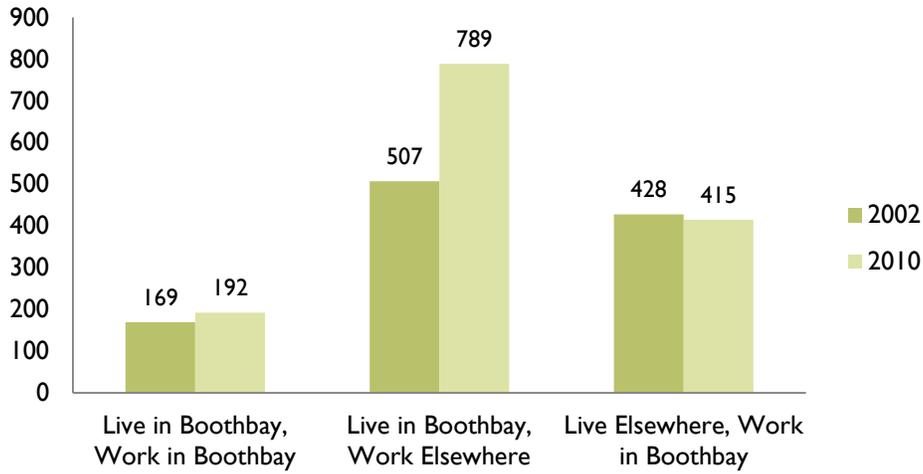
Table B.8: Boothbay Commuting Patterns, 2002-2010

	2002	2010
Live in Boothbay, Work in Boothbay	169	192
Live in Boothbay, Work Elsewhere	507	789
Live Elsewhere, Work in Boothbay	428	415

Source: US Census/LED

Figure B.2: Boothbay Commuting Patterns, 2002-2010

### Boothbay Commute Patterns, 2002-2010



Source: US Census/LED

#### *Regional Economic Role*

Boothbay’s share of Lincoln County’s total annual taxable retail sales has grown slowly over the past five plus years (Table B.9).

Table B.9: Boothbay Retail Sales as a Percentage of County (in thousands of dollars)

	Lincoln County	Boothbay	% of Lincoln County
2007	330,094.0	13,816.5	4.2%
2008	307,957.4	13,325.5	4.3%
2009	284,321.6	12,493.4	4.4%
2010	292,548.9	13,236.1	4.5%
2011	294,957.2	13,126.6	4.5%
2012	310,008.7	13,926.9	4.5%
2013	309,186.1	14,486.5	4.7%
2014	342,386.2	16,218.1	4.7%

Source: Maine Revenue Service

### ***Regional Economic Development***

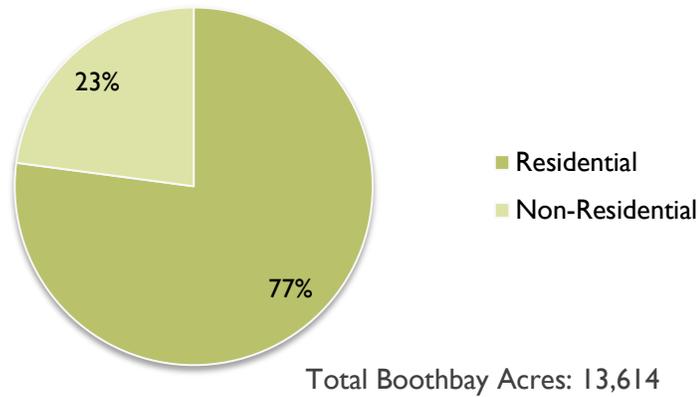
Boothbay is part of the Midcoast Economic Development District, a community development organization led by towns in Sagadahoc, Lincoln, and Knox counties (with several other towns in nearby Cumberland and Waldo counties). It is also part of the Boothbay Harbor Regional Chamber of Commerce, an organization that also includes Boothbay Harbor, Edgecomb, Newcastle, Southport and Wiscasset. In the past year, the Town joined with the Town of Boothbay Harbor to establish an ongoing economic development program. This activity is funded in the 2015 Town budget.

## C. Land Use

### C. Overall Land Use

The Town of Boothbay has 13,614 acres of which 77% are devoted to residential use.

Figure C.1: Boothbay Residential vs. Non-Residential Land Use, 2013



Source: Town of Boothbay Assessor's Office

Table C.1: Boothbay Residential vs. Non-Residential Land Use, 2013

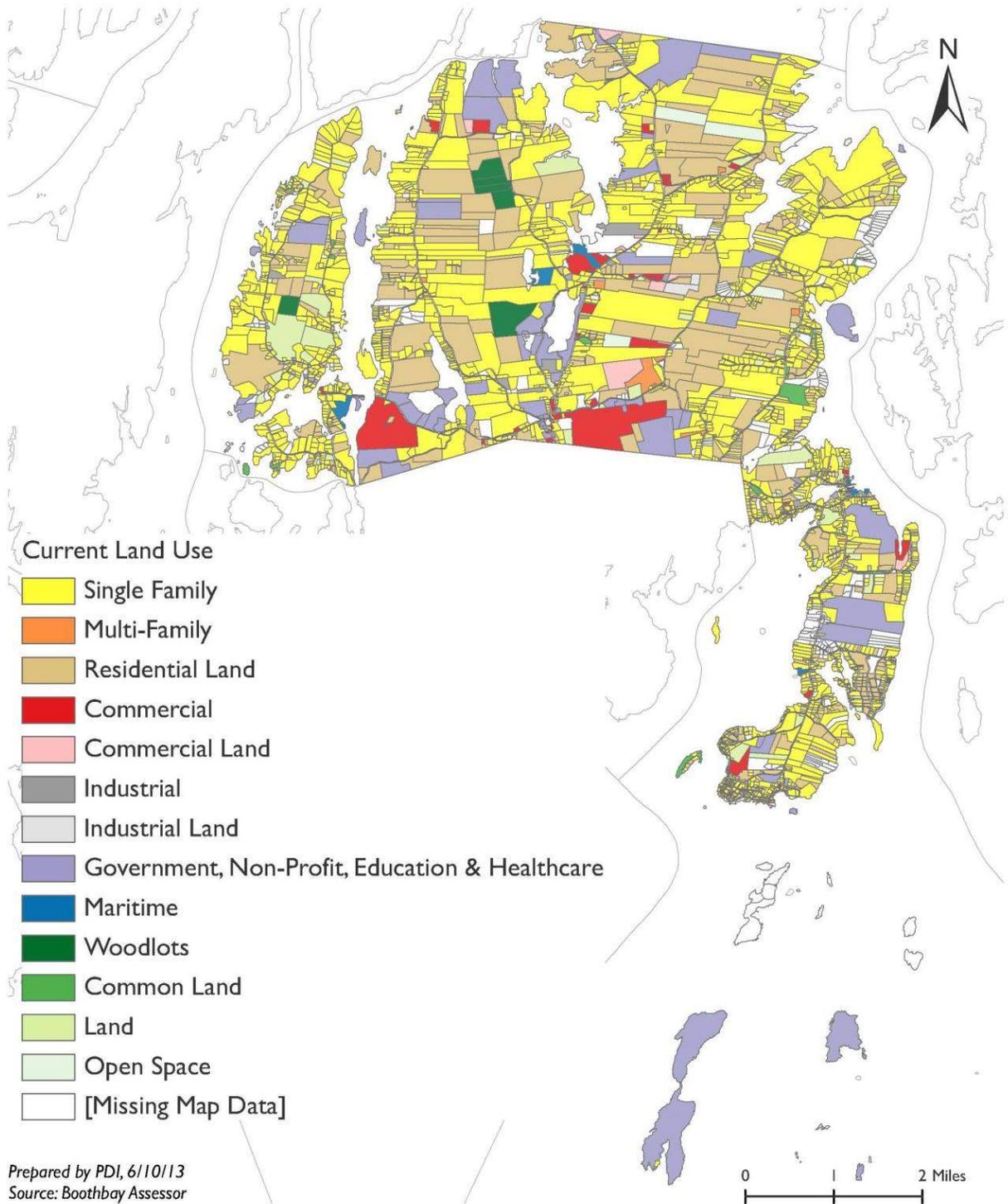
	Number of Parcels	Acres	% of Total Acres
Residential	3,079	10,496.5	77.1%
Non-Residential	414	3,117.5	22.9%

Source: Town of Boothbay Assessor's Office

Figure C.2: Boothbay Land Use Map

# Boothbay 2014 Comprehensive Plan Update

## Current Land Use



### *Residential*

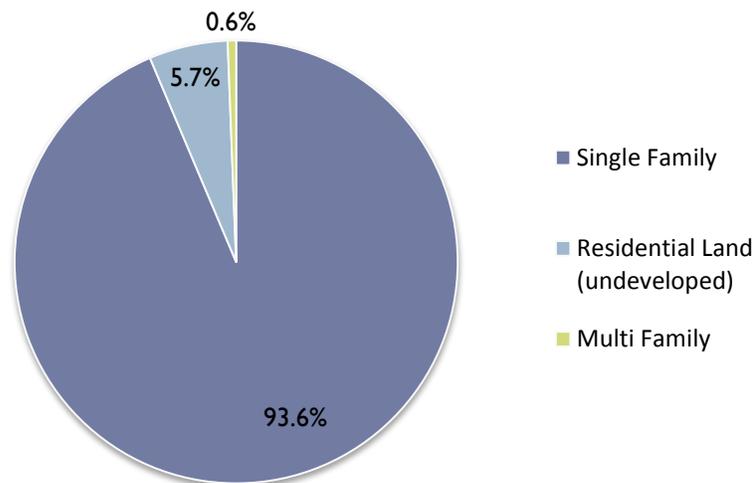
Of the 10,496 acres of residential land in Boothbay, over 93% is devoted to single family homes, while the remainder is split between undeveloped residential land and a limited number of multi-family properties.

**Table C.2: Boothbay Residential Land Use, 2013**

	<b>Number of Parcels</b>	<b>Acres</b>	<b>% of Total Residential</b>
Single Family	2,827	9,829.0	93.6%
Residential Land (undeveloped)	232	603.1	5.7%
Multi Family	20	64.4	0.6%

Source: Town of Boothbay Assessor's Office

**Figure C.3: Boothbay Residential Land Use, 2013**



Total Boothbay Residential Acres: 10,496

Source: Town of Boothbay Assessor's Office

### *Non-Residential*

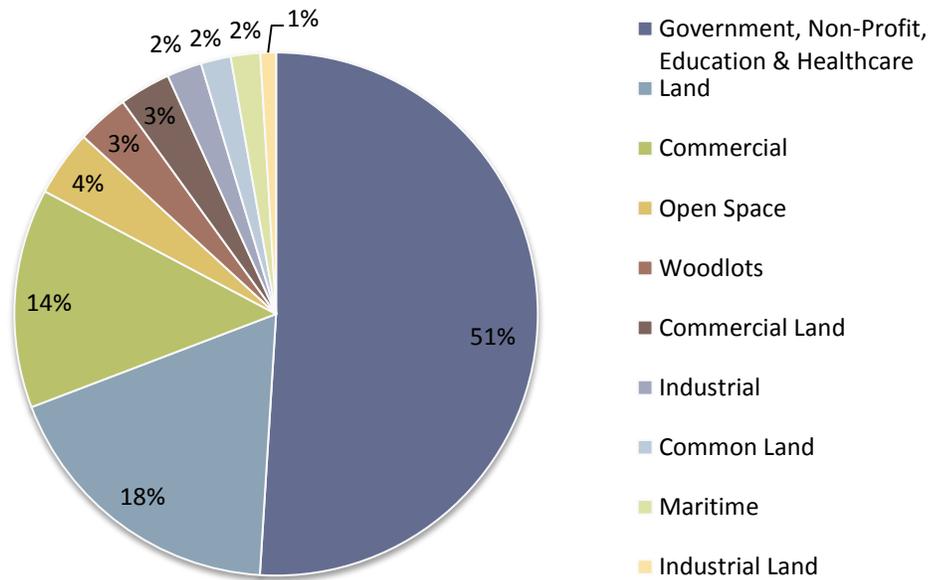
The largest use of non-residential land in Boothbay is in the Government, Non-Profit, Education and Healthcare sectors. Of that land, however, over half is in land trusts (Figure C.5).

**Table C.3: Boothbay Non-Residential Land Use, 2013**

	Number	Acres	% of total Non-Res Acres
Government, Non-Profit, Education & Healthcare	144	1,589.6	51.0%
Land	122	567.9	18.2%
Commercial	66	422.7	13.6%
Open Space	5	127.2	4.1%
Woodlots	6	99.8	3.2%
Commercial Land	17	98.8	3.2%
Industrial	17	67.2	2.2%
Common Land	26	57.6	1.8%
Maritime	8	56.7	1.8%
Industrial Land	3	30.1	1.0%

Source: Town of Boothbay Assessor's Office

**Figure C.4: Boothbay Non-Residential Land Use, 2013**



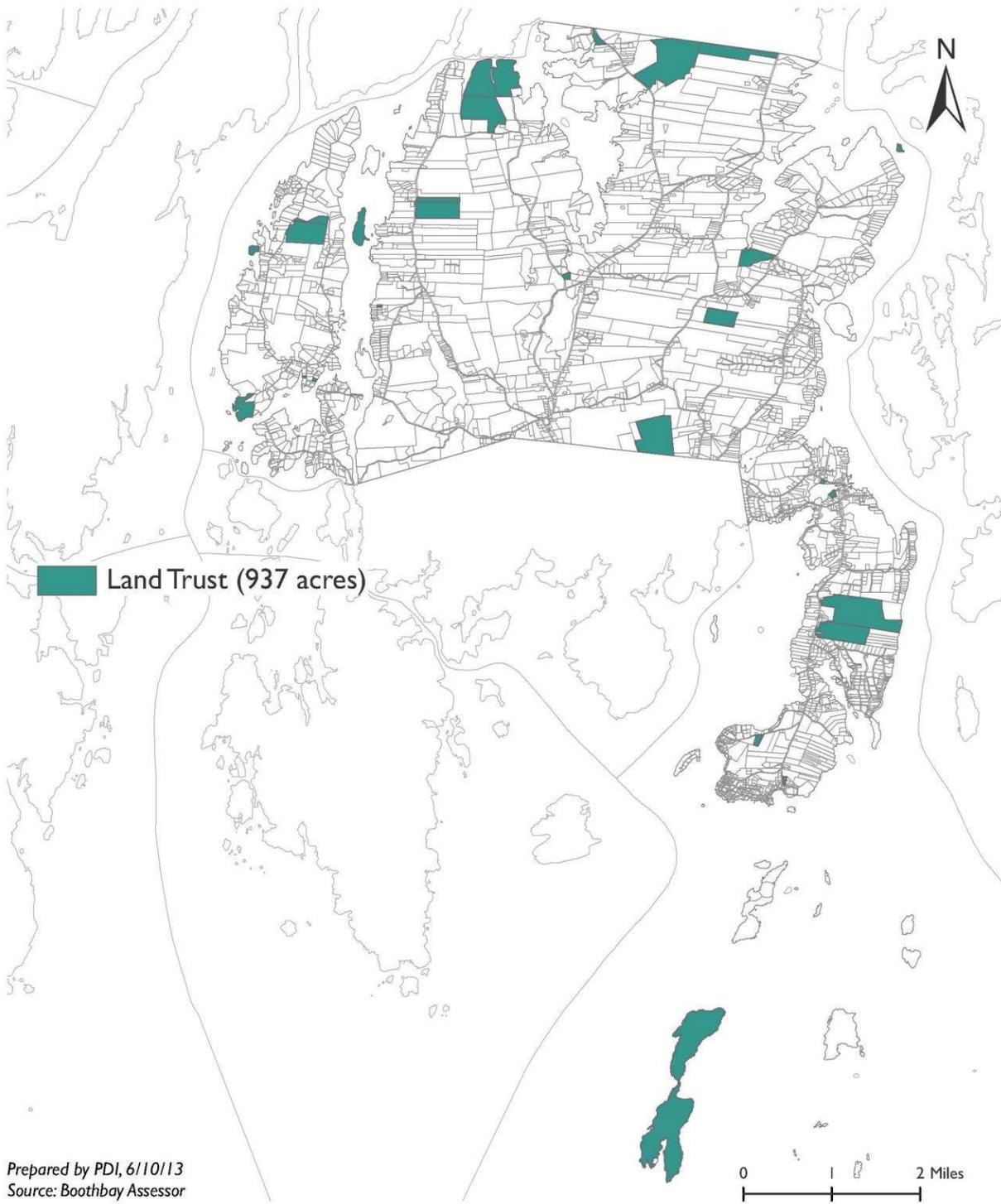
Total Boothbay Non-Residential Acres: 3,118

Source: Town of Boothbay Assessor's Office

Figure C.5: Boothbay Land Trusts, 2013

# Boothbay 2014 Comprehensive Plan Update

## Land Use | Land Trust



Prepared by PDI, 6/10/13  
Source: Boothbay Assessor

## D. Housing

### *Housing Units*

Boothbay and surrounding towns experienced significant increases in total housing units from 2000 to 2010 (Table D.1). Of the new units in Boothbay, however, 42% are seasonal; as a result, seasonal units now make up a larger percentage of the total housing stock than they did in 2000 (Table D.4). The percentage of single family units stayed at about 90% during this time, as did the percentage of owner-owned units (Table D.5, D.6). From 2000 to 2010, no new multi-family housing was constructed in Boothbay or surrounding communities (Table D.7).

**Table D.1: Housing Units**

	<b>2000</b>	<b>2010</b>	<b>% Change</b>
Boothbay	2,046	2,474	20.9%
Boothbay Harbor	1,993	2,175	9.1%
Edgecomb	572	755	32.0%
Southport	912	1,051	15.2%
Wiscasset	1,612	1,782	10.5%
Lincoln County	20,849	23,493	12.7%
Maine	651,901	721,830	10.7%

Source: US Census

**Table D.2: Occupied Housing Units, 2000-2010**

	<b>2000</b>	<b>2010</b>
Occupied housing units	1,261	1,386
Vacant housing units ( <i>see Table D.3</i> )	785	1,088

Source: US Census

**Table D.3: Vacant Housing Units, 2000-2010**

	<b>2000</b>	<b>2010</b>
For rent	15	44
For sale only	19	76
Rented or sold, not occupied	13	7
For seasonal, recreational, or occasional use	714	893
For migratory workers	0	1
Other vacant	24	67
Vacant housing units	785	1,088

Source: US Census

**Table D.4: Year Round Housing Units**

	<b>2000</b>	<b>% of Total</b>	<b>2010</b>	<b>% of Total</b>
Seasonal	714	34.9%	893	36.1%
Year-Round	1,332	65.1%	1,581	63.9%
Total	2,046		2,474	

Source: US Census

**Table D.5: Boothbay Units in Residential Structures, 2000-2011**

	<b>2000</b>	<b>% of Total</b>	<b>2011</b>	<b>% of Total</b>
<i>Total:</i>	2,046		2,615	
1, detached	1,811	88.5%	2,357	90.1%
1, attached	32	1.6%	13	0.5%
2	44	2.2%	75	2.9%
3 or 4	11	0.5%	44	1.7%
5 to 9	13	0.6%	0	0.0%
10 to 19	0	0.0%	0	0.0%
20 to 49	0	0.0%	0	0.0%
50 or more	0	0.0%	0	0.0%
Mobile home	135	6.6%	126	4.8%
Boat, RV, van, etc.	0	0.0%	0	0.0%

Source: US Census, 2007-2011 ACS

**Table D.6: Housing Tenure, 2000-2010**

	<b>2000</b>	<b>% of Total</b>	<b>2010</b>	<b>% of Total</b>
Occupied Housing Units	1,261		1,386	
Owner Occupied	1,109	87.9%	1,202	86.7%
Renter Occupied	152	12.1%	184	13.3%

Source: US Census

**Table D.7: Single Family House Construction, 2000-2014**

	<b>2000-2005</b>	<b>2006-2010</b>	<b>2011-2014</b>	<b>Total</b>
Boothbay	282	80	38	400
Boothbay Harbor	67	22	35	124
Edgecomb	95	37	8	140
Southport	56	41	4	101
Wiscasset	140	47	20	207

Source: HUD Building Permits

### *Housing Age and Ownership*

Befitting Boothbay’s long history, 286 residential homes in town were built before 1900.<sup>2</sup> Despite the large number of historic homes, 61% of homes in Boothbay were built after 1960 (Table D.8).

Boothbay also has a large number of homes owned by non-residents; 26% of Boothbay’s housing units have an owner with an out-of-state mailing address in the assessor’s records (Table D.9).

**Table D.8: Boothbay Age of Home by Tenure, 2000-2010**

	<b>2000</b>	<b>2010</b>	<b>2010 % of Total</b>
<i>Total</i>	1,261	1,491	
<i>Owner occupied</i>	1,113	1,339	
Built 2005 or later		51	3.8%
Built 2000 to 2004		63	4.7%
Built 1990 to 1999	250	285	21.3%
Built 1980 to 1989	248	183	13.7%
Built 1970 to 1979	155	168	12.5%
Built 1960 to 1969	24	181	13.5%
Built 1950 to 1959	61	83	6.2%
Built 1940 to 1949	53	62	4.6%
Built 1939 or earlier	322	263	19.6%
<b>Renter occupied</b>	148	152	
Built 2005 or later		0	0.0%
Built 2000 to 2004		0	0.0%
Built 1990 to 1999	17	59	38.8%
Built 1980 to 1989	18	17	11.2%
Built 1970 to 1979	45	0	0.0%
Built 1960 to 1969	25	38	25.0%
Built 1950 to 1959	21	15	9.9%
Built 1940 to 1949	0	0	0.0%
Built 1939 or earlier	22	23	15.1%

Source: US Census (2000), American Community Survey (2006-2010)

<sup>2</sup> Town of Boothbay Assessor’s Office, 2013.

**Table D.9: Housing Units with Out-of-State Owners, 2013**

	<b>Out of State</b>
Single Family	614
Condo	22
Mobile Home	7
Multi-Family	5
<b>Total</b>	<b>648</b>

Source: Boothbay Assessor's Office

***Affordability***

While Boothbay's average rental prices remained steady from 2006 to 2011, the median sale price for houses dropped by almost 30 percent during this same time period. Due to this drop, the percentage of Boothbay residents unable to afford the median home price dropped from 82 percent to 59 percent during this same time (Table D.11, D.13, and D.14). As housing prices have rebounded since 2011, it is likely that the affordability issue has resurfaced.

There are no dedicated subsidized housing complexes in Boothbay, and only six special needs units in a supportive housing project. For the region, it appears that the neighboring towns of Boothbay and Wiscasset have most of the subsidized units (Table D.10).

**Table D.10: Subsidized Housing Units, 2015**

	<b>Boothbay</b>	<b>Boothbay Harbor</b>	<b>Edgecomb</b>	<b>Wiscasset</b>	<b>Southport</b>
Family Units	0	52	26	24	0
Housing Choice Vouchers	0	5	0	9	0
Senior Units	0	86	10	27	0
Special Needs Units	6	4	0	8	0
<b>Total</b>	<b>6</b>	<b>147</b>	<b>36</b>	<b>68</b>	<b>0</b>

Source: Maine State Housing Authority

**Table D.11: Average Two Bedroom Rent with Utilities, 2006-2011**

	<b>2006</b>	<b>2011</b>	<b>% Change</b>
Boothbay	\$873	\$860	-1.5%
Boothbay Harbor	\$971	\$859	-11.5%
Wiscasset	\$959	n/a	
Lincoln County	\$875	\$871	-0.5%
Maine	\$844	\$820	-2.8%

Source: Maine State Housing Authority

**Table D.12: Percentage of Renter Households Unable to Afford Average Two-Bedroom Rent, 2008-2011**

	<b>2008</b>	<b>2011</b>
Boothbay	51.8%	56.9%
Boothbay Harbor	67.8%	62.9%
Wiscasset	65.0%	n/a
Lincoln County	62.5%	61.1%
Maine	57.0%	55.6%

Source: Maine State Housing Authority

**Table D.13: Median Home Price, 2006-2011**

	<b>2006</b>	<b>2011</b>	<b>% Change</b>
Boothbay	\$313,425	\$221,000	-29.5%
Boothbay Harbor	\$269,900	\$250,000	-7.4%
Southport	n/a	n/a	
Wiscasset	\$162,000	\$138,500	-14.5%
Lincoln County	\$202,233	\$156,450	-22.6%
Maine	\$185,000	\$162,000	-12.4%

Source: Maine State Housing Authority

**Table D.14: Percentage of Households Unable to Afford Median Home Price, 2008-2011**

	<b>2008</b>	<b>2011</b>
Boothbay	82.3%	59.2%
Boothbay Harbor	88.6%	78.4%
Southport	80.0%	n/a
Wiscasset	58.0%	47.3%
Lincoln County	65.5%	48.3%
Maine	59.4%	53.0%

Source: Maine State Housing Authority

**Table D.15: Average Single Family Home Assessed Parcel Value, by Mailing Address (2012)**

	<b>Out of State Mailing Address</b>	<b>Maine Mailing address</b>
Single Family Homes (Single Family, Condos, Mobile Homes)	\$464,196	\$320,615

Source: Boothbay Assessor's Office

## E. Municipal Facilities

### *Municipal Buildings*

The majority of Boothbay's municipal facilities are located along or near Wiscasset Road, or Route 27 (Figure E.1). Boothbay maintains its own fire department, but law enforcement is handled by the Lincoln County Sheriff Department, which has its headquarters in Wiscasset, about nine miles from Boothbay Town Hall. Town Hall and the Public Works facilities are in good condition, but both the main station and satellite station of the fire department are in need of general maintenance (Table E.1).

**Table E.1: Boothbay Municipal Facilities Status 2013**

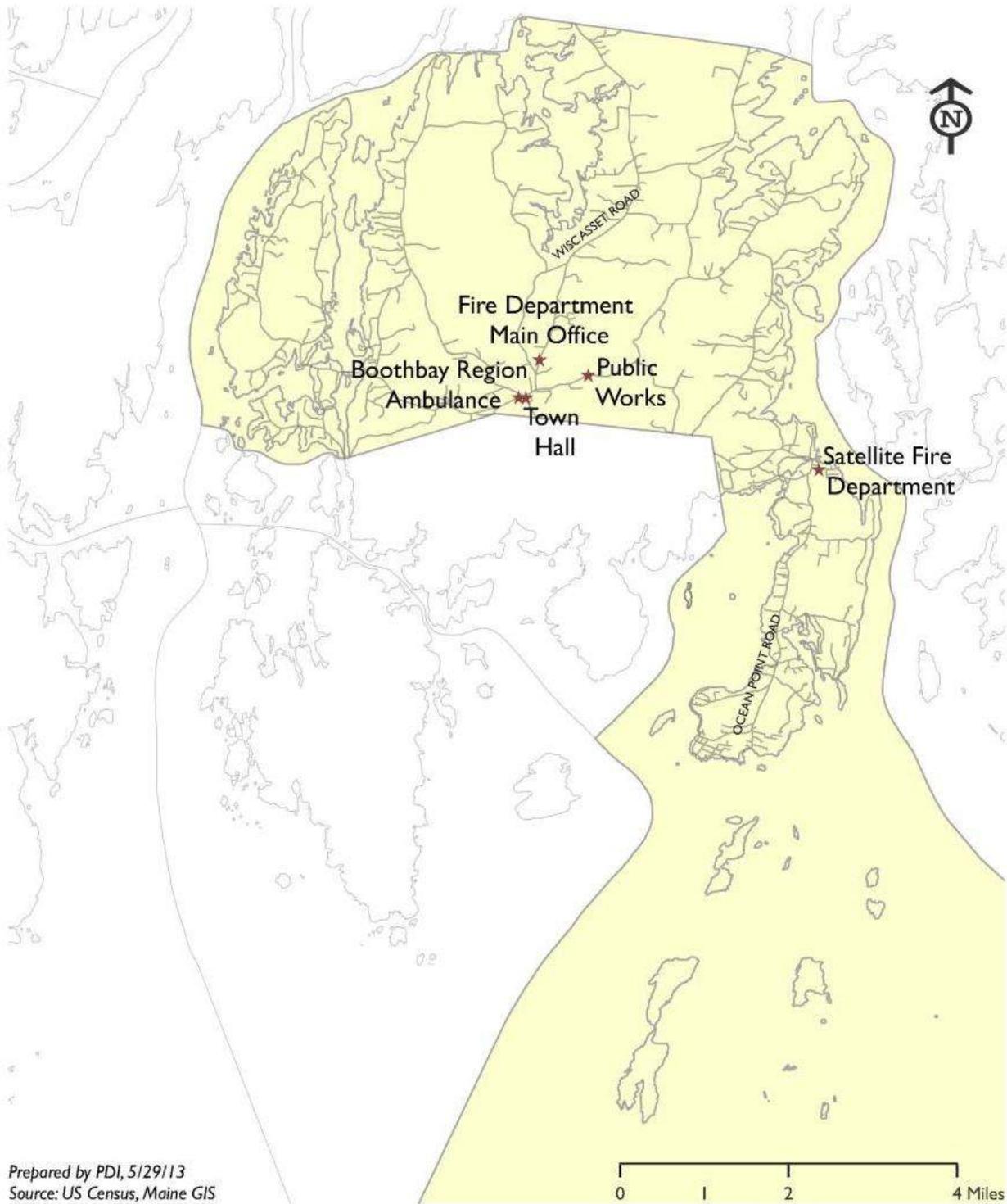
<b>Building</b>	<b>Address</b>	<b>Purpose &amp; Employees</b>	<b>Condition</b>	<b>Needs</b>	<b>Recent Renovations</b>	<b>Upgrade Plans</b>
Town Hall	1011 Wiscasset Road	Code Enforcement, Harbor Master, Assessing, Accounts R/P, Clerk, Town Manager -8 employees (including contract)	Good Condition, Built in 1995	General Maintenance	2007 Roof replacement	None
Public Works	105 Country Club Road	Public Works -5 employees	Good, Built in 1994	Extra Bay	None	None
Fire Department Main Office	911 Wiscasset Road	Fire Department Main Station	Fair Built in 1995	General Maintenance		
Satellite Fire Department	6 School Street	East Boothbay Satellite Fire Department Station	Fair Built approx. 1975	General Maintenance	None	None

Source: Boothbay Town Manager

Figure E.1: Municipal Services Map

# Boothbay 2014 Comprehensive Plan Update

## Municipal Facilities



Prepared by PDI, 5/29/13  
Source: US Census, Maine GIS

### *Fire and Safety*

The Boothbay Fire Department has two stations; one near town hall, and a satellite station in East Boothbay near several shipbuilding operations and Bigelow Labs. In 2014, the Boothbay Fire Department responded to 157 calls. Two of those were structure fires, and 26 were mutual aid calls.

**Table E.2: Boothbay Fire Department Calls, 2014**

<b>Type</b>	<b>Number</b>
Motor Vehicle Accidents	46
Fire Alarms	24
CO Alarms	6
Service Calls	7
Smoke Investigations	5
Utility Lines Down	8
Chimney Fires	2
Trees Down in Road Way	6
Structure Fires	2
Trees on Wires	8
Motor Vehicle Fires	1
Brush Fires	2
Search for Missing Person	1
Unpermitted Burns	6
Hazmat	1
Equipment Fire	4
Water Rescue	1

Source: 2014 Town of Boothbay Annual Report

**Table E.3: Boothbay Fire Department Mutual Aid Calls, 2014**

	<b>Number</b>
Boothbay Harbor	11
Southport	2
BRAS	9
Edgecomb	3
Bristol	1

Source: 2014 Town of Boothbay Annual Report

### ***Harbormaster***

Boothbay employs a harbormaster, who in turn has two deputies who help oversee mooring, ramp floats, safety hazards and the Boothbay Port Committee.

**Table E.4: Boothbay Mooring Permits, 2014**

Location	Total
Barter's, Sawyer's & Hodgdon Islands	220
Card Cove, Grimes Cove-Ocean Point	83
Cross River and Rocky Point	49
Damariscotta River	219
Linekin Bay	267
Little River	102
Outer Islands	15
<b>TOTAL</b>	<b>955</b>

Source: 2014 Town of Boothbay Annual Report

### ***Library***

The Boothbay Harbor Memorial Library is a private non-profit organization that serves the Towns of Boothbay, Boothbay Harbor, Southport and Edgecomb. Non-residents can pay a yearly fee for a library card. The library's budget comes from the municipalities, annual fundraising, an endowment, and other sources (including a "Friends of the Library" organization). In 2011, the library had about 8,500 users, and over 22,000 visits.

### ***Ambulance Service***

The emergency room at St. Andrew's Hospital in Boothbay Harbor closed in 2013. After the closure, the primary emergency room for the region is at *Lincoln Health-Miles Campus* in Damariscotta, which is 19 miles from St. Andrew's. As a result, the budget for the Boothbay Region Ambulance Service (which serves Boothbay, Boothbay Harbor, Southport and Edgecomb) has increased as the service has transitioned to more full-time staffing. For the 2013-2014 fiscal-year, Boothbay budgeted \$167,808 for ambulance service but only expended \$122,811.

### ***Public Works***

Boothbay Public Works is tasked with maintaining public ways, as specified by the Maine Department of Transportation.<sup>3</sup> Public Works employs a foreman and four other employees, and maintains eleven vehicles, including eight vehicles equipped for snow removal.<sup>4</sup> They also have a grader, excavator, backhoe, sweeper attachments, and a wood chipper.

<sup>3</sup> <http://www.townofboothbay.org/pdf/code/Admin%20Code5-8-2012.pdf>

<sup>4</sup> 2011 Town of Boothbay Annual Report

## F. Recreation and Open Space

### *Open Space and Trails*

The Boothbay Region Land Trust (BRLT) has preserved over 1,700 acres in the Boothbay region, including six islands protecting wildlife habitat, vistas, forests, meadows, wetlands, shorefront, and historical sites. BRLT's 15 preserves are open to the public for low intensity use and provide over 30 miles of hiking trails open year round, free of charge. Figure F.1 shows BRLT conserved properties (owned and easement). Figure F.2 shows community trails in Boothbay.

Figure F.1: Conserved Land

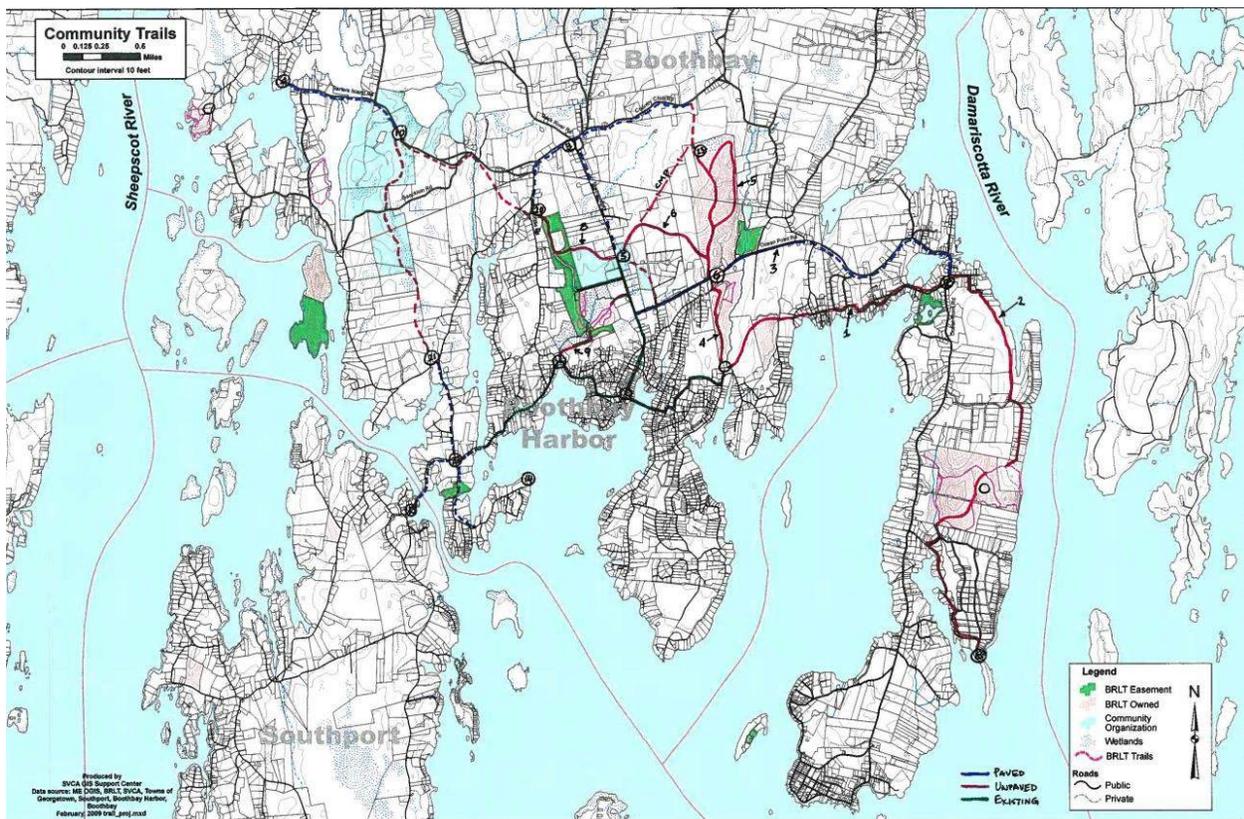
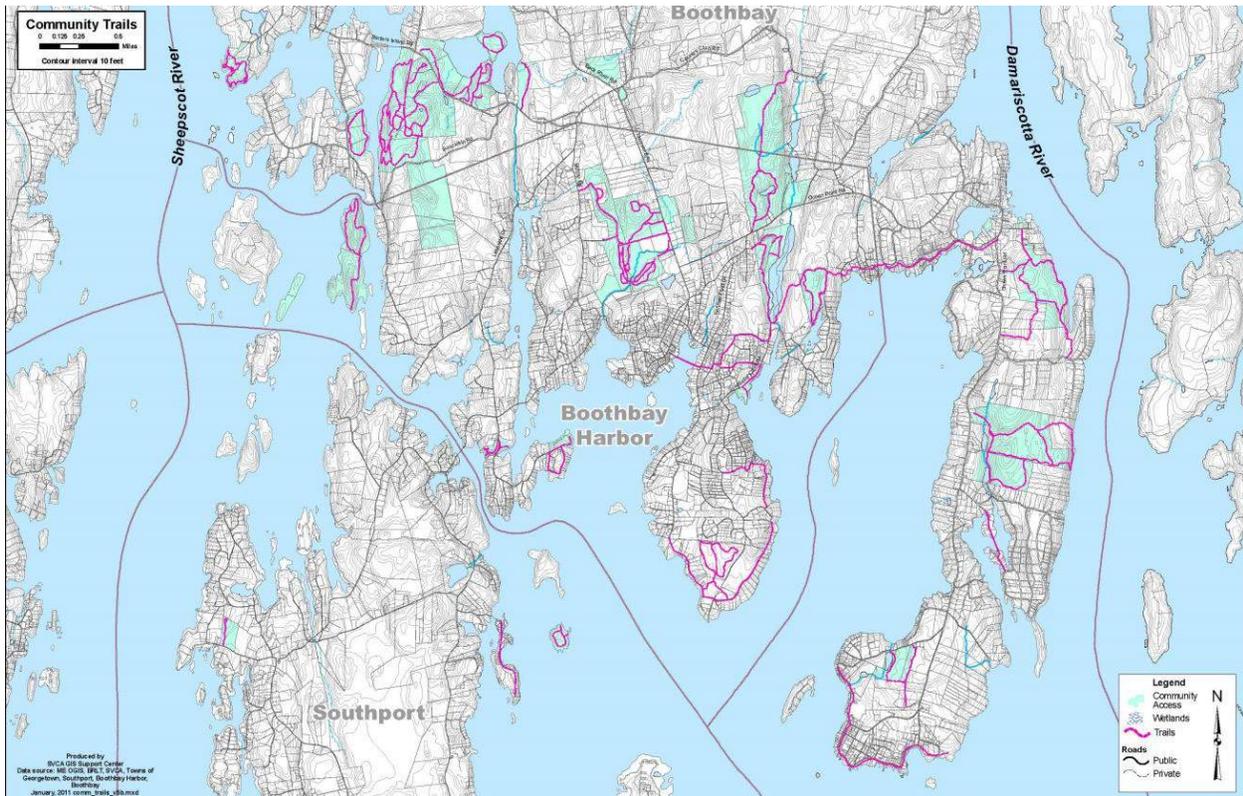


Figure F.2: Community Trails



**Current Use Tax Programs**

The State of Maine has four "current use" programs which offer the property owner a reduction in their assessed value: Tree Growth, Farm Land, Open Space and Working Waterfront. While these programs provide an incentive to property owners to keep land undeveloped, they do not provide long-term or permanent protection of the land, nor do they provide for any public access. In 2012, Boothbay reported 40 parcels in the Tree Growth program with a total of 1,270 acres; 3 parcels in the Farmland program with a total of 37 acres; 15 parcels in the Open Space program with 415 acres; and one parcel in the Working Waterfront program with 0.79 acres.

Table F.1: 2012 Land in Current Use Taxation Programs

	Parcels	Acres
Farmland	3	37
Tree Growth	40	1,270
Open Space	15	415
Working Waterfront	1	0.79

Source: Town of Boothbay Assessing Office

### ***Parks and Playgrounds***

The Boothbay Common is located on Route 27, and hosts events such as the summer farmers market and the Labor Day Arts and Crafts Show.

The Harold B Clifford Playground and Community Field is a multipurpose recreational facility located on Back River Road. It has a large playground with an extensive playscape. Community Field is a multi-purpose field that is used for baseball and soccer. It has locker rooms and restrooms.

The Knickerbocker Recreational Area on Knickerbocker Lakes is owned by the Town and provides public swimming with a small dock and float. It also provides canoe and kayak access to the lake as well as picnic and rest room facilities.

### ***Other Recreation Facilities***

Coastal Maine Botanical Gardens is a private, non-profit 250 acre landscape with gardens, native forest, massive ledges and nearly a mile of tidal shorefront located on Botanical Gardens Drive, off Barbers Island Road. It is the largest botanical garden in New England. A non-profit organization, the Coastal Maine Botanical Gardens' mission is "to protect, preserve, and enhance the botanical heritage and natural landscapes of coastal Maine for people of all ages through horticulture, education, and research."

The Boothbay Region Country Club is a semi-private club and golf course located on Country Club Road. The club is currently (2015) undergoing a total renovation.

Boothbay residents are also served by school facilities and a YMCA, located in Boothbay Harbor.

## G. Infrastructure

### Water

Unless otherwise noted, Boothbay Region Water District information is from “Master Plan Update for the Boothbay Region Water District”, December 2009, Wright-Pierce Engineering.

Founded in 1869, the Boothbay Region Water District currently includes the Towns of Boothbay, Boothbay Harbor and Southport. In 2002, it combined with the previously separate East Boothbay water system. The district has a staff of nine, and is overseen by a Board of Trustees.<sup>5</sup> Sixty-four percent of the district’s pipes are devoted to seasonal water mains, which are generally turned on from May until October. In 2014, the district took in almost \$2.6 million in revenue, primarily from residential metered sales and fire protection revenue. The district has undertaken and identified a number of projects in both Boothbay and Boothbay Harbor to improve their system; the following sections discuss only the projects that are in Boothbay.

**Table G.1: Boothbay Region Water District 2014 Revenues**

	<b>2012 (Actual)</b>	<b>% of Total</b>
Residential Metered Sales	\$1,115,337	43.1%
Fire Protection Revenue	\$782,476	30.2%
Commercial Metered Sales	\$483,518	18.7%
Government Metered Sales	\$31,941	1.2%
Miscellaneous	\$174,279	6.7%
<b>TOTAL</b>	<b>\$2,587,551</b>	

Source: Boothbay Region Water District Budget, 2015

### Seasonal Service

The Boothbay Region Water District system contains seasonal water mains that provide service for a large regional summer population. Seasonal mains make up 64% of the total length of pipe in the system, while year-round mains account for approximately 36% of length. Residential water service makes up 96% of the seasonal connections (Table G.2).

Major seasonal main segments include:

- Ocean Point in East Boothbay
- Lakeside Drive
- Route 27 from Big Al’s storage to River Road
- Squirrel, Cabbage and Mouse Island ocean crossings
- Back River Road
- Barter’s Island Road
- Sawyer’s Island Road

<sup>5</sup> <http://www.bbrwd.org/about/>

**Table G.2: Year-Round and Seasonal Water Connections, Boothbay**

	<b>Year-Round</b>	<b>Seasonal</b>	<b>Total</b>
Residential	297	505	802
Commercial	27	21	48
Government	1	0	1
<i>Total</i>	325	526	851

Source: Town of Boothbay, 2013

***Private Water Supply***

Boothbay has 1,581 year-round using units, but only 297 year-round water connections (Appendix D: Housing, Table G.2). The remaining housing units – 1,284 – are served by private wells.

***Water Supply, Treatment and Storage***

The Water District has three water supply sources:

- *Adams Pond (Boothbay):* Adams Pond is a 78-acre lake in Boothbay, and is the primary water supply source for the district.<sup>6</sup>
- *Knickerbocker Lakes:* Also known as Knickerbocker Ponds, this water source has two interconnected lakes, and is located about one mile west of Adams Pond. The district developed Knickerbocker Lakes as a water supply after determining that Adams Pond was not adequate to meet future water supply needs for the region. The district began drawing water from these lakes in 2008. The Knickerbocker Lakes permit restricts regular annual withdrawals to 51.5 MGD (million gallons per day).
- *East Boothbay Wells:* The East Boothbay wells supplied water to the former East Boothbay Water District, and are comprised of one gravel packed well and three bedrock wells. Even under ideal conditions, these wells have a limited yield (160,000 GPD) due to high iron and manganese concentrations. The yield is lower in the summer and dry periods.

Water from Adams Pond and Knickerbocker Lakes is treated at the Adams Pond Treatment Facility. Constructed in 1994, the treatment facility includes a clarification/filtration system and can treat up to two million gallons per day.

<sup>6</sup> <http://www.lakesofmaine.org/lake-overview.html?m=5366>

**Table G.3: Water Storage Facilities**

	<b>Nominal Volume (M.G.)</b>	<b>Tank Material</b>	<b>Year Constructed</b>
Mount Pisgah Tank	550,000	Steel	1997
West Harbor Standpipe	317,000	Steel	1963
Kenniston Hill Tank	508,000	Concrete	2004

***Regulations***

The Boothbay Region Water District is in compliance with all existing treated water quality regulations of the Safe Water Drinking Act of 1996. But Maine’s water withdrawal rule (Chapter 587) could have a big impact on future water supplies of the region. This regulation – which maintains minimum stream flows and reservoir levels for wildlife – impacts both Adams Pond and Knickerbocker Lakes, which are classified as “great ponds” and subject to this rule. Developing new water sources would require expensive alternative treatment plans (i.e., desalination, new groundwater treatment, and facilities to treat iron and manganese). A 2009 master plan for the district recommended that the “District should continue to promote source water protection policies to protect these valuable assets for the region” and that “Adams Pond and Knickerbocker Lakes are the only economically feasible water supply sources for the region and protection of these sources cannot be taken lightly.”

The District has worked with Boothbay to develop a watershed protection overlay district in the watershed zone of Adams Pond and Knickerbocker Lakes, which prohibits recreational activities on Adams Pond, and only small boats with a motor size of 10 horsepower or less are allowed on Knickerbocker Lakes.

The 2009 master plan for the district recommends the following:

- Continue to emphasize public outreach and education to promote environmental stewardship of landowners in the watershed
- Review and update SWAP every 5 to 10 years (watershed protection guidelines and assessments)
- Consider development of watershed protection commission with representatives from towns, district, lakes association, citizens
- Continue water quality monitoring program, especially for Knickerbocker Lakes
- Review/discuss ordinance modifications in case of future development pressure

### ***Master Plan High Priority Projects***

#### *Distribution*

- East Boothbay Water Main Upgrade
- Knickerbocker Bridge Crossing

#### *Treatment Facility*

- Control System and Telemetry Upgrade
- Filter/Clarifier Media Replacement
- Sodium Hypochlorite Conversion
- Treatability Study

#### ***Fire Flows***

The 2009 Boothbay Region Water District Master plan recommends the following fire flow upgrades:

- Core Lane and Middle Road: Replace 6 inch main with 8-inch main
- Route 96 (high priority for district): The East Boothbay Tank was demolished in 2008. As a result, water quality is better, but fire flow capacity was reduced. Replace 8 inch main with 12 inch main.

#### ***Service Expansion Policies***

The Boothbay Region Water District does not fund water main extension projects to support development. As specified by Maine Public Utilities Commission, all costs for main extensions must be borne by the individual applicant or developer.



### *Wastewater*

The Boothbay Harbor Sewer District serves the Towns of Boothbay and Boothbay Harbor, and has municipal contracts with Squirrel Island and Capital Island in Southport. The district is governed by three trustees elected by the Town of Boothbay Harbor, and includes Boothbay in its service area under its charter. In the 1990s, the voters of Boothbay Harbor granted Boothbay 30,000 gallons per day of capacity in the treatment plant. Any future increase would require a public vote from Boothbay Harbor. As of 2014, properties in Boothbay that are connected to the sewer system use about 3,500 gallons per day of this capacity.

In Boothbay, the district services the Route 27 corridor from the Boothbay/Boothbay Harbor town line to Big Al's storage facility (near the Boothbay Fire Station). It also services Country Club Road to Seguin Drive, Seguin Drive, Common Drive and Chapel Street (which includes the Boothbay Resort). The Water District filtration plant discharges filter backwash waste to the district via a cross-country force main from the plant to the Big Al's pump station.

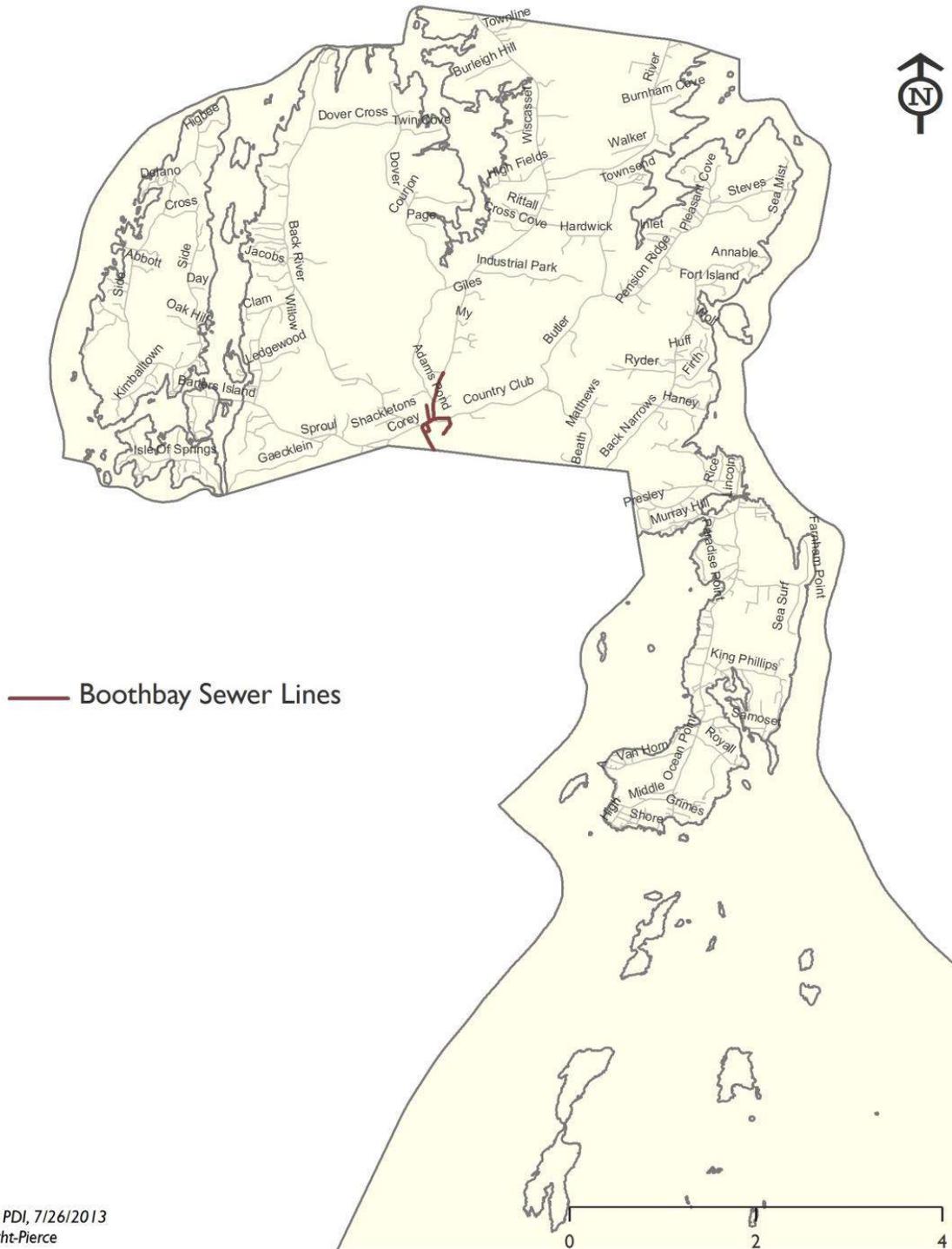
There are 1.7 miles of sewer lines in Boothbay (all year round), and 50 active residential and light industrial sewer connections. Boothbay Harbor residents must vote for the district to accept debt for new development in Boothbay, as they did for an extension to serve the southern end of Adams Pond for drinking water source protection.<sup>7</sup>

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<sup>7</sup> Personal Communication, Town of Boothbay, June 2013.

Figure G.2: Boothbay Sewer Lines

# Boothbay 2014 Comprehensive Plan Update Sewer Lines



Prepared by PDI, 7/26/2013  
Source: Wright-Pierce

### ***Solid Waste***

Boothbay is a member of the Boothbay Region Refuse Disposal District, which serves the towns of Boothbay, Boothbay Harbor, Edgecomb and Southport. The district was established in 1986, and a transfer station was constructed in 1987. Each town appoints members to create a Board of Directors. The district currently employs 9 full time staff, as well as 1 full time driver & 2 part time drivers. A recycling facility and wood-chipper was built on-site in 1990. In 2005, the District purchased hauling trucks, and no longer contracts with other private haulers for waste.

Both tax dollars and user fees pay for the waste disposal costs. The district sends compacted solid waste to the Penobscot Energy Recovery Company, and sends construction and demolition debris to the Waste Management Landfill. Recycled materials that cannot be processed on site are sent to a variety of commercial recyclers.

The District operates a recycling program for various paper, metal, glass, and plastic products as well as compostable materials and green wood waste. The district recycled almost 8,600 tons of this material in 2014. This is in addition to a wide range of wastes such as E-Waste, tires, waste oil, and shingles that the District pays commercial firms to recycle.

**Table G.4: Waste Removal by Type, 2014**

<b>Type</b>	<b>Company</b>	<b>Tons</b>	<b>Cost</b>
Municipal Solid Waste	Penobscot Energy Recovery Company	4,534	\$248,547 after performance credits (\$75/ton nominal cost)
Construction and Demolition Debris	Waste Management Landfill	2,058	\$129,623 (\$63/ton tipping fee)
Off-Site Recycling of E-Waste, Oil, Tires, etc.	Various Commercial Recyclers	545	Cost \$22,411 but saved \$13,393 versus disposal cost

Source: 2014 Town of Boothbay Annual Report

## H. Transportation

### *Roads*

Boothbay has 57.2 miles of public roads, and another 47.5 miles of private roads.

Table H.1 presents the total miles of public roads by federal function classification. Table H.2 describes each public road, and Table H.3 lists the private roads in Boothbay (courtesy of the Lincoln County Regional Planning Commission).

**Table H.1: Boothbay Public Road Classifications**

<b>Classification</b>	<b>Miles</b>	<b>Function</b>
Local	40.5	Provide access to adjacent land and provide service to travel over relatively short distances
Minor Collector	9.1	Spaced consistent with population density to accommodate local roads within reasonable distance of collector roads.
Major Collector	2.4	Provide both land access and traffic circulation within urban residential neighborhoods and commercial and industrial areas in federally designated Urban Areas
Minor Arterial	5.2	A series of continuous routes that should be expected to provide for relatively high overall travel speeds with minimum interference to through movement
Total miles of road	57.2	

Source: Maine DOT

Figure H.1 presents Boothbay's road network by classification. Route 27 is a minor arterial and a state highway. Route 96 (Ocean Point Road) changes from a major collector to a minor collector in East Boothbay, and is a state aid road maintained by the MaineDOT in the summer and by the town in the winter. Country Club Road and Barter Island Road are minor collectors and are state aid roads.

Country Club Road, Corey Lane, and River Road are also state aid roads.

It is the town's responsibility to assure that the E911 system road names are up to date.

**Table H.2: Boothbay Public Roads**

	<b>Function</b>	<b>MDOT Highway Corridor Priority</b>	<b>Length (miles)</b>	<b>Cond.</b>	<b>Comments/ Required Work</b>	<b>Roadway Character/ Scenic Views</b>
Wiscasset Rd	Minor Art.	3	5.19	VG	Recent overlay	Views of Cross River, Adams Pond, rural fields
Ocean Point Rd	Major Col.	4	2.38	G	Good surface, shoulders	
Ocean Point Rd	Minor Col.	5	3.20	F-VG	F-VG surface, limited/no shoulders, narrow for state route, horizontal and vertical curves, areas of limited sight distance	Water views, attractive village
Ocean Point Rd	Local	6	0.17	F	Pavement deterioration	
River Rd	Minor Col.	5	2.04	F	Deteriorated surface with areas of extensive vertical cracking and inadequate base	
Corey Lane	Minor Col.	5	0.35	G	Some vertical cracking	
Barthers Island Rd	Minor Col.	5	2.56	G	Mostly good pavement	Attractive bridge views
Country Club Rd	Minor Col.	5	0.95	G	Limited cracking, horizontal curves	Gold Course
Access Rd	Local	6	0.27	G	One-lane gravel	
Adams Pond Rd	Local	6	1.55	F-G	Mostly good pavement, shallow-to-ledge in northern section, horizontal curves	Water views, scenic country lane
Adams Rd	Local	6	0.13	G	Narrow, good pavement, OK for current use	
Andersen Rd	Local	6	0.08	F	Narrow, some pavement deterioration, OK for current use	
Back Narrows Rd	Local	6	2.51	F	P-F surface, base OK, limited areas of good pavement	Water views towards northern end
Back River Rd	Local	6	4.44	P-G	Pavement OK in areas but horizontal and vertical cracking, insufficient base in areas, recent overlay south of Knickerbocker	Limited water views
Barlow Hill Rd	Local	6	0.14	F	One lane, some cracking, OK for current use	
Beath Rd	Local	6	1.05	F	Areas of significant cracking and questionable base, some shallow culverts	
Brewer Rd	Local	6	0.16	P-F	Narrow, one lane, poor surface	
Butler Rd	Local	6	1.18	F-G	Northern section - F-G pavement with some cracking; southern section - new overlay	
Chadbourne Rd	Local	6	0.47	F-G	One-lane gravel	

Chapel Street	Local	6	0.18			
Church St	Local	6	0.05	P-F	One lane, deteriorated surface, limited use	
Common Dr	Local	6	0.12			
Courjon Rd	Local	6	0.18			
Crooker Rd	Local	6	0.06	F	Gravel, narrow	
Cross Rd	Local	6	0.28	P	Poor surface, extensive areas of significant horizontal and vertical cracking, horizontal curves	
Dodge Rd	Local	6	0.05			
Dover Cross Rd	Local	6	0.71	F-G	Recent overlay, vertical cracking, narrow, horizontal and vertical curves	
Dover Rd	Local	6	0.47	G-VG	Good pavement with recent overlay, fair elsewhere, horizontal and vertical curves, good base	Attractive rural views
East Side Rd	Local	6	1.80	P	Poor surface, extensive areas of significant horizontal and vertical cracking, horizontal curves	Water views
First St.	Local	6	0.25			
Gaecklin Rd	Local	6	1.04	VP-F	One-lane gravel, southern section closed in winter with deteriorated travel surface	
Giles Rd.	Local	6	0.21			
Gray Rd	Local	6	0.19	F-G	Narrow gravel	
Green Landing Rd	Local	6	0.21	F-G	Narrow, fair pavement	
Greenleaf Rd	Local	6	0.18			
Grimes Ave.	Local	6	0.15			
Grove St.	Local	6	0.06			
Hardwick Rd	Local	6	0.26	F-G	Fair-good surface with areas of surface deterioration and cracking, some areas of limited sight distance	
High St.	Local		0.20			
Industrial Park Rd	Local	6	0.89	P-F	Horizontal and vertical curves, areas of significant pavement deterioration, width variable, needs upgrade to support commercial truck traffic	
Isle Of Springs Rd	Local	6	0.39	F-G	F-G travel surface, horizontal and vertical curves, some areas of cracking and undulating surface	Water view

Kimballtown Rd	Local	6	0.54	F-G	Some cracking, surface generally OK for use	
King Philips Trail	Local	6	1.43	P	Poor surface, poor base, much surface deterioration, horizontal and vertical curves, limited sight distance	Bold coast
Knickerbocker Rd	Local	6	1.14	G	Mostly good surface with limited vertical cracking, narrow for through road, some shallow culverts, horizontal and vertical curves	
Lincoln St.	Local	6	0.34			
Lobstermans Way	Local	6	0.05	F-G	Narrow	
Mass Ave.	Local	6	0.14			
Matthews Rd.	Local	6	0.24			
Meadow Cove Rd	Local	6	0.74	F-G	Narrow, vertical cracking, shallow culverts	Limited water view
Middle Road	Local	6	0.50	F	P-F surface, areas of significant cracking and limited base	
Murray Hill Road	Local	6	0.65	F-G	Pavement fair overall, narrow to very narrow, more surface deterioration toward Route 96	Limited water views
Oak Hill Rd.	Local	6	0.27			
Old Trevett Rd	Local	6	0.18	F-G	Narrow, good paved surface with some cracking	
Paradise Point Rd	Local	6	0.80	F-G	Narrow, mostly one lane, F-G pavement with vertical cracking, hilly near end, no pull-offs	long water views
Park St.	Local	6	0.24			
Pension Ridge Rd	Local	6	2.12	F-G	Mostly good surface with limited cracking, some curves, poorer condition north of Hardwick Road	
Pleasant Cove Rd	Local	6	0.25	F-G	Mostly good with some deterioration and vertical cracking	
Poore Rd	Local	6	0.25	P	Narrow, poor surface	
Presley Dr	Local	6	0.65	F	Much cracking but little significant deterioration	
Royall Rd.	Local	6	0.50			
Samoset Trl	Local	6	0.80	F-G	Lower half good, upper half fair,	Water, maritime views
Sawyers Island Rd	Local	6	1.10	G	Good pavement, narrow, horizontal and vertical curves	Water views
School St	Local	6	0.21	G	Good surface	Water view at end
Second St	Local	6	0.09	F	one lane, OK for current use	
Sheepscot Shores	Local	6	0.30	F-G	Fair surface with some vertical cracking, horizontal curves, narrow, OK for current use	

Sherman Cove Rd.	Local	6	0.19			
Shore Rd	Local	6	1.26	G	Good surface, horizontal and vertical curves	Bold coast
Spofford Ln	Local	6	0.23			
Spring St.	Local	6	0.04			
Sproul Ln	Local	6	0.22	F	Fair pavement with vertical cracking, narrow, poor intersection sight distance at easterly end	
Tavener Rd	Local	6	0.39	F-G	Fair surface, vertical cracking, narrow, OK for current use	
Trevett Rd	Local	6	0.11			
Van Horn Road	Local	6	0.73	F-G	F-G pavement, areas of some cracking	
Virginia St	Local	6	0.11			
Walker Rd	Local	6	0.30			
Wall St	Local	6	0.13			
West Side Drive	Local	6	2.79	G	Recent overlay	Water views
West St	Local	6	0.04			
Wigwam Trl	Local	6	0.32	G	Gravel	
Total Public Roads			57.2			

Source: Lincoln County Regional Planning Commission, Town of Boothbay

**Table H.3: Boothbay Private Roads, including length in miles**

A St	0.03	Balsam Dr	0.11	Break Neck Ridge Rd	0.20
Abbott Rd	0.21	Barn Rd	0.11	Brookwood Dr	0.23
Albion Point Rd	0.21	Bay St	0.04	Browns Ln	0.04
Aldaron Rd	0.11	Beach Grove St	0.07	Bryers Cir	0.44
Alice West Dr	0.32	Beaver Run Way	0.21	Bufflehead Cove Rd	0.09
Alley Rd	0.05	Bellhaven Way	0.16	Builders Sq	0.04
Anchor Ln	0.04	Bens Landing Rd	0.09	Burleigh Hill Rd	0.50
Annable Rd	0.68	Birches Dr	0.13	Burnham Cove Rd	0.25
Appel Ln	0.09	Bigelow Dr	0.27	Burning Bush Dr	0.13
Apple Hill Ln	0.09	Blackstone Rd	0.03	Cabin Rd	0.09
Ardan Rd	0.12	Blueberry Ledge Ln	0.05	Campers Cove Rd	0.18
Arrowhead Rd	0.15	Boothbay Woods Rd	0.11	Carlisle Rd	0.07
B St	0.02	Botanical Gardens Dr	0.23	Carter Rd	0.04
Back Eighty Rd	0.16	Bottle Cove Rd	0.89	Chandler Rd	0.11
Back River Lndg	0.22	Bowsprint Ln	0.04	Chesebro Ln	0.11

Chippah Way	0.07	Farnham Point Rd	1.08	Huff Rd	0.10
Cindy Cir	0.09	Farrins Dr	0.13	Humdinger Rd	0.17
Clam Ave	0.23	Fernwood Dr	0.08	Ice Pond Rd	0.08
Clam Factory Ln	0.06	Fiddlers Green Dr	0.15	Indian Hill Rd	0.23
Cliff Rd	0.05	Firth Dr	0.72	Indian Path	0.15
Colburn Ln	0.12	Fish Hawk Hill Rd	0.16	Inlet Trl	0.24
Compass Cove Rd	0.05	Flint Ln	0.13	Island View Rd	0.09
Cornell Ln	0.04	Flos Ln	0.12	Jabberwock Ln	0.05
Cottage Ln	0.07	Forest Haven Rd	0.45	Jacobs Lndg	0.34
Cross Cove Rd	0.32	Formosa Ln	0.20	Jason Cir	0.05
Crow Point Ln	0.11	Fort Island Rd	0.32	Juniper Hill Rd	0.13
Cunner Rock Rd	0.25	Four Wheel Dr	0.22	Kelly Brook Rd	0.16
Dakota Trl	0.05	Fox Loop	0.13	Kenniston Way	0.12
Dallas Dr	0.08	G St	0.00	Kent Rd	0.09
Day Rd	0.11	Gall Rock Rd	0.16	Knickerkane Rd	0.21
Decker Reef Rd	0.56	Garden Rail Way	0.06	Landing Rd	0.08
Deer Run Rd	0.51	Georges Rd	0.23	Leavitt Rd	0.16
Deer Trail Dr	0.20	Goddard Point Rd	0.12	Ledgewood Dr	0.42
Delano Dr	0.44	Goldenrod Ln	0.10	Leighton Ln	0.07
Desert Rock Dr	0.07	Gramps Camp Rd	0.09	Lesters Ln	0.15
Donnas Way	0.23	Great Oak Ln	0.16	Lewis Ln	0.10
East Brook Rd	0.15	Grove St	0.06	Lily Bud	0.00
E St	0.04	Hamilton Gdns	0.09	Linden Ln	0.18
E Tibbetts Rd	0.08	Haney Rd	0.31	Lindsay Rd	0.09
Eagle Ridge Rd	0.15	Hatch Farm Rd	0.07	Linekin Landing Rd	0.09
Edgewater Way	0.15	Heron Cove Rd	0.11	Little Pond Rd	0.08
Edwards Ln	0.05	Hiawathia Trl	0.23	Little River Ln	0.06
Elbow Rd N	0.05	Hidden Ridge Ln	0.22	Long Ledge Rd	0.18
Elbow Rd S	0.11	Higbee Ln	0.28	Lookout Dr	0.00
Elms Acres	0.14	High Fields Rd	0.43	Lu Yu Tea Ln	0.05
Emily Ln	0.08	Highland Ridge Rd	0.20	Lukes Gulch	0.12
Enterprise St	0.04	Hillside Pl	0.25	Mackeral Ln	0.02
Ernest Egan Dr	0.20	Hodgdon Ln	0.07	Madison Rd	0.09
Evergreen Dr	0.27	Holbrook Rd	0.06	Marble Ledge Dr	0.22
F St	0.04	Hooker Way	0.09	Marden Rd	0.07

Mairiners Way	0.11	Osprey Ledge Rd	0.05	Salt Meadow Ln	0.12
Marston Rd	0.10	Ovens Mouth Ln	0.18	Sand Dollar Ln	0.05
Mary Anne Rd	0.45	Page Ln	0.23	Sandy Cove Rd	0.50
Massasoit Rd	0.20	Park St	0.24	Schooner Ridge Rd	0.19
Mathias Dr	0.04	Partridge Rd	0.21	Sea Ledge Wood Rd	0.16
McCobb Rd	0.12	Pasture Ln	0.18	Sea Mist Dr N	0.09
McDonald Ln	0.08	Peaceful Acres Dr	0.31	Sea Mist Dr S	0.10
McKown Rd	0.06	Peaslee Rd	0.09	Sea Surf Rd	0.61
MeadowbrookWoods	0.10	Pine Island Rd	0.30	Seascape Dr	0.05
Merry Ln	0.11	Pine Tree Ln	0.07	Seguin Dr	0.18
Merryweather Ln	0.12	Pine View Ridge Rd	0.37	Shackletons Way	0.20
Merton Way	0.01	Pine Woods Rd	0.16	Ship Builder Rd	0.20
Mill Dam Ln (Pothole Ln)	0.14	Pinkham Ln	0.10	Short St	0.04
Misty brook Rd	0.11	Pitch Pine Hill Rd	0.15	Skylers Way	0.09
Monhegan Dr	0.00	Pleasant Point Dr	0.17	South Ledge	0.07
MooseRidge Crossing	0.26	Pleasant View Ln	0.16	Spar Shed Ln	0.05
Mudflat Aly N	0.08	Pocahontas Trl	0.15	Spike Horn Dr	0.09
Mudflat Aly S	0.07	Porcupine Pt	0.16	Spindletree Rd	0.23
Murphy Rd	0.08	Porter Point Rd	0.18	Spruce Dr	0.19
My Way	0.13	Pump Station Rd	0.26	Spruce Shores Rd	0.14
Narrow Ridge Rd	0.33	Railroad Ave	0.09	Spyglass Hill Rd	0.12
Nason Rd	0.07	Reed Ln	0.05	Steves Rd	0.97
Neighba Ln	0.21	Rice Rd	0.29	Stone Cove Rd	0.18
Nichols Rd	0.11	Ridge Rd	0.13	Stone Point Ln	0.20
Nickerson Pond Rd	0.09	Rittall Rd	0.37	Stone Wharf Rd	0.36
Northern Dr	0.06	River Bend Dr	0.17	Storage Ln	0.09
Oak Hill Rd	0.27	River View Dr	0.19	Stover Rd	0.16
Oakwood Ln	0.07	Roberts Rd	0.10	Sunny Acres Ln	0.25
Ocean Ridge Dr	0.28	Rock Lobster Rd	0.16	Sunrise Rd	0.22
Ocean View Pl	0.05	Rollins Hale Dr	0.48	Sunset Rock Rd	0.03
Ojibwa Trl	0.22	Rose Bud Ln	0.08	Tamarack Trl	0.30
Old Pier Rd	0.10	Ruff Wave Dr	0.06	Tecumseh Trl	0.18
Old Sherman Hl	0.07	Ryder Trl	0.56	Tharpe Ln	0.10
Old Wharf Rd	0.11	Ryefield Pt	0.18	The Ledges	0.09
		S Ledge Rd	0.07	Thistle Ln	0.18

Thods Rd	0.09
Tidewater Dr	0.32
Timber Holw	0.09
Timber Pine Ln	0.13
Timber Pine Narrows	0.06
Tool Rd	0.08
Townline Rd	0.30
Townsend Ln	0.25
Tri Cove Ln	0.10
Turning Point Rd	0.10
Twin Cove Rd	0.35
Two Rivers Ln	0.08
Valley Rd	0.11
Village View Way	0.12
West Tibbetts Rd	0.02
Waterfront Rd N	0.05
Waterfront Rd S	0.20
Waters Edge	0.06
Wave Crest Dr	0.08
Wendells Way	0.16
West St	0.04
Western Ledge Rd	0.38
Westwind Dr	0.08
Whale Rock Rd	0.25
Wharf Rd	0.18
Whippoorwill Dr	0.16
White Tail Trl	0.08
Wildcat Creek Rd	0.18
Wilde Pl	0.05
Wilderness Dr	0.11
Willow Rdg	0.19
Winding Ln	0.07
Windrush Ln	0.15
Windward Ln	0.06
Winnegance Rd	0.00

Wohseepee Way	0.06
Wolf Rd	0.17
Woodshed Ln	0.12
Wright Rd	0.04
Yankee Way	0.07

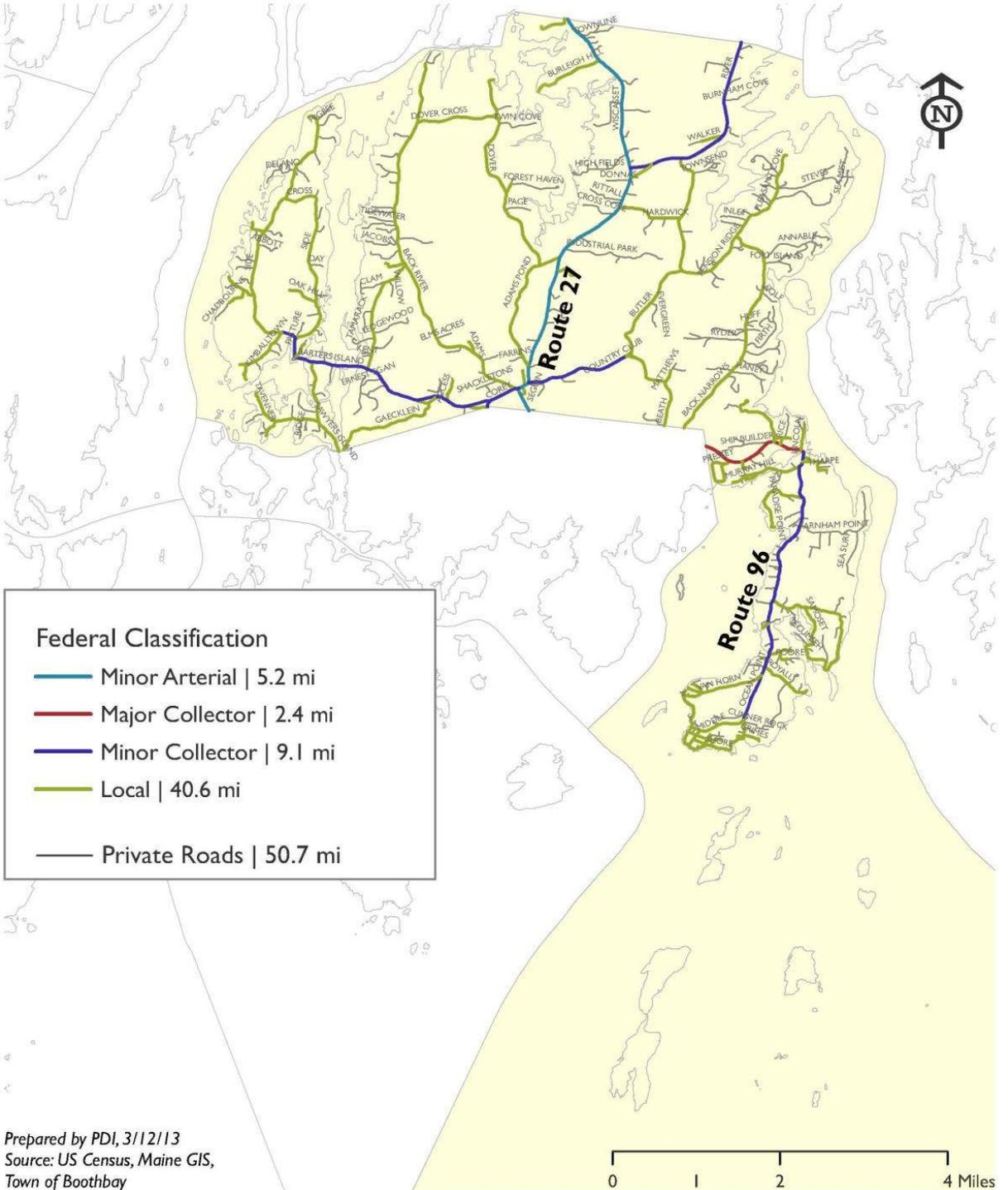
**Total Private Roads            47.5 miles**

Source: Lincoln County Regional Planning Commission,  
Town of Boothbay

Figure H.1: Boothbay Roads Federal Classification

# Boothbay 2014 Comprehensive Plan Update

## 2012 Federal Classification



## *Bridges*

Of the five bridges in Boothbay, one is owned by the Town (Table H.4).

A bridge's federal sufficiency rating provides an overall measure of the bridge's condition. Three of the bridges in Boothbay have a federal sufficiency rating lower than 80, the threshold for federal funds eligibility. The formula places 55 percent of its value on the structural condition of the bridge, 30 percent on its serviceability and obsolescence, and 15 percent on whether it is essential to public use.<sup>8</sup>

**Table H.4: Boothbay Bridges**

<b>Bridge #</b>	<b>Bridge Name</b>	<b>Owner</b>	<b>Year Built</b>	<b>Federal Sufficiency Rating</b>
5774	Sawyer Island	Maine DOT	1959	76.70
2438	Knickerbocker	Maine DOT	1930, replaced in 2011	82.70 before replacement
2376	Hodgdon	Maine DOT	2002	79.00
2039	Barters Island	Maine DOT	1931, scheduled for rehabilitation in 2016	42.90 before rehabilitation
5670	McIntyre	Municipal	1985	100.00

Source: Maine DOT

## *Traffic Counts<sup>9</sup>*

Route 27 has the highest traffic volume per day in Boothbay (Figure H.2), followed by Corey Lane and Ocean Point Road.

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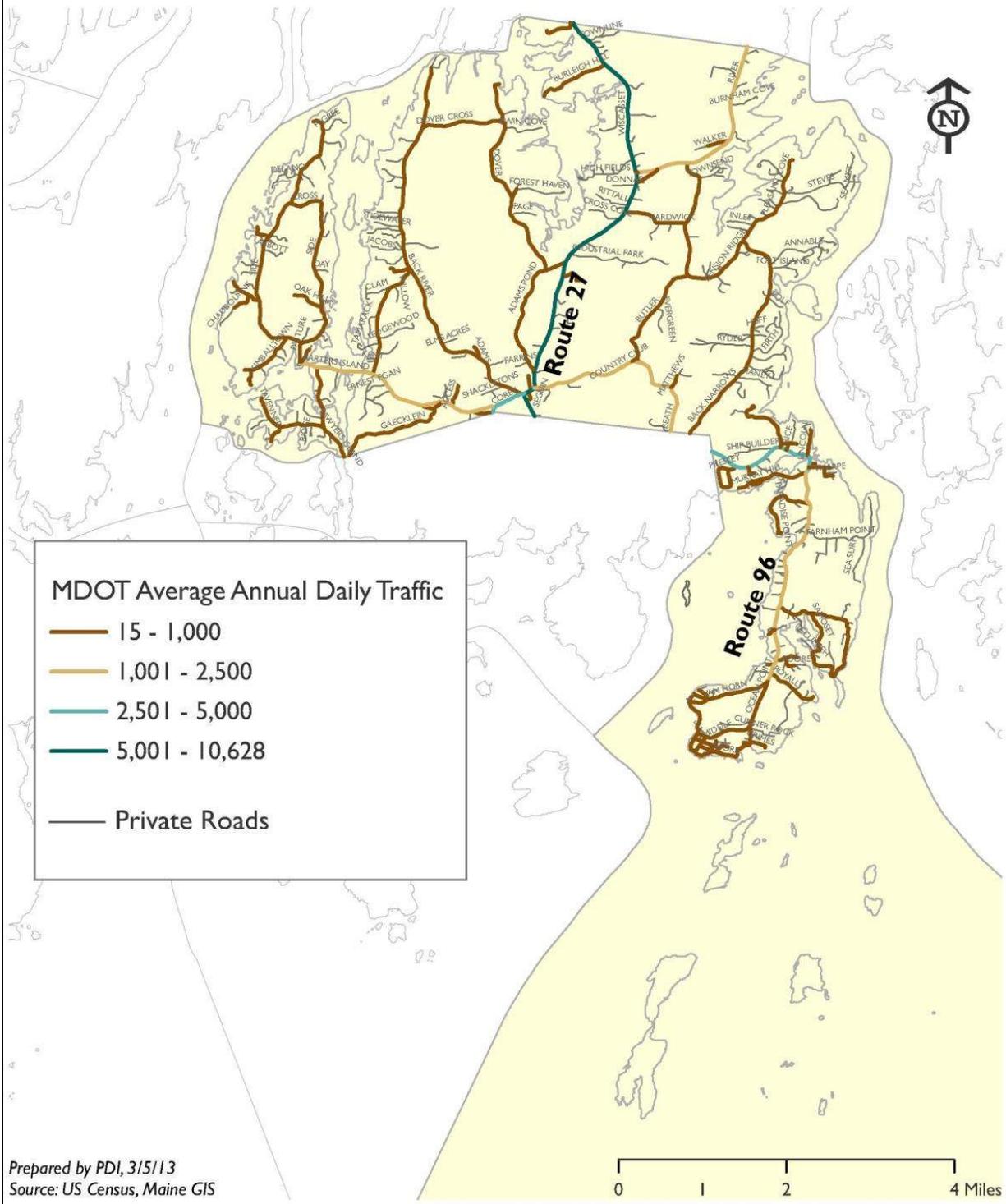
<sup>8</sup> American Association of State Highway and Transportation Officials, <http://www.transportation1.org/bridgereport/struggle.html>

<sup>9</sup> AADT is not available for local roads.

Figure H.2: Boothbay Average Annual Daily Traffic, 2012

# Boothbay 2014 Comprehensive Plan Update

## MDOT 2012 Average Annual Daily Traffic



### *Maine DOT Road Scores*

MaineDOT uses a two-part framework for prioritizing state highway projects: highway corridor priorities and customer service levels. These scores are a helpful framework for understanding public road conditions in Boothbay but do not apply to private roads.

### *Maine DOT Road Priority Levels*

Table H.5 presents Maine DOT priority levels and their definitions. Route 27 is a Priority 3 road. Portions of Ocean Point Road are Priority 4 and 5. River Road, Corey Lane, Barters Island Road, and Country Club Road are Priority Level 5. The remainder of the public roads in Boothbay are Priority Level 6.

**Table H.5: Maine DOT Road Priority Levels**

	<b>Definition</b>
Priority 1	These roads include the Maine Turnpike, the interstate system and key principal arterials like Route 1. The 1,400 miles of Priority 1 roads represent only 7 percent of the miles, but carry fully 40 percent of all vehicle miles traveled in Maine.
Priority 2	These roads total about 940 miles. They are non-interstate, high value arterials that represent about 4 percent of the total miles of road but carry 11 percent of overall traffic.
Priority 3	These roads generally are the remaining arterials and most significant major collector highways. These 2,050 miles represent only 9 percent of miles, but carry 19 percent of the traffic.
Priority 4	These roads generally are the remainder of the major collector highways, often also part of Maine's unique state aid system, in which road responsibilities are shared between the state and municipalities. These 1,900 miles represent about 8 percent of total miles, and carry 10 percent of the traffic.
Priority 5	These roads are 2,500 miles of minor collector highways, almost all on the state aid system. They represent 11 percent of miles, but carry only 7 percent of traffic.
Priority 6	These roads are local roads and streets, and are the year-round responsibility of our municipal partners. Though they carry just 13 percent of the statewide traffic, these 14,300 miles make up 61 percent of the total miles.

Source: Maine DOT

### *Maine DOT Customer Service Levels*

The customer service level includes three considerations: safety, condition and service, and grades them similar to a report card (A – F).

#### **SAFETY**

Maine DOT determines a road’s safety score by looking at crash history, pavement rutting, paved roadway width, and bridge reliability. Figure H.3 presents Boothbay road safety scores. Both Barter’s Island Road and Ocean Point Road have sections with safety scores of D.

There are no high crash locations (eight or more traffic crashes in three years) in Boothbay.

### *CONDITION*

Factors in Maine DOT's road condition scores include ride quality, pavement condition, roadway strength, and bridge condition. Figure H.4 presents Boothbay road condition scores. Segments of Barter's Island Road and Ocean Point Road have condition scores of C.

### *SERVICE*

Maine DOT determines a road's service score by looking at ride quality, pavement condition, roadway strength, and bridge condition. Figure H.5 presents Boothbay road condition scores. Segments of Barter's Island Road and Ocean Point Road have condition scores of C.

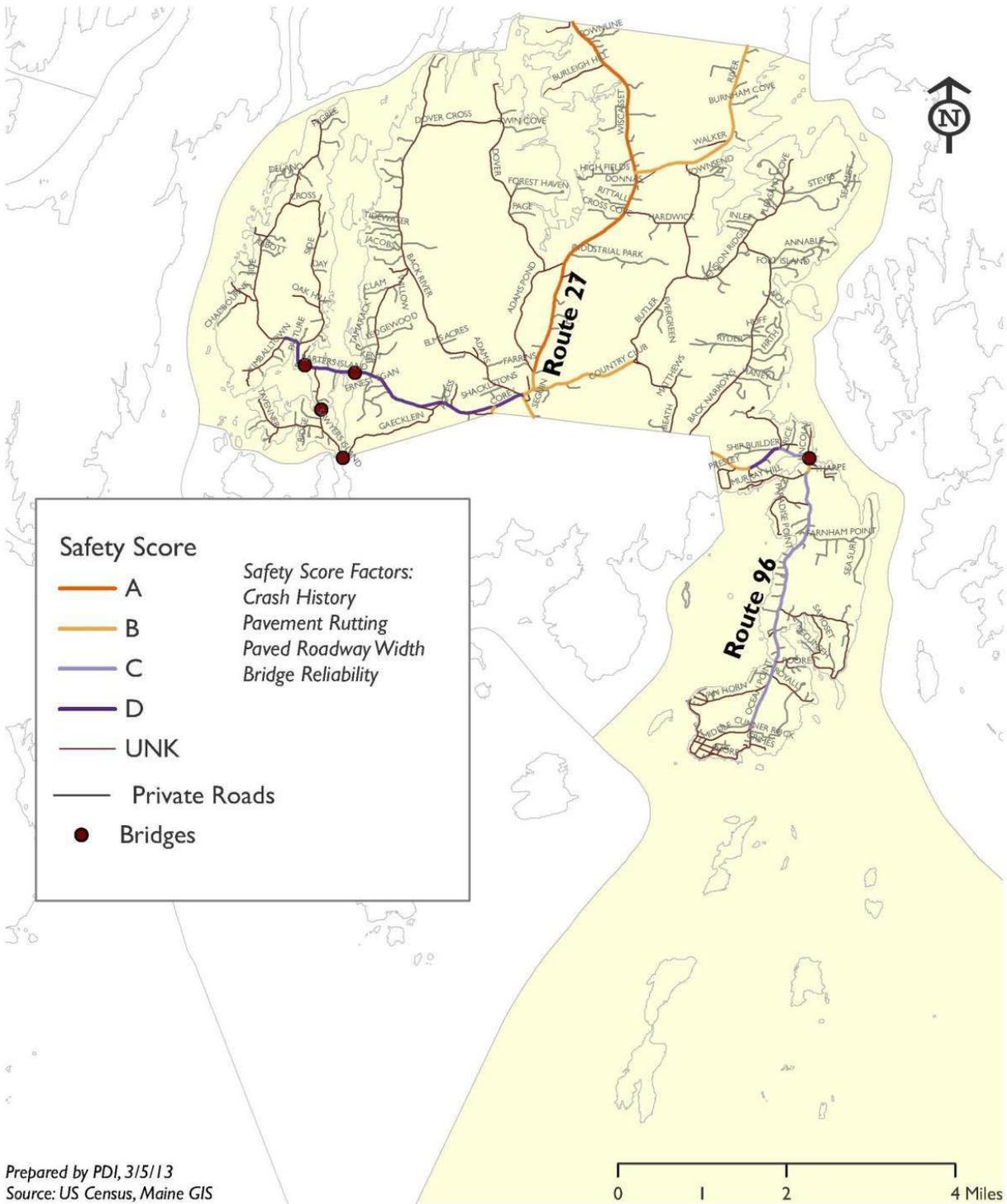
### *Planned Improvements*

Locally, road maintenance is a primary concern for Boothbay's public works director. Flat funding over the last several years, combined with increased costs for labor, equipment, and especially asphalt, means that fewer roads get done every year.

Figure H.3: Boothbay MDOT 2012 Safety Scores

# Boothbay 2014 Comprehensive Plan Update

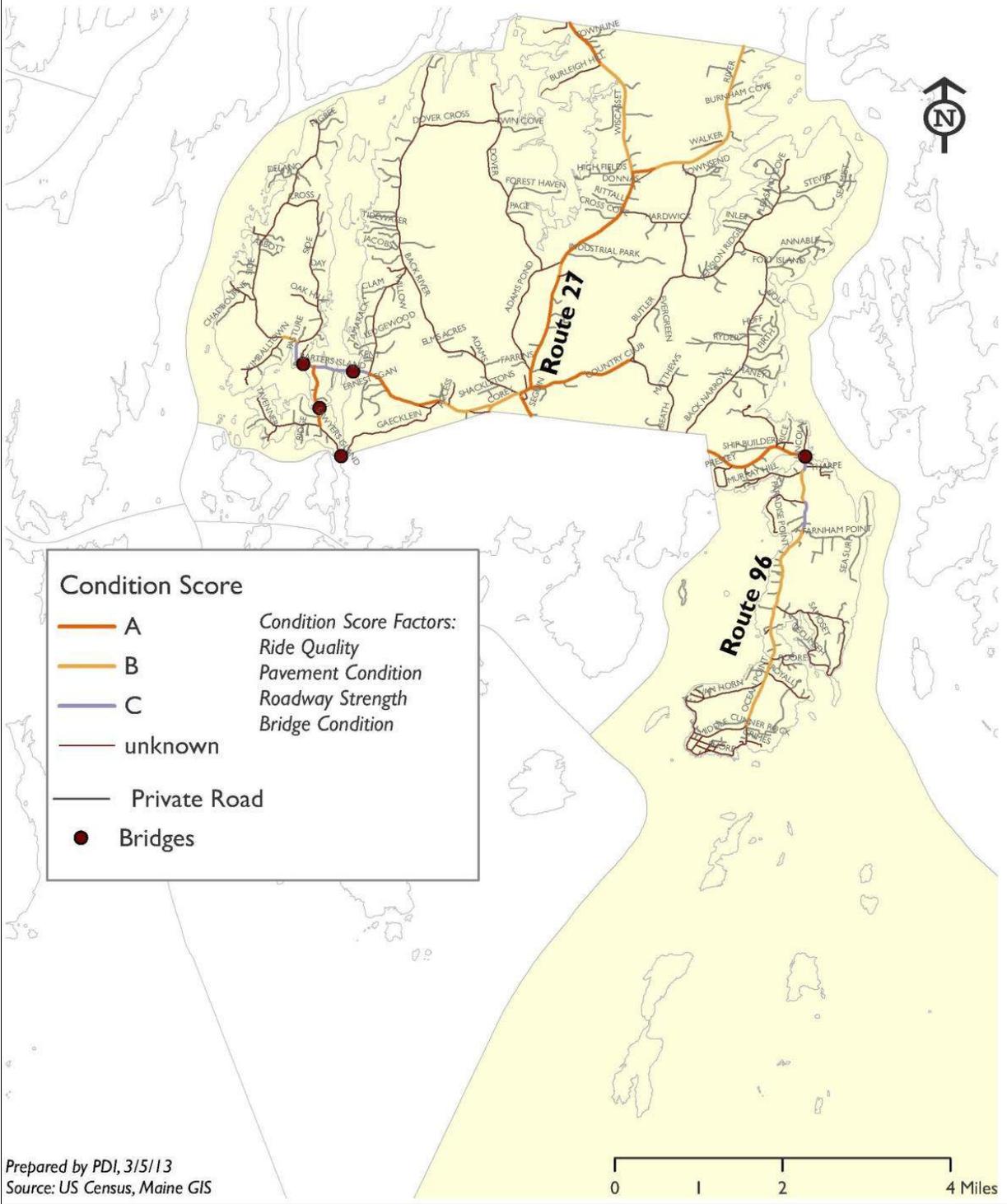
## MDOT 2012 Safety Scores



Prepared by PDI, 3/5/13  
 Source: US Census, Maine GIS

# Boothbay 2014 Comprehensive Plan Update

## MDOT 2012 Condition Scores

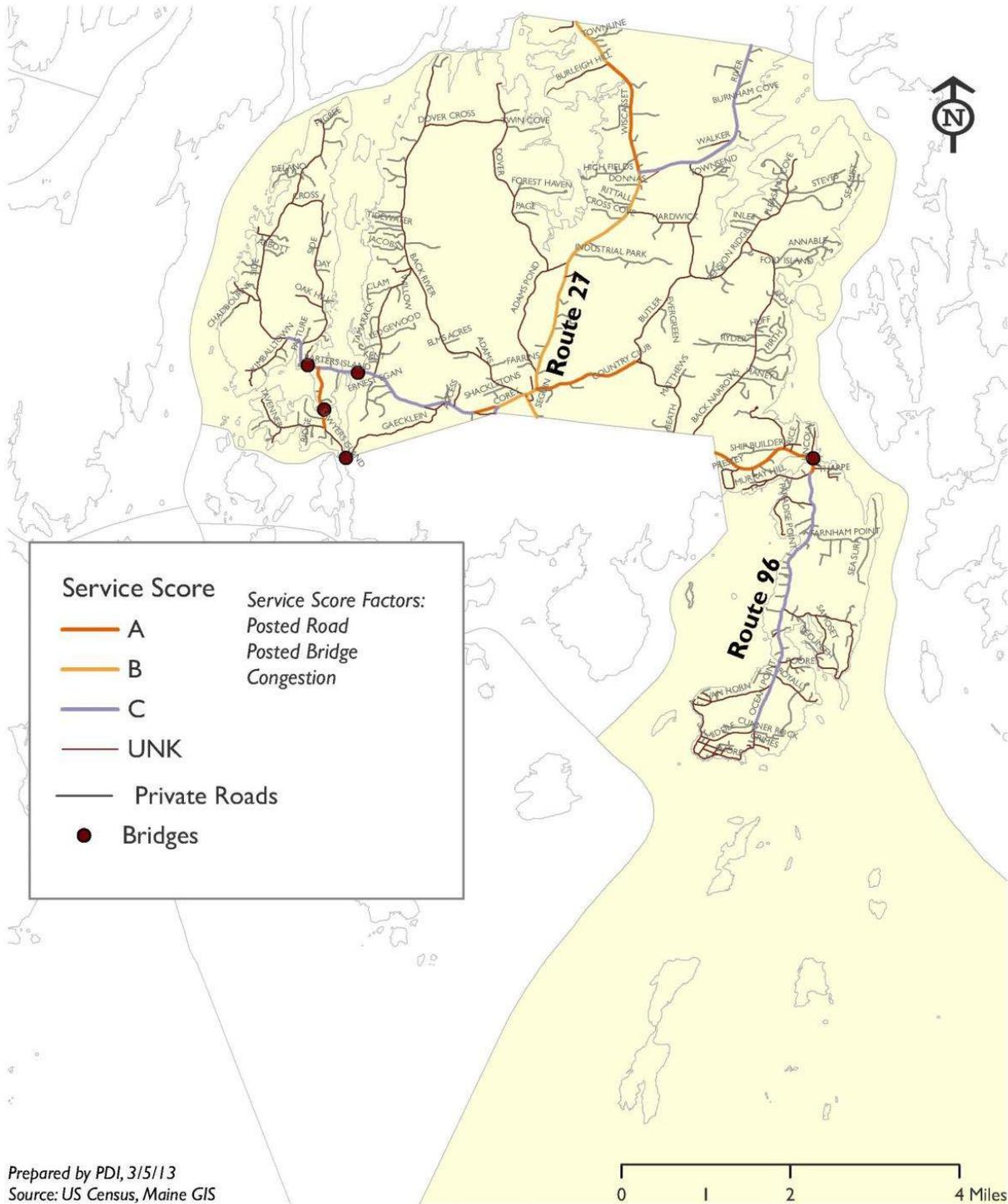


Prepared by PDI, 3/5/13  
 Source: US Census, Maine GIS

Figure H.5: Boothbay MDOT 2012 Service Scores

# Boothbay 2014 Comprehensive Plan Update

## MDOT 2012 Service Scores



Prepared by PDI, 3/5/13  
 Source: US Census, Maine GIS

## *Access Management*

### *STATE ACCESS MANAGEMENT*

According to Maine DOT, “Access Management is the planned location and design of driveways and entrances to public roads.” Maine DOT access management rules apply to Route 27, Barter Island Road, Corey Lane, Dump Road, and River Road in Boothbay. This means that anyone installing a driveway or entrance along these state highways must meet sight distance, spacing and other standards and must get a permit from MaineDOT.

Route 27 is designated as both a mobility arterial corridor and retrograde arterial, and is subject to the strictest state standards.

For more information on Maine DOT access management, see <http://www.maine.gov/mdot/ppp/index.htm>.

### *LOCAL ACCESS MANAGEMENT*

Outside of state highways, access management on roads in Boothbay is regulated solely by the Town’s zoning ordinance.

Section 3.11, “Development and Performance Standards,” includes access standards for other than one and two family residential uses, and states that “Lots shall be designed with a limited number of access points. Normally a maximum of 2 shall be allowed regardless of the number of businesses served,” although the Planning Board may approve variations from this requirement. For commercial uses, the standards require a site distance of 10 times the legal speed limit. “For example, if the legal speed limit is 30 miles per hour, the minimum sight distance is 300 feet in each direction.” The minimum site distance is 100 feet. “The Planning Board may allow a shorter distance if the subdivider can show that no alternative exists.”

The 2012 Route 27 Corridor Plan<sup>10</sup> recommends that Boothbay, along with Edgecomb and Boothbay Harbor, encourage limiting access on Route 27 where possible, reduce curb cuts and curb cut widths, encourage shared points of access, and encourage internal access between adjacent properties.

## *Emergency Routes*

Route 27 is designated by the Army Corps of Engineers as the hurricane evacuation route between Route 96 in Boothbay Harbor and US 1 in Edgecomb.

In 2012, the Lincoln County Regional Planning Commission (LCRPC) conducted a sea level rise-coastal hazards study of Lincoln County’s coastal areas. The LCRPC study used recently acquired LiDAR (Light Detection and Ranging) topographic data to develop a more accurately

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<sup>10</sup> 2012 Route 27 Corridor Plan, <http://lcrpc.org/transportation-planning/route-27-corridor-management-plan>

mapped highest annual tide (HAT), examine changes in the HAT (upper limit of high marsh) due to four potential sea level rise scenarios, and identify potential future impacts on coastal wetlands and public infrastructure. The study included three specific Boothbay locations: Hodgdon Island in Back River, Sawyers Island Road, and Ocean Point Road.

### ***Public Transportation***

Coastal Trans, Inc. is the state of Maine designated Regional Transportation Provider for Lincoln County. CTI provides non-emergency medical transportation for MaineCare eligible riders, as well as services for riders who are elderly, have disabilities, and people with low income and transportation for the general public. It operates demand-response services, and a Midcoast Shuttle that provides round-trip morning and afternoon service from Brunswick to Edgecomb.

The nearest park and ride facility is on Route 1 in Edgecomb, with 30 spaces.

### ***Pedestrian and Bicycle Facilities***

#### ***SIDEWALKS***

According to the 2012 Boothbay-Boothbay Harbor Bicycle-Pedestrian Plan<sup>11</sup> there are just 3,000 linear feet (just over ½ mile) of sidewalk in Boothbay, located in several locations on Ocean Point Road (Route 96) in East Boothbay. Figures 8 and 9 below from the 2012 plan show sections of Route 96 with and without sidewalks.

While there is a lot of pedestrian traffic in the Boothbay Commons area, with its proximity to the town office and post office, this area will not have a sidewalk until the proposed sidewalk from the Commons to the school complex is complete.

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<sup>11</sup> [http://lcrpc.org/uploads/visual\\_edit/j98218bb-bbhbike-pedplan12h1-2.pdf](http://lcrpc.org/uploads/visual_edit/j98218bb-bbhbike-pedplan12h1-2.pdf)

**Figure 8 Route 96 in East Boothbay with- and Without Sidewalks**



**Figure 9 Route 96 Between Route 27 and East Boothbay**



The plan found that bicycle facilities in Boothbay are lacking, requiring bicyclists “of all abilities to share most roads with motor vehicles.” Gravel roads, narrow widths, curves, and traffic volume and speed in some locations making bicycling dangerous. Specifically, “Route 27 has paved shoulders between Boothbay Common and the Edgecomb town line, but their widths vary considerably, creating uncomfortable and potentially unsafe conditions for all but well-seasoned cyclists.” Other roads with lots of vehicle traffic as well as pedestrians and bicyclists include Hardwick Road, Back Narrows Road, Corey Lane, Country Club Lane, Barbers Island Road, and Middle Road.

The 2012 Boothbay-Boothbay Harbor Bicycle-Pedestrian Plan establishes three goals for pedestrian and bicycle facilities: 1) Provide safe routes for pedestrians, including improved pedestrian crossings at key locations such as near Boothbay Common and installing paved shoulders on roads as part of major improvements; 2) Public education and awareness, such as bike and pedestrian information and events; and 3) Connectivity and infrastructure, including creating routes to key destinations such as between East Boothbay and Ocean Point.

The plan identifies several priorities specific to Boothbay, including:

- the completion of paved shoulders on Route 96 between Route 27 and East Boothbay, where paved shoulders now mostly exist on the Boothbay Harbor portion but not on the Boothbay portion
- paved shoulders where possible on Route 96 between East Boothbay and Ocean Point, a prime destination regularly used by bicyclists and pedestrians
- off-road connections between the YMCA and the Botanical Gardens
- pedestrian improvements to the Boothbay Common intersection
- wider paved shoulders between Boothbay Center and Edgecomb and
- paved shoulders on River Road.

The 2012 Route 27 Corridor Plan also includes recommendations to widen shoulders wherever possible to improve the safety of bicyclists and pedestrians.

There is currently a pending application to do sidewalk improvements from the school on Route 27 in Boothbay Harbor to the Town Office in Boothbay, across Corey Lane, and down Back River Road to the Clifford Park Playground.

#### *BICYCLES*

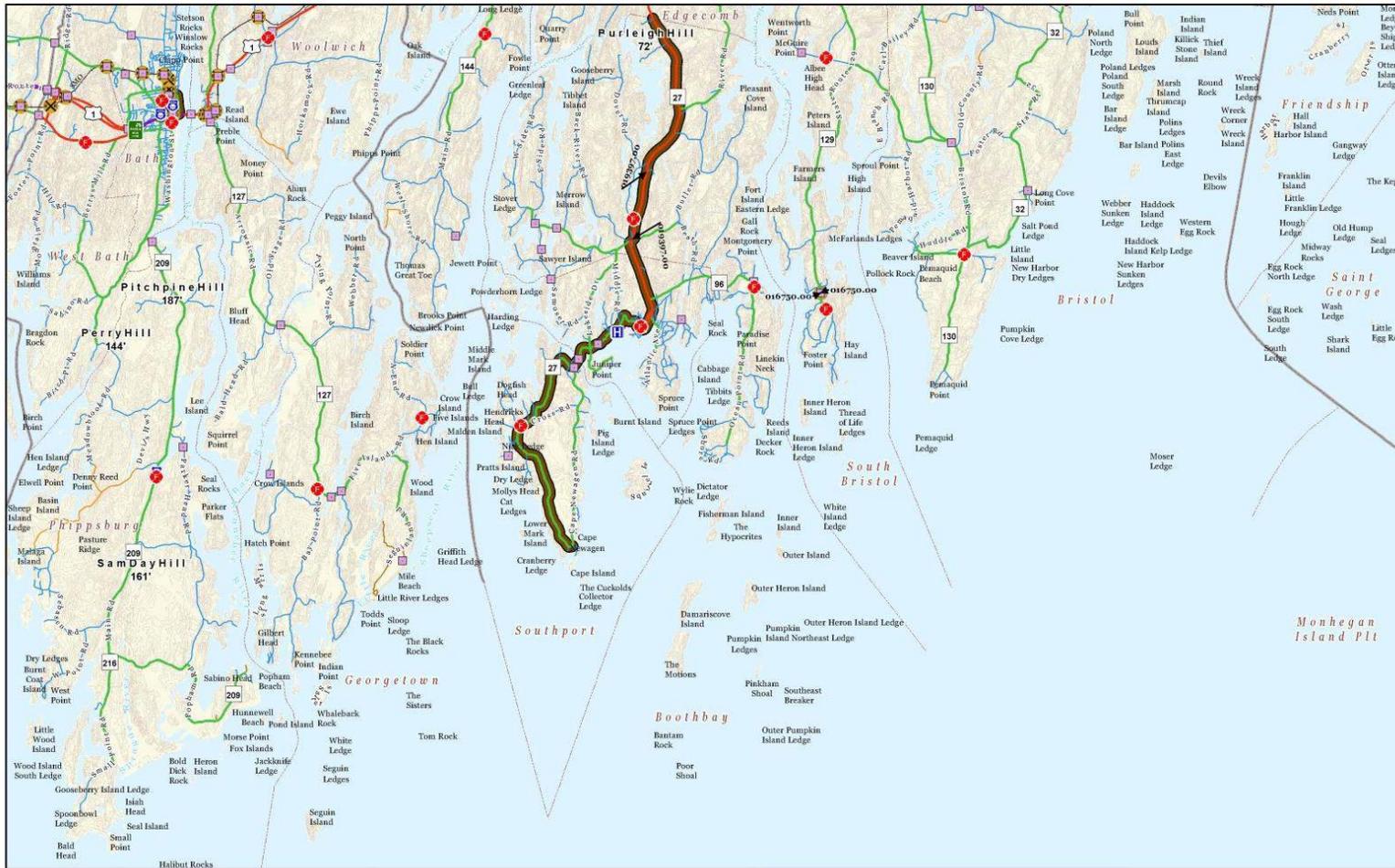
The Boothbay Harbor Rotary lends bikes and helmets to seasonal workers in the region free of charge. In 2012, the club repaired and distributed 135 bikes.

#### *Rail*

There are no rail lines through Boothbay.

#### *Airports*

Boothbay is served by the private (no commercial service) Wiscasset Municipal Airport (16 miles) and the Portland International Jetport (60 miles).



**Boothbay**

**2012-2013 Capital Work Plan Projects**

- Intersection, Signal, Bridge, or Airport Projects
- Highway Projects

**Road Jurisdiction** (Source: MaineDOT)

- Interstate
- Other Freeways & Expressways
- State Highway
- State Aid
- Townway
- Townway Summer Maintenance Only
- Townway Winter Maintenance Only
- Seasonal Parkway
- Reservation

**Other Transportation** (Source: MaineDOT)

- Railroad
- Railroad Crossings
- Bridge
- Existing or Pending Park & Ride Lots
- Open Rest Areas
- Public, Public
- Public, Private

**Boundaries** (Source: Maine Office of Geographic Information Systems (MEGIS))

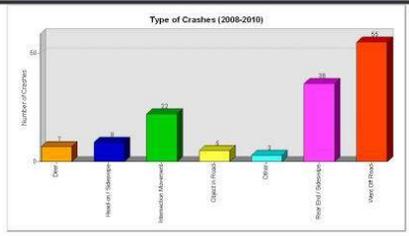
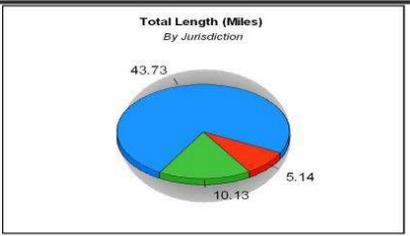
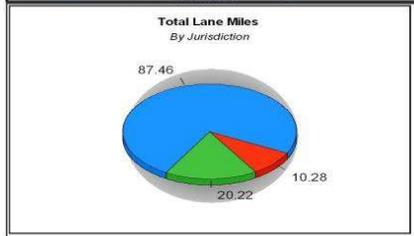
- Town
- County
- State
- Metropolitan Planning Organization Areas
- State Urban

**Points of Reference** (Source: Maine Office of Geographic Information Systems (MEGIS))

- Fire Station
- Hospital
- Police

**Other Map Information**

- Hydrography Names
- Landform Feature Names
- Contour intervals may be at 10 to 20 feet, or 3 meters
- Street Names



For an interactive map with more information please go to:  
[www.maine.gov/dot/mapviewer/index.html](http://www.maine.gov/dot/mapviewer/index.html)

**Scale: 1:135,000**

**MaineDOT**  
 State of Maine  
 Department of Transportation  
 2012 Service

Date: 08/2012

**DISCLAIMER** - The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. This map is not intended to support emergency dispatch. The Department assumes no liability if injuries or damages result from this information.

## I. Historic and Archaeological Resources

*Unless otherwise noted, all information in this section is from the Maine Historic Preservation Commission.*

### *Historic Buildings & Structures*

Four historic buildings and structures in Boothbay are listed on the National Register of Historic Places.

- Knight-Corey House, Corey Lane
- Damariscove Lifesaving Station, Damariscove Island
- Ram Island Light Station, Ram Island
- Old Gray House, 60 Tavenner Road

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

- House and outbuildings, 314 North Hill Road

A comprehensive survey of Boothbay's above-ground historic resources needs to be conducted in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.

### *Historic Archaeological Sites*

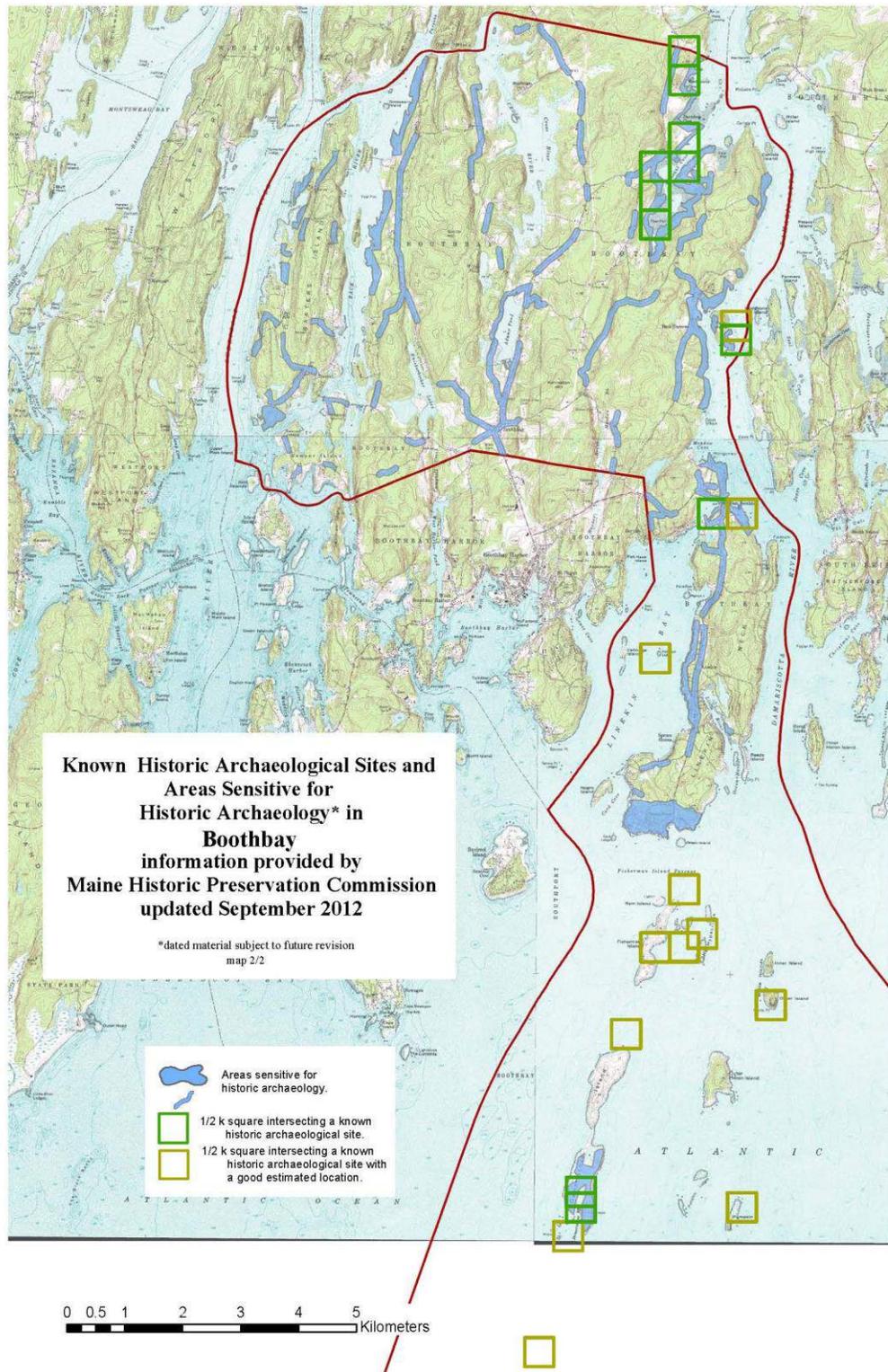
To date, 105 historic archaeological sites are documented for the town. Of these, Fort Weber (a military fort, circa 1808) is determined to be eligible for National Register Status. No professional surveys for historic archaeological sites have been conducted to date in Boothbay. Future archaeological survey should focus on the identification of potentially significant resources associated with the town's maritime, agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 17<sup>th</sup> and 18<sup>th</sup> centuries.

Boothbay was one of the earliest settlements in Maine, and has a large collection of historic maritime wrecks and fishing shanties (Table I.1).

**Table I.1: Type of Historic Archaeological Sites**

<b>Type</b>	<b>Number of Structures/Sites</b>	<b>Era</b>
Wreck (schooner, bark, brig, lobster boat, vessel, steam screw, sloop)	56	18th Century - 20th Century
Domestic/Agricultural	18	Late 19th Century/Early 20th Century
Coast Guard Station & Structures	7	Late 19th Century/Early 20th Century
Brickyard	3	19th Century
Fishing Stage/Station	3	17th century
Wharf	3	
Military/Fort	2	17th-19th Century
Granite Quarry	2	19th Century/Early 20th Century
Stone Wall	2	19th Century
Settlement	1	17th Century
Spring	1	
Steam shovel	1	Early 20th century
Tower	1	Late 19th Century/Early 20th Century
Well	1	Late 19th Century/Early 20th Century
Stone Structure	1	

Figure I.1: Known Historic Archaeological Sites in Boothbay



### *Pre-Historic Archaeological Sites*

Forty-five prehistoric sites are known, of which 5 are likely to be eligible for listing in the National Register of Historic Places. Twelve sites were listed in the National Register in 2012 (Table I.2). One site is located Adams Pond, and the rest are located in the shoreland zone (uneroded shoreline along tidewater).

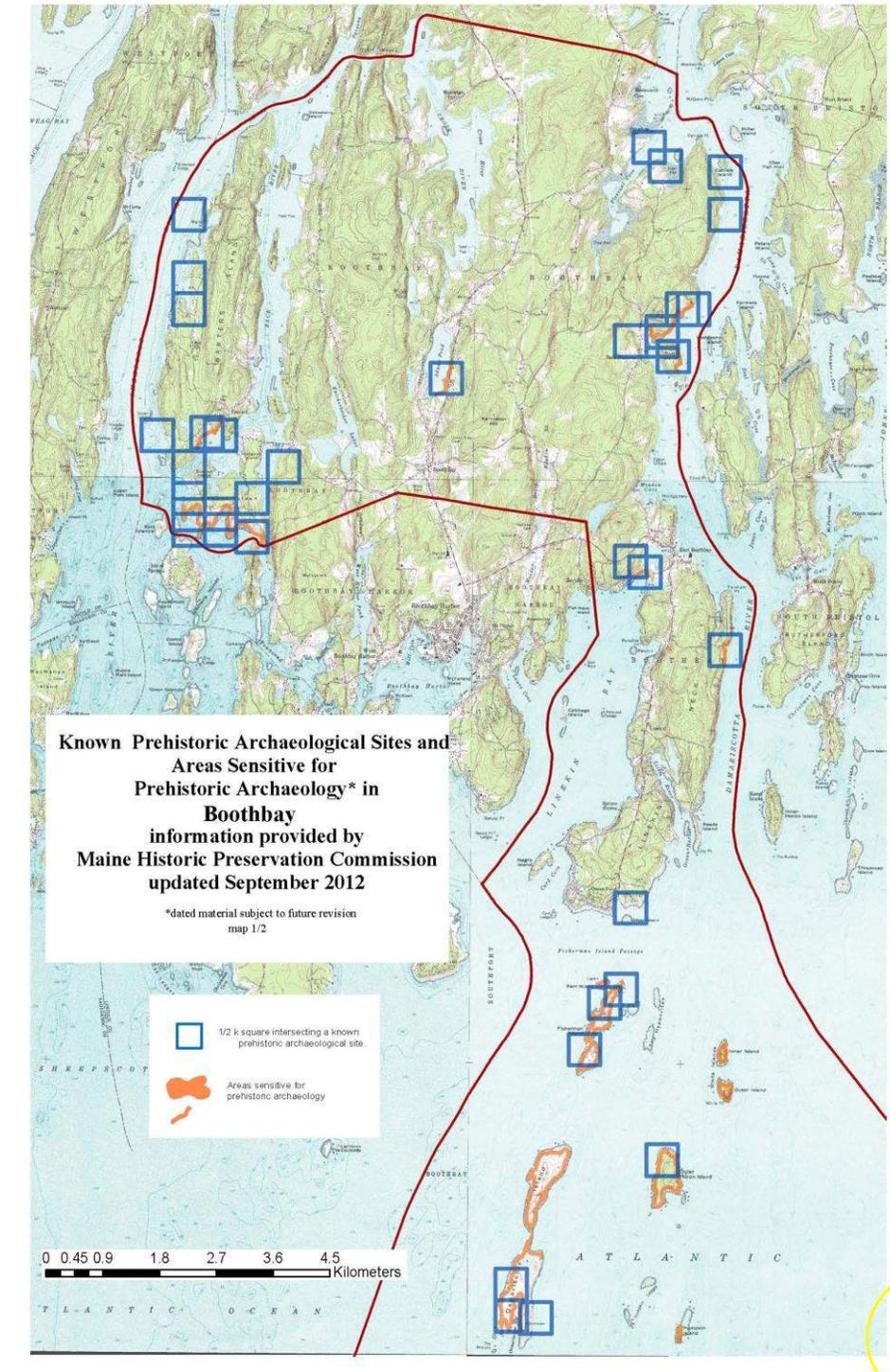
About 80% of the shoreline of Boothbay Harbor has been surveyed by professional archaeologists, mostly by the University of Maine during the 1980s. Fisherman’s Island, and the northern portion of Damariscove Island need professional archeological survey, as does the southern shore of Sawyer Island.

**Table I.2: Pre-Historic Boothbay Sites Listed on the National Register of Historic Places**

	<b>Address</b>	<b>Type</b>	<b>Other</b>
Archeological Site 26.27	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.8	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.73	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.68	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.47	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.38	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.37 Area I and II	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.21	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.20	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.198	Address Restricted	SITE	Prehistoric Site
Archeological Site 16.175	Address Restricted	SITE	Prehistoric Site
Taylor Site 16.65	Address Restricted	SITE	Prehistoric Site

Source: National Parks Service, 2012

Figure I.2: Known Pre-historic Archaeological Sites in Boothbay



*Data*

**Table I.3: Complete List of Historic Archaeological Sites**

Site Name	No.	Site Type	Periods of Significance	National Register Status
Damariscove Island	ME 046-001	fishing station	1620-1675	undetermined
Damariscotta Redoubt	ME 046-002	military, redoubt	1676-1725 (1689)	undetermined
Fort Webber	ME 046-003	military, fort	1808	eligible
Murray Hill Portage	ME 046-004	settlement	1620-1675	undetermined
Pleasant Cove	ME 046-005	brickyard	19th Century?	undetermined
unnamed vessel	ME 046-006	wreck, schooner	Dec. 24, 1785	undetermined
Olive Etta	ME 046-007	wreck, scow	15-Sep-28	undetermined
Nathan Clifford	ME 046-008	wreck, schooner	August 15, 1887	undetermined
Marcena Johnson	ME 046-009	wreck, steam screw	March 28, 1866	undetermined
Hartwelson	ME 046-010	wreck, screw	Built 1902, foundered May 5, 1943	undetermined
Fred C. Holden	ME 046-011	wreck, schooner	30-May-13	undetermined
Chester A. Lawrence	ME 046-012	wreck, schooner	24-Oct-13	undetermined
Agnes	ME 046-013	wreck, schooner	April 1889	undetermined
Agnes V. Gleason	ME 046-014	wreck, schooner	30-Dec-07	undetermined
William Rice	ME 046-015	wreck, schooner	November 7, 1912.	undetermined
Eastern Light	ME 046-016	wreck, schooner	9-Nov-11	undetermined
William Sturt House	ME 046-017	fishing station	ca. 1688	undetermined
Webber Farm	ME 046-018	farmstead	c. 1800+	undetermined
Nickolson Brickyard	ME 046-019	brickyard		undetermined
Pleasant Cove Brickyard	ME 046-020	brickyard		undetermined
Pleasant Cove Quay #1	ME 046-021	wharf		undetermined
Pleasant Cove Quay #2	ME 046-022	wharf	Historic or modern	undetermined
Olson Wall and Sluice-way	ME 046-023	wharf	Historic	undetermined
Pleasant Cove Spring	ME 046-024	spring		undetermined
Pleasant Cove Lobster Boat	ME 046-025	wreck, lobster boat	20th century	undetermined
Pleasant Cove Steam Shovel	ME 046-026	steam shovel	Early 20th century	undetermined

Stone Structure	ME 046-027	structure, unidentified	unknown	undetermined
Mary	ME 046-028	wreck, schooner	1785-1786	undetermined
unnamed vessel	ME 046-029	wreck, sloop	1786	undetermined
Jasper	ME 046-030	wreck, schooner	April, 1881	undetermined
Fortune	ME 046-031	wreck, vessel	1828	undetermined
Mystic	ME 046-032	wreck, vessel	1831	undetermined
Susan	ME 046-033	wreck, vessel	1851	undetermined
Frederick Reed	ME 046-034	wreck, vessel	1854	undetermined
Sarah Parker	ME 046-035	wreck, vessel	1866	undetermined
Andes	ME 046-036	wreck, vessel	1869	undetermined
Castellane	ME 046-037	wreck, vessel	1882	undetermined
Morton's Schooner	ME 046-038	wreck, schooner	1785	undetermined
Kimball's Schooner	ME 046-039	wreck, schooner	1786	undetermined
Mary	ME 046-040	wreck, vessel	1797	undetermined
Factor	ME 046-041	wreck, schooner	1831 January (?)	undetermined
Bonaventure	ME 046-042	wreck, vessel	1884	undetermined
Unnamed vessel	ME 046-043	wreck, schooner	1882	undetermined
William and Charles	ME 046-044	wreck, vessel	1826	undetermined
Saco	ME 046-045	wreck, vessel	1841	undetermined
St. Mary's	ME 046-046	wreck, schooner	1858	undetermined
Treaty	ME 046-047	wreck, vessel	1880	undetermined
Nancy	ME 046-048	wreck, vessel	1807	undetermined
Mexican	ME 046-049	wreck, vessel	1835	undetermined
William Walker	ME 046-050	wreck, schooner	Unknown	undetermined
Magnolia	ME 046-051	wreck, vessel	1913	undetermined
Diamond	ME 046-052	wreck, vessel	1829	undetermined
Bangor	ME 046-053	wreck, vessel	1842	undetermined
Independence	ME 046-054	wreck, vessel	1843	undetermined
Allagash	ME 046-055	wreck, vessel	1847	undetermined
H.D. Loughton	ME 046-056	wreck, vessel	1859	undetermined
R.E. Pecker	ME 046-057	wreck, vessel	1875	undetermined
Hum	ME 046-058	wreck, schooner	Wrecked at Damariscove Island on January 22, 1882.	undetermined

Fly	ME 046-059	wreck, gas screw	1913-1926	undetermined
Sabrina	ME 046-060	wreck, schooner	January 2, 1899	undetermined
Saint Joseph II	ME 046-061	wreck, oil screw	1937-1968	undetermined
Ursa	ME 046-062	wreck, gas screw	1920-1956	undetermined
Freedom	ME 046-063	wreck, schooner	1869	undetermined
Pofisco	ME 046-064	wreck, oil screw	1926-1942	undetermined
R.A. Ford	ME 046-065	wreck, schooner	Totally lost near Boothbay on February 27, 1873.	undetermined
Silver Star	ME 046-067	wreck, schooner	Wrecked at Booth Bay about January 10, 1913.	undetermined
F.I. Perkins	ME 046-068	wreck, schooner	September 8, 1869	undetermined
Mary Eliza	ME 046-069	wreck, brig	1823	undetermined
Village	ME 046-070	wreck, bark	June 25, 1863	undetermined
Yankee	ME 046-071	wreck, unidentified	1836	undetermined
John Somes	ME 046-072	wreck, unidentified	1875	undetermined
Coast Guard Paint Shop, Damariscove Str. 1	ME 046-073	workshop	built c. 1896	undetermined
Life Saving Station, Damariscove Str. 2	ME 046-074	coast guard station	Construction on current structure began in 1896.	undetermined
Browney Cottage, Damariscove Str. 3	ME 046-075	domestic, camp	Built c. 1895, taken down between 1985 and 2006	undetermined
Eastern Watchtower, Damariscove Str. 4	ME 046-076	tower	built c. 1896	undetermined
Kaler Camp, Damariscove Island Str. 5	ME 046-077	domestic, fishing shanty	Various camps have occupied this site since the early 20th century	undetermined
Wallace-Crosby Camp, Damariscove Str. 6	ME 046-078	domestic, fishing shanty	before 1966	undetermined
Sargent-Barter Camp, Damariscove Str. 7	ME 046-079	domestic, fishing shanty	On this location since the late 1950s	undetermined
Fisherman's Storage Shed, Damariscove Str. 8	ME 046-080	domestic, fishing shanty	Since before 1966	undetermined
Coast Guard Drill Pole, Damariscove No. 9	ME 046-081	coast guard station	Shown on plan, 1906; not standing 1979	undetermined
McLaine-Johnson cottage, Damariscove Str. 10	ME 046-082	domestic, camp	built c. 1895, destroyed between 1966 and 1972	undetermined

Greenlaw-Poole Farmhouse, Damariscove Str. 11	ME 046-083	farmstead	By 1725 this or another house on this site; burned c. 1966	undetermined
New Barn, Damariscove Str. 12	ME 046-084	outbuilding, barn	Built in 1915, damaged by lightning 1916, standing 1919, and destroyed before 1966	undetermined
White House, Damariscove Str. 13	ME 046-085	domestic	Probably built c. 1855 or perhaps earlier. Destroyed before 1966	undetermined
The Yellow Building, Damariscove Str. 14	ME 046-086	outbuilding, barn	Probably built in or before 1887, standing c. 1900 through 1918, destroyed before 1966	undetermined
The Old Barn, Damariscove Str. 15	ME 046-087	outbuilding, barn	before 1862 to after 1916; destroyed before 1966	undetermined
Coast Guard Clock Station, Damariscove Str. 16	ME 046-088	outbuilding	probably 1896 to about 1958; appears as a foundation on 1966 aerial photo	undetermined
Coast Guard Clock Station, Damariscove Str. 17	ME 046-089	outbuilding	probably 1896 to about 1958	undetermined
Flat Ledges Quarry West, Damariscove No. 18	ME 046-090	quarry, granite	Probably active mid to late 19th century	undetermined
Flat Ledge Quarry East, Damariscove no. 18	ME 046-091	quarry, granite	Probably active mid to late 19th century	undetermined
E-W Stone Wall, Damariscove No. 20	ME 046-092	stone wall	Before 1862, possibly 18th century	undetermined
Stone Stage Heads, Damariscove Str. 21	ME 046-093	fishing stage	Probably 1640s	undetermined
Cove Retaining Wall, Damariscove No. 22	ME 046-094	wharf	before 1919, and possibly 19th c., although could also be related to the 17th century fisheries	undetermined
Fisherman's House, Damariscove Str. 23	ME 046-095	domestic	c. 1810 - c. 1840	undetermined
Stone Fence, Damariscove No. 24	ME 046-096	stone wall	Probably at least 18th century, judging from the later farm plan	undetermined
Coast Guard Clock Station, Damariscove Str. 25	ME 046-097	outbuilding	Probably built c. 1896 with the Life Saving Station	undetermined
Coast Guard Radio Tower, Damariscove Str. 26	ME 046-098	radio station	After 1919 to before 1966; probably 1930s through 1950s	undetermined
Coast Guard Cottage, Damariscove Str. 27	ME 046-099	domestic, camp	1910s and 20s?	undetermined
Jones-Wallace Shanty, Damariscove Str. 28	ME 046-100	domestic, fishing shanty	by c. 1919 to c. 1972	undetermined
Coast Guard Telephone Line, Damariscove No. 29	ME 046-101	telephone line	1917 to 1959	undetermined
Poole Hen House, Damariscove Str.30	ME 046-102	outbuilding	Early 20th century (by 1912 to at least 1916)	undetermined

Cove Head Well	ME 046-103	well	In use c. 1910-1920	undetermined
Will Poole Cottage, Damariscove Str. 32	ME 046-104	domestic, camp	May 1918 to before 1958	undetermined
Primrose Cottage, Damariscove Str. 33	ME 046-105	domestic, camp	1895 to at least 1958, but destroyed before 1966	undetermined

Source: Maine Historic Preservation Commission

## J. Natural and Marine Resources

### *Beginning with Habitat*

*Beginning with Habitat* (BwH), a collaborative program of federal, state and local agencies and non-governmental organizations, is a habitat-based approach to conserving wildlife and plant habitat on a landscape scale. The goal of the program is to maintain sufficient habitat to support all native plant and animal species currently breeding in Maine. BwH compiles habitat information from multiple sources, integrates it into one package, and makes it accessible to towns, land trusts, conservation organizations and others to use proactively. The following sections utilize *Beginning with Habitat* maps for Boothbay.

### *Water Resources*

Adams Pond is the principal water source for the Boothbay Region Water District; Knickerbocker Lakes is its backup supply.

In the early 2000s, an analysis by the state determined that Adams Pond the most threatened water supply in Maine. Ordinances were enacted to protect the water sources, including limiting development area around the water reservoirs and their watersheds (see Protected Districts, below), as well as requiring minimum buffer width standards based on vegetation type and slope and the adoption of state best management practices for erosion. In addition, all new structures built within the Water Reservoir Protection District are required to connect to the public water system if available, and specific land uses that would be of great threat to the water supplies, such as agriculture, chemical storage, landfills, etc., are prohibited.

Water quality has improved as development slowed. An effort is currently underway to revise and improve the water source protection ordinances. The manager of the water district would like to see use restrictions replaced by performance standards, for example limits on phosphorous (see Appendix M: Sustainability). While the current ordinance has been successful at limiting new development, existing homes and camps continue to negatively impact water quality particularly on Knickerbocker Lakes.

Figure J.1: Surface Water

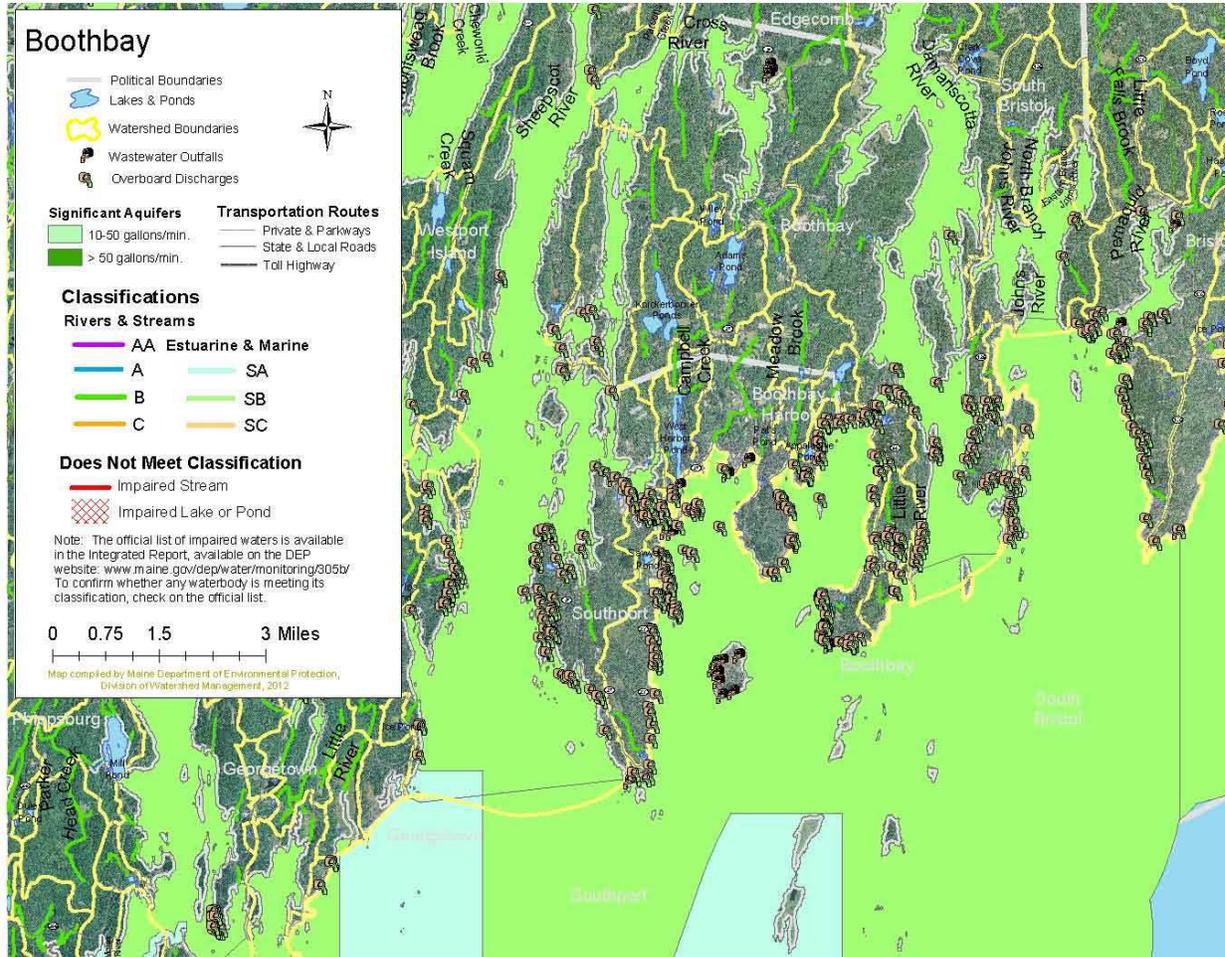




Figure J.3: Aquifers and Wetlands

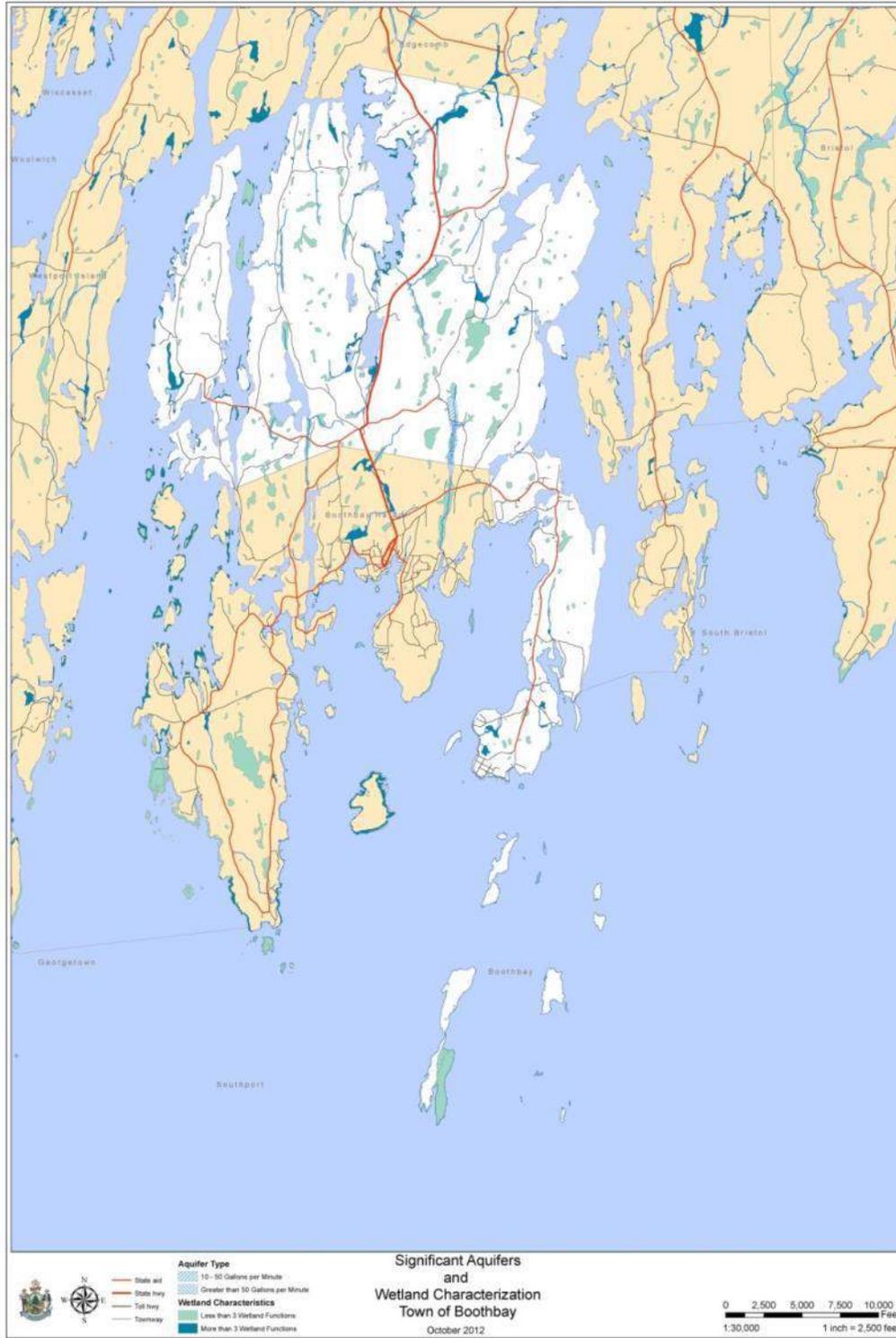




Figure J.5: Zoning Map

**Protected Districts**

**WATER RESERVOIRS PROTECTION DISTRICT**

The Water Reservoirs Protection District includes the area adjacent to Adams Pond and Knickerbocker Lakes, specifically:

1. the area within 500 feet of the high water line of Adams Pond, Knickerbocker Lakes, Knickerbocker Lake Marsh, and the pond to the west of Adams Pond and
2. the area within 75 feet of the high water line of the Adams Pond and Knickerbocker Lakes outlet streams.

Most uses are not allowed in the Water Reservoirs Protection District, and those which are allowed, such as one family dwelling, require either code enforcement officer or planning board approval.

**WELLHEAD PROTECTION DISTRICT**

The Wellhead Protection District includes the area within 500 feet of each wellhead of the Boothbay Water District. Limited uses are allowed in the Wellhead Protection District but most are subject to either code enforcement officer or planning board approval.

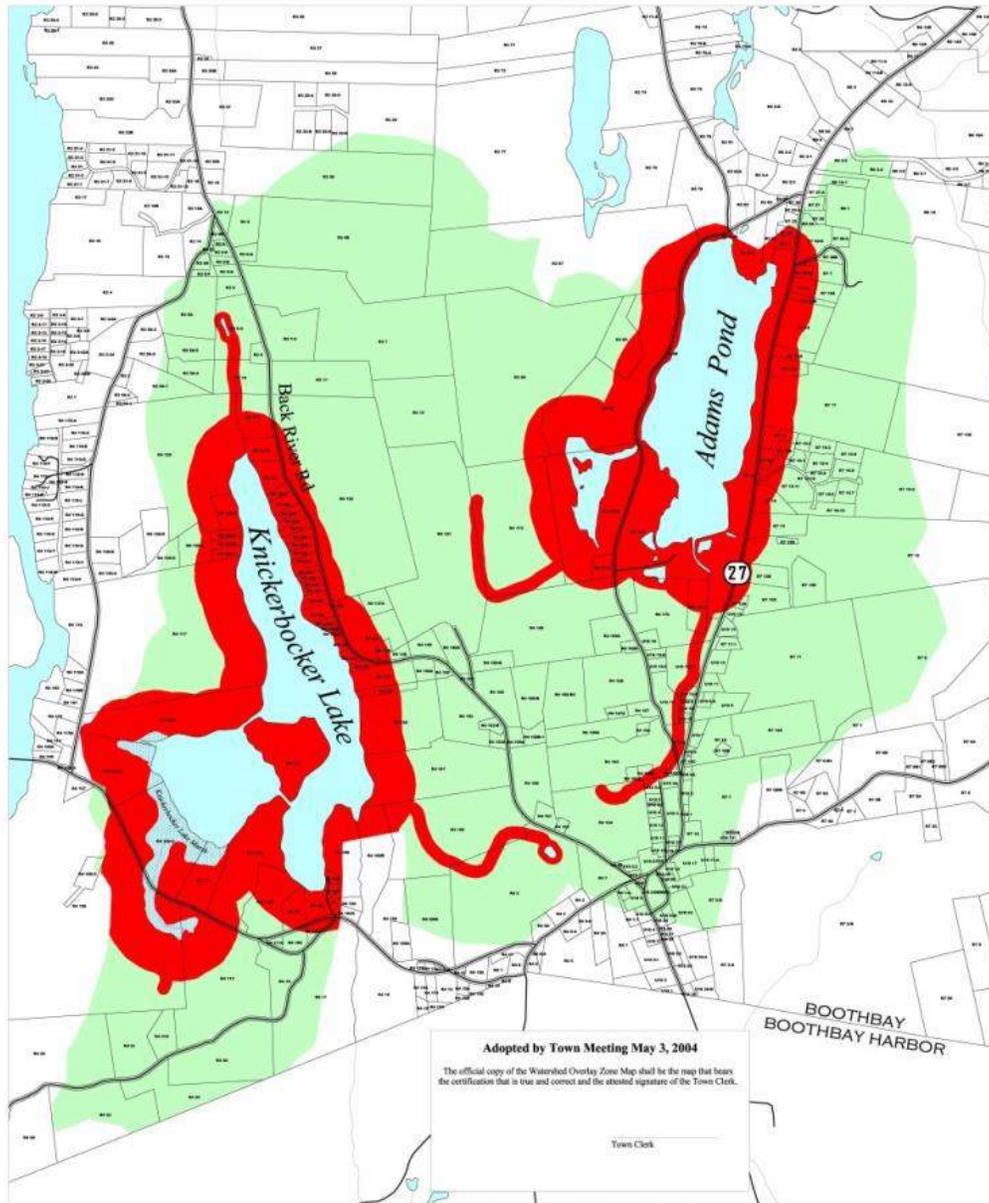
**WATERSHED OVERLAY ZONE**

The Watershed Overlay Zone includes the area located from the outer edge of the Water Reservoirs Protection District to the upland edge of the Adams Pond and Knickerbocker Lakes Watersheds (Figure J.3). It overlays parts of the C2, C3, General Residential, Industrial Park and Village Districts. Allowed uses in the Watershed Overlay Zone are more limited than in the underlying districts.



Figure J.6: Watershed Overlay Zone

May 3, 2004



**BOUNDARIES ARE APPROXIMATE**

- Data sources:  
 1. Leighton & Assoc.  
 Tax Maps (rev. 4/02)  
 2. Wright Pierce Associates  
 3. Maine OGIS  
 4. Town of Boothbay

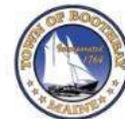
Produced by  
 Bluecoast Valley Conservation Association  
 GIS Support Center  
 April, 2004 (ms0404030204.apr)



1000 0 1000 2000 Feet



- |  |   |
|--|---|
|  Watershed Overlay Zone               |  Streams |
|  Water Reservoirs Protection District |  Parcels |



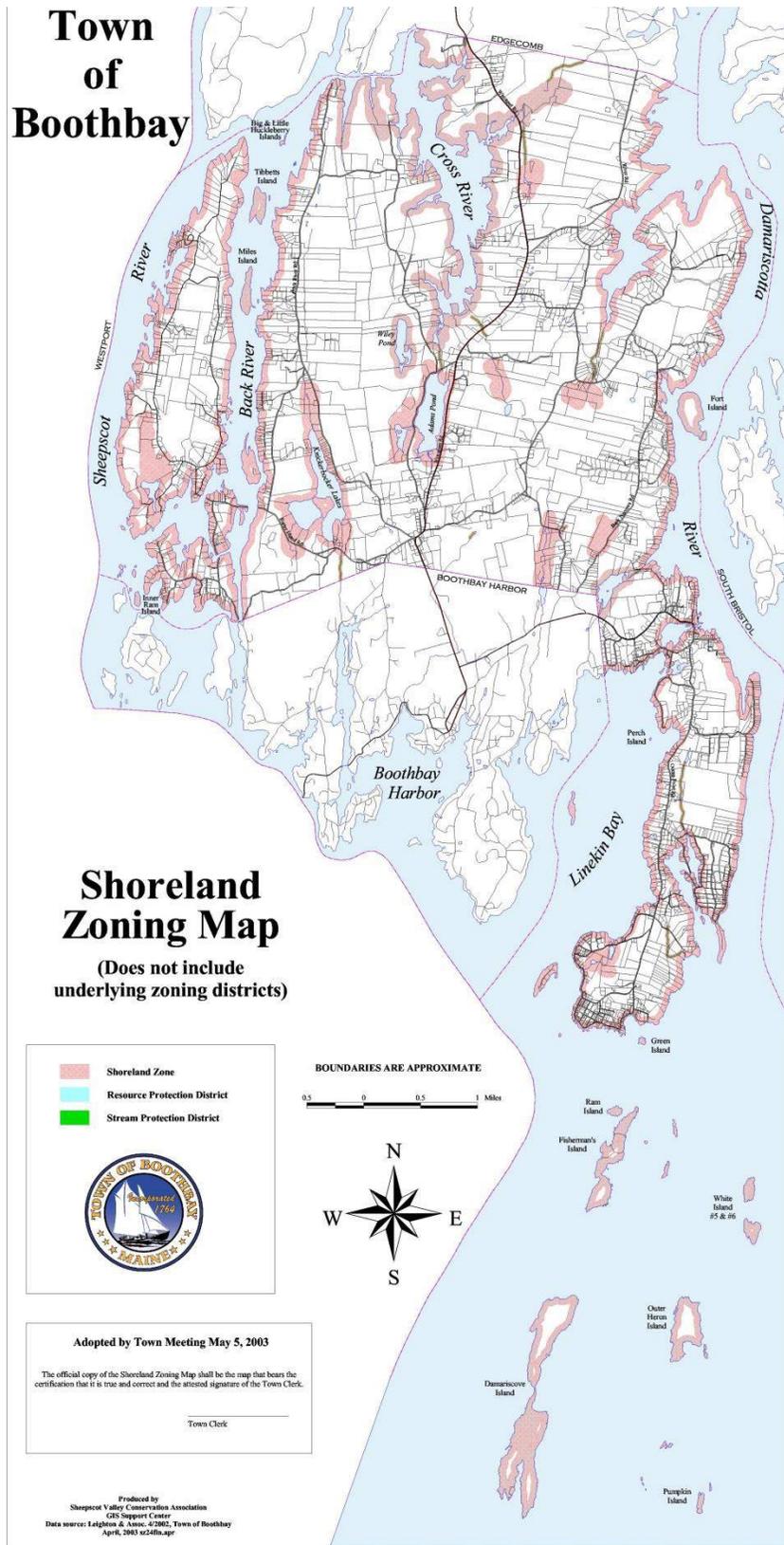
### *Shoreland Overlay Zone*

Maine law requires municipalities to have local ordinances that regulate land use activities within 250 feet of any great pond, river or wetland, and within 75 feet of certain streams. Shoreland Zoning is intended to prevent water pollution, protect bird and wildlife habitat, protect against flooding and erosion, protect fishing, protect wetlands, and conserve shore cover, points of access, and open space.

The Shoreland Overlay Zone in Boothbay includes:

1. Land areas located within 250 feet of the
  - High-water line of any great pond
  - Upland edge of a coastal wetland including all areas affected by tidal action, and
  - Upland edge of a freshwater wetland rated moderate or high by the Department of Inland Fisheries and Wildlife; and
  
2. Land areas located within 75 feet of the
  - Upland edge of a freshwater wetland not rated moderate or high by the Department of Inland Fisheries and Wildlife,
  - High-water line of a stream, and
  - High-water line of any outlet stream from any freshwater wetland designated as “Shoreland Zone” on the Town of Boothbay Shoreland Zoning Map.

Figure J.7: Shoreland Zone



There are two distinct areas within Boothbay’s Shoreland Overlay Zone:

The Resource Protection Area includes areas within 250 feet of wetlands and marshes as well as areas with 2 or more contiguous acres of steep slopes (20% or greater) and areas of 2 or more contiguous acres of wetland vegetation and hydric soils which are not surficially connected to a pond or stream.

The Stream Protection Area includes areas within 75 feet of streams.

Development in the Shoreland Overlay Zone is limited and some uses are subject to either code enforcement officer or planning board approval. Development is most limited in the Resource Protection and Stream Protection Areas.

Chapter 1000: Guidelines For Municipal Shoreland Zoning Ordinances allows municipalities to adopt more stringent ordinances than the state guidelines. Generally, the state requires all new structures to be set back at least 75 feet from water bodies other than great ponds (more than 10 acres), which require a 100 foot setback. Both Adams pond and Knickerbocker Lakes are classified as great ponds. Some setback requirements in certain districts in Boothbay exceed the state minimum (Table J.1).

**Table J.1: Shoreland Zoning Setback Requirements**

	Shoreline Setback	Peninsula Shoreline Setback	Great Ponds Shoreline Setback	State Minimum
C1	75 ft	150 ft	--	75 ft
C2	75 ft	150 ft	--	75 ft
General Residential	75 ft	150 ft	100 ft	75 ft
Maritime	none	--	--	none
Special Residential	75 ft	--	--	75 ft
Village District	75 ft	150 ft	--	75 ft
Water Reservoirs	75 ft	150 ft	100 ft	75 ft
Wellhead	75 ft	--	--	75 ft

Source: Zoning Ordinance of the Town of Boothbay; Maine DEP Chapter 1000

***Rare Animal and Plant Habitats***

*Beginning with Habitat* has identified high value plant and animal habitats in Boothbay. Species of special concern include bald eagle, great blue heron, purple sandpiper, and mountain sandwort. Plant communities include a salt-hay saltmarsh and a pocket swamp (forested wetland).

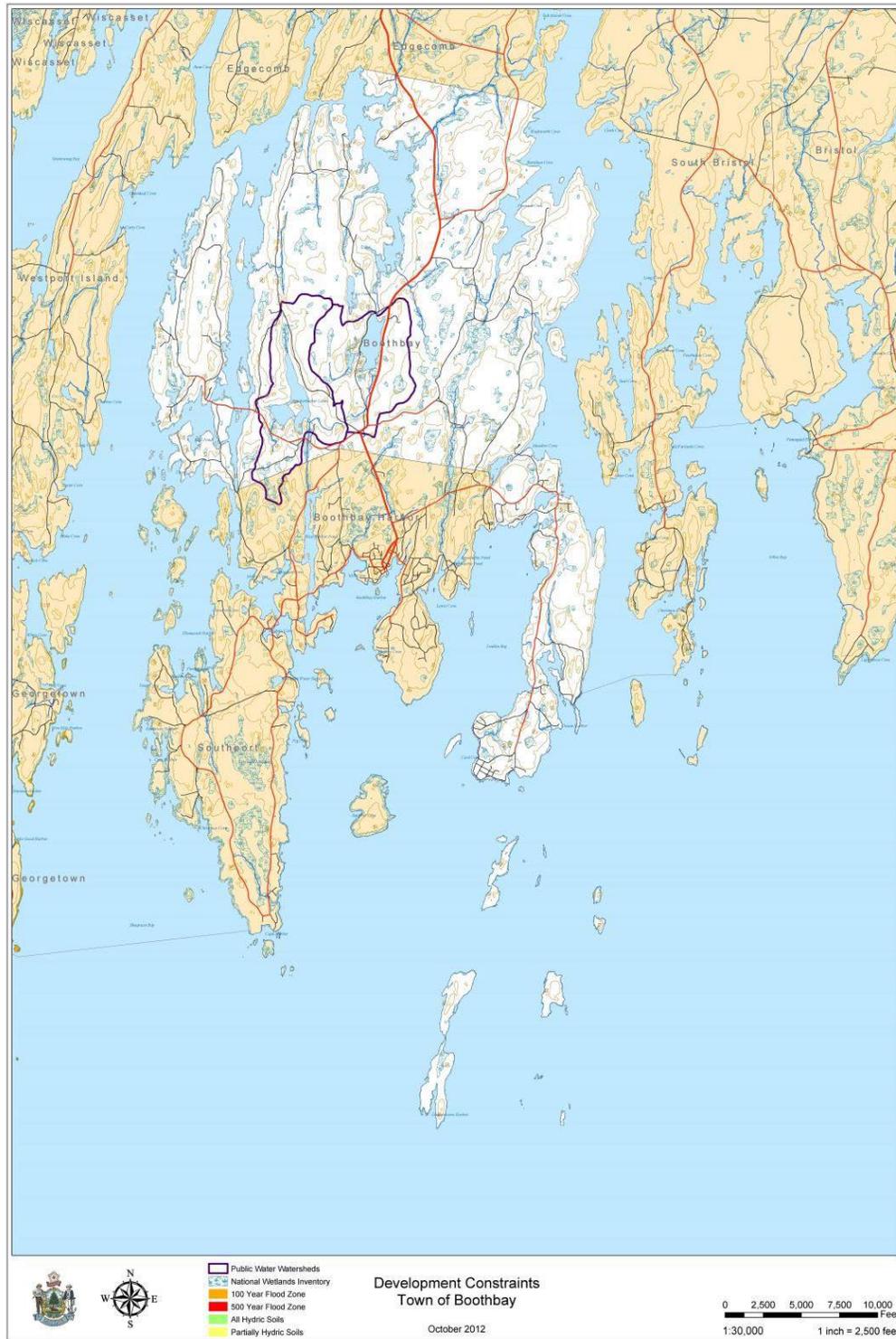








Figure J.12: Development Constraints



***Conservation Focus Areas***

In 2007-2008, the Sheepscot Valley Conservation Association, Sheepscot Wellspring Land Alliance, and the Boothbay Region Land Trust worked together to identify landscape scale conservation focus areas in the Sheepscot River Watershed and the Boothbay Peninsula. The goal is to preserve a network of lands, which when protected, “would preserve much of the natural character and scenic beauty of the watershed, provide large habitat blocks and movement corridors for native wildlife, and provide land and waters for a natural resource-based and low-impact recreational uses.” The table below presents the focus areas identified in Boothbay.

**Table J.3: Conservation Focus Areas**

<b>Focus Area Name</b>	<b>Size (acres)*</b>	<b>Key Features</b>
Ovens Mouth	1678	<ul style="list-style-type: none"> <li>•longest remaining stretches of undeveloped saltwater frontage on Boothbay peninsula</li> <li>•high value tidal wading bird and waterfowl habitat</li> <li>•exceptionally scenic; includes viewshed of Ovens Mouth Preserve</li> </ul>
Dover Ridge	1607	<ul style="list-style-type: none"> <li>•Largest area of unfragmented forest habitat on Boothbay peninsula</li> <li>•undeveloped pond</li> <li>•potential to connect to community and other trail systems</li> </ul>
Barters Island	525	<ul style="list-style-type: none"> <li>•large area of significant wading bird and waterfowl habitat</li> <li>•undeveloped habitat block in island interior</li> <li>•potential to establish trail system that connects two BRLT preserves</li> </ul>
Lobster Cove Meadow	573	<ul style="list-style-type: none"> <li>•large area of significant wading bird and waterfowl habitat within walking distance of towns of Boothbay and Boothbay Harbor</li> <li>•potential to establish community trail network</li> </ul>
Ocean Point	144	<ul style="list-style-type: none"> <li>•last area of undeveloped land on heavily developed point</li> <li>•easily accessible significant wading bird and waterfowl habitat</li> <li>•potential to connect to community and other trail systems</li> </ul>

### *Marine Resources*

There are 171 Commercial Fishing Harvester Licenses held in Boothbay, plus 6 dealer licenses.

**Table J.4: Fishing Licenses**

Commercial Fishing Harvester Licenses	171
Dealer Licenses	6
Comm Fishing/Crew	6
Comm Fishing/Single	18
Comm Shrimp-Crew	13
Comm Shrimp-Single	3
Commercial Pelagic And Anadromous Crew	1
Commercial Pelagic And Anadromous Single	1
Commercial Shellfish	23
Commercial Shellfish +70	1
Lob/Crab Non-Comm	13
Lobster Crab Class II +70	2
Lobster Crab Class III +70	1
Lobster/Crab Apprent	1
Lobster/Crab Class I	28
Lobster/Crab Class II	40
Lobster/Crab Class III	3
Lobster/Crab Over Age 70	2
Lobster/Crab Student	7
Marine Worm Digging	4
Recreational Saltwater Fishing Operator	2
Scallop, Non-Comm	2
Wholesale W/Lobsters	1
Retail Seafood	4
Lobster Meat Permit	1

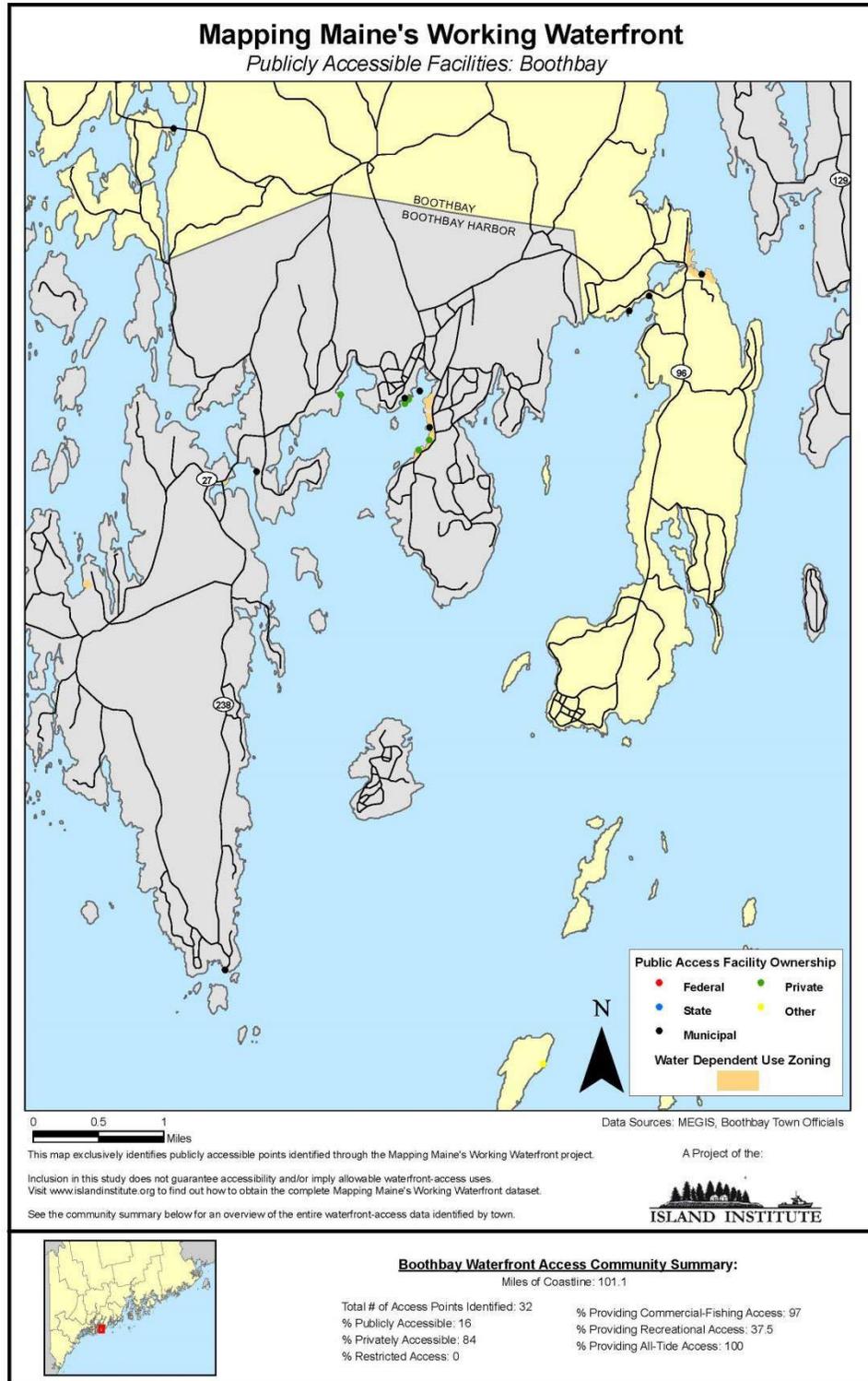
Source: Maine Department of Marine Resource

A 2005 effort by the Island Institute to map working waterfront access points on the Maine coast identified 32 access points in Boothbay, 31 of which provided commercial fishing access. Roberts Wharf, a 1.9 acre property with two piers, was secured as a permanent commercial fishing access by the Boothbay Regional Land Trust with support from the Working Waterfront Access Protection Program.

Boothbay recently adopted a harbor management plan and has Port Committee. According to the Harbormaster, the wait list to own a mooring in the inner harbor can be long, but rentals are available for between \$600-\$1,200 per season. There are a number of public boat launches.

The harbor is a no discharge area, and a pump-out program provides for vessel sewage disposal.

Figure J.13: Working Waterfront Access



### *Maritime Commercial District*

The Maritime Commercial District is the primary commercial and industrial district for maritime uses. Uses are limited and most are subject to either code enforcement officer or planning board approval.

## **K. Fiscal**

### *General*

Over 88 percent of Boothbay's 2014 revenue came from property taxes, with the remaining coming from excise taxes, intergovernmental transfers, and other fees (Table K.1). Like most towns, Boothbay's largest expenditure in 2014 was education (which accounted for about 59 percent of total spending), followed by fixed charges including county tax, public works, public safety, and general government (Table K.2).

**Table K.1: Boothbay FY2014 General Fund Revenues**

	<b>Amount</b>	<b>% of Total</b>
Property Taxes	\$8,177,734	88.5%
Excise Tax (Auto and Boat)	\$657,485	7.1%
State Revenue Sharing	\$62,960	0.7%
Homestead Reimbursement	\$32,844	0.4%
Highway Block Grant	\$59,448	0.6%
BETE Reimbursement	\$21,727	0.2%
Licenses & Permits	\$57,646	0.6%
Charges for Services	\$52,813	0.6%
Miscellaneous	\$93,084	1.0%
Other	\$24,635	0.2%
<b>TOTAL REVENUES</b>	<b>\$9,240,376</b>	

Source: Boothbay Annual Report of Town Officers, 2014

**Table K.2: Boothbay FY2014 General Fund Expenditures**

	<b>Amount</b>	<b>% of Total</b>
General Government	\$483,922	5.5%
Public Safety and Services	\$512,276	5.8%
Public Works	\$761,254	8.6%
Service Accounts	\$169,994	1.9%
Education	\$5,211,982	59.1%
Fixed Charges - County Tax	\$1,129,163	12.8%
Debt Service	\$11,576	0.1%
Capital Investment	\$68,689	0.8%
Unclassified	\$464,767	5.3%
<b>TOTAL EXPENDITURES</b>	<b>\$8,813,623</b>	

Source: Boothbay Annual Report of Town Officers, 2014

### *Debt Service*

Boothbay had one general obligation bond through the Maine Municipal Bond Bank which will be paid off in 2015. (Table K.3). The Town has no other outstanding long term debt as of 2015.

**Table K.3: Debt Service**

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Maine Municipal Bond Bank	\$12,833	\$12,205	\$11,576	\$10,948

Source: Boothbay Annual Report of Town Officers, 2011

### *Tax Increment Finance (TIF)*

A TIF is a public financing tool that uses future gains in taxes to pay for current improvements. Boothbay has three TIFs, which are combined into one Tax Increment Finance District Capital Reserve Account (Table I.4). The town is currently breaking these TIFs into separate accounts. The three TIFs are:

- Hodgdon Marine LLC Municipal Development and Tax Increment Financing District
  - Established 1999
  - 20 years
  - Town collects 100%, gives 75% back to the company
  - TIF will be used by company to pay off costs of the project, or debt service to finance the project
  
- Washburn & Doughty Municipal Development and Tax Increment Financing District
  - Established 2009
  - 20 years
  - Town collects 100%, gives 75% back to the company
  - TIF used to pay for costs of road and related improvements on the adjoining Town owned land within the district, improvements to School Street, fire station improvements in the District and other costs
  
- Boothbay Commercial Development Omnibus Municipal Tax Increment Financing District
  - Established 2014
  - 30 years
  - Town collects 100%

- o TIF used to pay for costs of improvements to public facilities to facilitate commercial development within the district. These improvements include roads, sidewalks, parking areas, sewers, water mains, and other utilities. The TIF may also be used for credit enhancement agreements as part of the financing on commercial development within the district.

The Town accounts for its portion of the revenue from the TIF districts in a capital reserve account.

**Table K.4: TIF District Capital Reserves Account Balance\***

	2011	2014
TIF Reserve Account Balance	\$11,532	\$43,045

Source: Boothbay Annual Report of Town Officers, 2011 and 2014

\*The Town is currently breaking these into separate accounts.

### **Tax Rate**

With a local tax rate of \$8.40 per \$1,000, Boothbay raised over eight million dollars in property tax in 2014 (Table K.5).

**Table K.5: Local Tax Rate and Valuation, 2014**

Local Tax Rate	\$8.40/\$1,000
Taxable Valuation	\$973,210,527
Net raised by property tax	\$8,174,969

Source: Boothbay Annual Report of Town Officers, 2014

The State of Maine’s estimated full-value mill rate for the town in 2013 was \$8.63 per \$1,000. This puts Boothbay in the same range as Boothbay Harbor, but significantly higher than Southport and significantly lower than Edgecomb or Wiscasset (Table K.6).

**Table K.6: Estimated State, County and Local Average Mill Rate, 2003-2013**

	2006	2007	2008	2009	2010	2011	2012	2013
Boothbay	6.27	6.61	6.47	7.03	7.54	7.80	7.91	8.63
Boothbay Harbor	7.1	7.16	8.17	8.5	8.76	8.22	8.30	8.99
Edgecomb	8.38	9.1	10.43	10.29	10.91	12.04	12.49	12.76
Southport	3.31	3.05	3.33	3.61	3.84	3.93	3.78	4.21
Wiscasset	14.43	12.86	13.42	14.08	14.99	15.75	16.79	17.07
Lincoln County Average	7.06	6.99	7.49	8.11	8.61	8.98	9.43	9.99
State Average	11.23	11.33	11.7	12.23	12.78	13.40	13.99	14.49

Source: Maine Revenue Service

## L. Education

### *Organization*

Boothbay is part of the Boothbay-Boothbay Harbor Community School District. In 2010, the Boothbay-Boothbay Harbor Community School District joined Alternative Organizational Structure 98 (AOS 98), a new school administrative unit created to avoid penalties for not following Maine’s school consolidation statute. Three other towns are part of AOS 98: Edgecomb, Georgetown, and Southport. Under the Maine Department of Education, the AOS structure allows two or more school administrative units to join together to provide administrative and educational services. Each member entity maintains its own budget, has its own school board, and is operated in every way as a separate unit except for the administrative services and those educational services indicated in the AOS reorganization plan. AOS 98 serves 880 students and has 210 employees.<sup>12</sup> The AOS 98 plan includes the following agreements:

- Each school will be governed by individual schools boards from each individual town.
- All members of each individual school board are members of the AOS 98 School Committee. This committee establishes the operating budget for the Central Office administration and the Office of Special Education.
- Whenever possible, language in employee contracts will be consistent unless it has fiscal implications for a member town.
- The Edgecomb Eddy School, Georgetown Central School and Southport Central School will be allowed to continue to tuition their students in grades 7-12 to any state approved school at the state tuition rate.

**Table L.1: School District Organization**

<b>SAU ID</b>	<b>Administrative Office</b>	<b>SAU Name</b>	<b>Town</b>	<b>County</b>
1281	AOS 98	Boothbay-Boothbay Hbr CSD	Boothbay Harbor	Lincoln
1055	AOS 98	Edgecomb School Department	Edgecomb	Lincoln
1061	AOS 98	Georgetown School Department	Georgetown	Sagadahoc
1154	AOS 98	Southport School Department	Southport	Lincoln

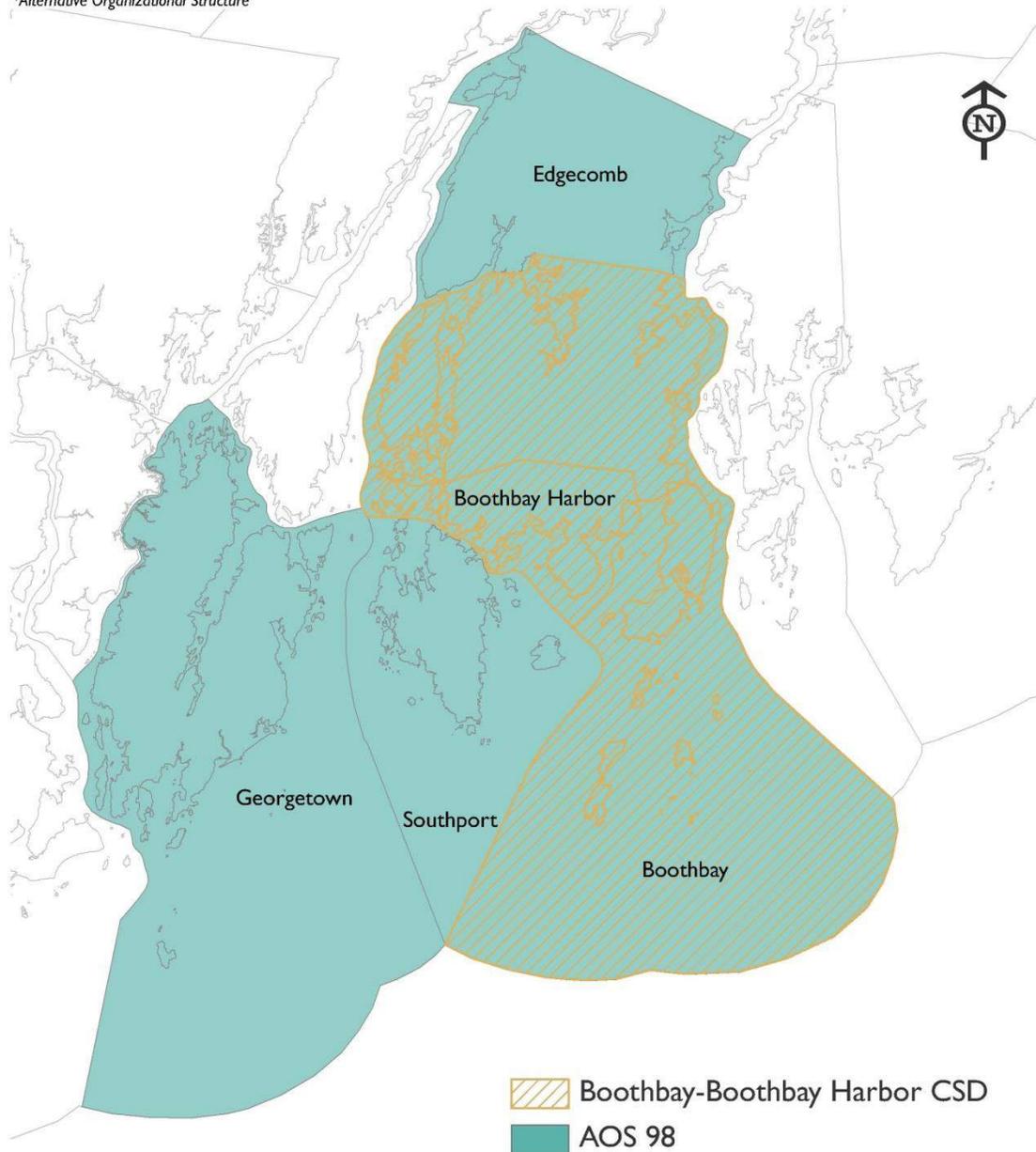
Source: Maine Department of Education

<sup>12</sup> Town of Boothbay, 2013.

# Boothbay 2014 Comprehensive Plan Update

## Education - AOS\* 98 and Boothbay-Boothbay Harbor CSD

\*Alternative Organizational Structure



Prepared by PDI, 4/22/13  
Source: US Census, Maine GIS

0 2 4 8 Miles

### *School Facilities*

The Boothbay-Boothbay Harbor Community School District is comprised of the Boothbay Region Elementary School (PreK-8), and the Boothbay Region High School.

**Table L.2: School Facilities**

	<b>Address</b>	<b>Year Built</b>	<b>Grades Served</b>	<b>Recent Additions or Upgrades</b>	<b>Status/Plans</b>
Boothbay Regional Elementary School	238 Townsend Ave Boothbay Harbor	1977	Pre-K-8	HVAC upgrade 2004	Well maintained – no major plans
Boothbay Region High School	236 Townsend Ave, Boothbay Harbor	1955	9-12	Addition in 1995; HVAC upgrade 2004	Well maintained – no major plans

Source: Town of Boothbay

### *Enrollment Trends*

#### **BOOTHBAY REGION ELEMENTARY SCHOOL**

Boothbay Region Elementary School serves grades Pre-K through 8<sup>th</sup> grade, and is the only elementary school in the Boothbay-Boothbay Harbor Consolidated School District. Grades Pre-K through 6 consist almost entirely students from Boothbay and Boothbay Harbor, while grades 7 and 8 are open to tuition students from Southport, Edgecomb and Georgetown.

Over the last seven years, the total enrollment has decreased by over 11% even with the establishment of the Pre-K program in 2012.

**Table L.3: CSD (Boothbay & Boothbay Harbor) Grades Pre-K-6 Fall Enrollment, 2008-2014**

	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>% Change 2008-2014</b>
Boothbay	202	202	188	177	179	165	165	-18.3%
Boothbay Harbor	96	96	87	79	98	99	98	+2.1%
Other	4	6	7	4	3	4	5	+25.0%
<b>Total</b>	<b>302</b>	<b>304</b>	<b>282</b>	<b>260</b>	<b>280</b>	<b>268</b>	<b>268</b>	<b>-11.3%</b>

Source: Boothbay Comp Plan Education Committee

From 2008 to 2014, the number of students in grades 7 and 8 decreased by 8.7%. Students from Boothbay accounted for most of the decrease.

**Table L.4: Grade 7-8 Enrollment, 2008-2014**

	2008	2009	2010	2011	2012	2013	2014	% Change 2008-2014
Boothbay	67	67	53	63	74	79	60	-10.4%
Boothbay Harbor	22	28	37	31	22	21	21	-4.5%
Southport	10	8	6	9	8	7	7	-30.0%
Edgecomb	16	10	13	19	15	19	16	0.0%
Other	0	0	0	0	0	1	1	100.0%
<b>TOTAL</b>	<b>115</b>	<b>113</b>	<b>109</b>	<b>122</b>	<b>119</b>	<b>127</b>	<b>105</b>	<b>-8.7%</b>

Source: Boothbay Comp Plan Education Committee

### **BOOTHBAY REGION HIGH SCHOOL**

The Boothbay Region High School is open to students from Boothbay and Boothbay Harbor, and tuition students from Southport, Edgecomb and Georgetown. From 2008 to 2014, total enrollment dropped by over 15%. While enrollment from almost all towns decreased, the biggest drop came from Boothbay Harbor, which sent 33 fewer students to the high school in 2014 than it did in 2008.

**Table L.5: Grade 9-12 Enrollment, 2008-2014**

	2008	2009	2010	2011	2012	2013	2014	% Change 2008-2014
Boothbay	131.5	132	138	125	126	124	128	-2.7%
Boothbay Harbor	81	69	60.5	56	54	52.5	48.5	-40.1%
Southport	13.5	10.5	12	10	9	12	14	+3.7%
Edgecomb	27	33	27.5	22	26	20.5	25.5	-5.6%
Other	5	7.5	5	4	16	6	2	-60.0%
<b>TOTAL</b>	<b>258</b>	<b>252</b>	<b>243</b>	<b>217</b>	<b>231</b>	<b>215</b>	<b>218</b>	<b>-15.5%</b>

Source: Boothbay Comp Plan Education Committee

From 2008 to 2014, the number of students from Boothbay or Boothbay Harbor who attended select out-of-district schools increased from three to eleven. Almost all of this increase came from students attending North Yarmouth Academy, a college-prep day school in North Yarmouth, Maine (approximately 40 miles from Boothbay). North Yarmouth Academy tuition for grades 6 through 12 is \$27,250 per year.<sup>13</sup>

<sup>13</sup> <http://www2.nya.org/admission/affording-nya/>

**Table L.6: Boothbay-Boothbay Harbor Students Going to Out of District Schools, 2008-2014**

	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
Lincoln Academy (Grades 9-12)	3	0	1	1	1	1	1
Wiscasset*	0	1	1	0	0	0	0
North Yarmouth Academy (Grades 5-12)	0	1	3	6	12	11	11
Sheepscot Valley Children's House (3 to 7 year-olds)	0	0	0	1	0	0	0
<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>12</b>	<b>11</b>

\*Wiscasset: Special Education agreement/Source: Town of Boothbay

### *Educational Programming*

The Superintendent of Schools and the Boothbay Region High School principal have recommended the development of the Boothbay Region STEM Academy, which would help give Boothbay and Boothbay Harbor graduates the background to excel in STEM (Science, Technology, Engineering and Mathematics) careers.<sup>14</sup>

### *Achievement*

In May of 2015, *US News and World Report* ranked Boothbay Region High School the ninth best high school in Maine (There are 118 high schools in the state). The ranking is based on a combination of many factors including college readiness, student-teacher ratios, and student proficiencies.

**Table L.7: Graduation & Dropout Rates, 2014**

	<b>4-Year Graduation Rate – 2014 Cohort</b>	<b>Dropout Rate 2014</b>
Boothbay Region High School	90.9%	1.86%
Maine	86.5%	2.7%

Source: Maine Department of Education

<sup>14</sup> Town of Boothbay, 2013.

**Table L.8: Percent of 8<sup>th</sup> Grade Students at Level 3 or Level 4\*, 2013-2014 School Year**

	<b>% of Students Tested in School</b>	<b>School - % of Students at Level 3 or Level 4</b>	<b>State - % of Students at Level 3 or Level 4</b>
Reading Assessment	100	73	71
Mathematics Assessment	100	63	56
Science Assessment	100	85	73

Source: NCLB Report Card \*NCLB Categories are 1 (lowest achieving) through 4 (highest achieving)

**Table L.9: Percent of Boothbay Regional High School Students at Level 3 or 4\*, 2013-2014 School Year**

	<b>% of Students Tested in School</b>	<b>School - % of Students at Level 3 or Level 4</b>	<b>State - % of Students at Level 3 or Level 4</b>
Reading Assessment	96	42	48
Mathematics Assessment	96	40	49
Science Assessment	96	47	44

Source: NCLB Report Card

\*NCLB Categories are 1 (lowest achieving) through 4 (highest achieving)

## M. Energy and Sustainability

### *Seasonality and Aging of the Population*

Boothbay is increasingly becoming a seasonal community. Boothbay and the surrounding towns experienced significant increases in total housing units from 2000 to 2010 (see D: Housing). Of the new units in Boothbay, however, 42% are seasonal; as a result, seasonal units now make up a larger percentage of the total housing stock than they did in 2000 (Table M.1). Twenty-six percent of Boothbay housing has an owner with an out-of-state mailing address in the assessor's records.

**Table M.1: Year Round Housing Units**

	<b>2000</b>	<b>% of Total</b>	<b>2010</b>	<b>% of Total</b>
Seasonal	714	34.9%	893	36.1%
Year-Round	1,332	65.1%	1,581	63.9%
<b>Total</b>	<b>2,046</b>		<b>2,474</b>	

Source: US Census

Boothbay's population change reflects a larger trend in coastal Maine – residents are generally of retirement age. From 1990 to 2010, the Town's 20-39 year-old population dropped by over 200 people, while the 50-69 year-old population increased by almost 600 people (see A: Population and Demographics). This is reflected in the town's median age, which increased from 38.1 to 51.7 years during the same time period.

From 1990 to 2010, Boothbay experienced an increase in total population at the same time that more local residents were dying than children were being born to town residents (see A: Population and Demographics). This means that Boothbay's population increase is due to net in-migration, or more people moving into town than move away. In 2010, a larger proportion of household income is from retirement relative to earnings in Boothbay compared to the state.

**Table M.2: Aggregate Income, 2010**

	<b>Maine</b>	<b>Lincoln County</b>	<b>Boothbay</b>
Aggregate household ( <i>hh</i> ) income	\$ 33,087,606,200	\$ 967,541,100	\$ 88,200,700
Aggregate earnings	\$ 25,599,334,300	\$ 648,182,900	\$ 65,967,700
<i>Earnings as % of hh income</i>	77.4%	67.0%	74.8%
Aggregate retirement income	\$ 1,939,265,000	\$ 73,577,400	\$ 5,816,500
<i>Retirement as % of hh income</i>	5.9%	7.6%	6.6%

Source: US Census, ACS 5 year estimates 2006-2010

### *Water Supply*

As Boothbay's population increases, so does demand for water. According to the Boothbay Region Water District (BRWD), Adams Pond and Knickerbocker Lakes are the only economically feasible sources of water supply for the region. The BRWD determined more than 20 years ago that Adams Pond was not adequate to meet future water demands in the region, and has since invested more than \$1 million in infrastructure to pump water from Knickerbocker Lakes to the Adams Pond Treatment Facility.

Protection of the Adams Pond and Knickerbocker Lakes water sources is critical. In its 2009 Master Plan Update, the Boothbay Region Water District (BRWD) concluded that while the Town's key watershed protection ordinances form an adequate framework (see J: Natural and Marine Resources), improvements to those provisions should be considered. The BRWD recommended:

- Increasing the minimum setback requirement for on-site wastewater disposal systems from within 200 feet of Adams Pond and Knickerbocker Lakes to 300 feet
- Adopting additional phosphorous control protection above and beyond standard requirements
- Disallowing the use of phosphorous-based fertilizers in the watershed.

The Boothbay Region Water District (BRWD) is also concerned about the impact that the State of Maine Water Withdrawal Rule (Chapter 587) may have on the region's water supply. The regulation is designed to maintain minimum stream flows and reservoir levels for wildlife habitat. Adams Pond and Knickerbocker Lakes are classified as great ponds, and are subject to the requirements, which will establish drawdown limits and could limit the capacity available for public water consumption.

### *Energy*

The Boothbay Region is served by a single electric transmission line. On the hottest days of summer, the increased demand for electricity comes close to the capacity of that line. CMP estimates that it would cost approximately \$18 million to upgrade the line to increase its capacity to handle the few hours in any year when it is at risk.

The GridSolar Boothbay Pilot Project is using distributed generation, including a variety of power generation resources like solar power, backup generator units, battery storage and an array of other possible sources, to reduce the amount of power transmitted down the CMP line to meet peak demand. In total, the project aims to add 2 megawatts of capacity to the Boothbay peninsula. The Boothbay pilot project is the first of its kind in Maine.

### *Natural Gas*

Three natural gas companies currently operate in the State of Maine:

- Northern Utilities currently serves customers in the greater Portland area, Lewiston, Auburn, and Kittery.
- Bangor Gas serves customers in Bangor, Brewer, Old Town, Orono and Veazie.
- Maine Natural Gas currently serves customers in Windham, Gorham, Bowdoin Topsham and Brunswick.

In 2013, the PUC approved Summit Natural Gas of Maine's request for a pipeline in the Kennebec Valley. Both Summit and Maine Natural Gas have been installing new gas mains to expand service in the Greater Augusta area.

According to Public Advocate Richard Davies, in 2013 it was between 40 and 60 percent cheaper to heat with natural gas versus heating oil.

## APPENDIX II: CAPITAL IMPROVEMENT PLAN

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The Town has begun to develop a capital planning and budgeting system that addresses the community's on-going needs for investments in capital equipment and facilities. The Town has a capital improvements account as part of the regular budget. The Town uses this as a "reserve account". As part of the Town Manager's annual budget plan, there is a ten year projection of the use of this account (see Appendix II). The following tables were extracted from the 2016 Budget Plan:

Town of Boothbay Budget FY2016		FY 2016 Proposed	% Change	FY 2015	% Change	FY 2014	% Change
Capital Improvements E4-401		General Government					
Account Number		Descriptions					
54	514	Reserves	\$140,000.00	\$140,000.00	\$140,000.00	\$140,000.00	
		Total	\$140,000.00	0.0%	\$140,000.00	0.0%	\$140,000.00 -3.1%
<b>Capital Improvement Totals</b>		<b>\$140,000.00</b>	<b>0.0%</b>	<b>\$140,000.00</b>	<b>0.0%</b>	<b>\$140,000.00</b>	<b>-3.1%</b>
<b>Capital Improvement Fund Balance</b>		<b>\$276,102.00</b>		<b>\$0.00</b>			
<b>Capital Improvement Available Funds</b>		<b>\$416,102.00</b>		<b>\$140,000.00</b>			

FY 2016 Capital Improvement Expenditures		
1/2 Equalization Project		\$125,000.00
East Boothbay Tanker		\$100,000.00
Fire Department SCBA		\$40,000.00
Public Works Lawn Tractor		\$18,000.00
Clerk Book Restoration		\$4,000.00
Planning Fund		\$30,000.00
<b>Total CIP Expense for FY 2016</b>		<b>\$317,000.00</b>

Town of Boothbay Budget FY2016  
Capital Improvements E4-401  
Ten Year Summary of Projects and Replacement Vehicles

FY 2016	\$436,102	CIP Balance
1/2 Revaluation Project	\$125,000	
FD-1983 GMC Tanker	\$100,000	
FD-SCBA Replacement	\$40,000	
PW- 1995 John Deere Tractor	\$18,000	
Clerk Book Restoration	\$4,000	
Planning Fund	\$30,000	
<b>Total Expense</b>	<b>\$317,000</b>	

FY 2017	\$259,102	CIP Balance
1/2 Revaluation Project	\$125,000	
<b>Total Expense</b>	<b>\$125,000</b>	

FY 2018	\$274,102	CIP Balance
PW- 1997 International Dump	\$150,000	
PW-2003 Law Tractor	\$6,000	
<b>Total Expense</b>	<b>\$156,000</b>	

FY 2019	\$258,102	CIP Balance
No scheduled replacements		

FY 2020	\$398,102	CIP Balance
PW- 2008 GMC 5500	\$110,000	
PW- 2005 International Dump	\$150,000	
PW-2005 John Deere Backhoe	\$130,000	
PW-2005 Morbark Chipper	\$16,000	
FD- 1995 GMC Brush Truck	\$40,000	
<b>Total Expense</b>	<b>\$446,000</b>	

FY 2021	\$92,102	CIP Balance
No Scheduled Replacements		

FY 2022	\$232,102	CIP Balance
PW-2007 International Dump	\$150,000	
PW- 2012 GMC 3500	\$40,000	
FD- 1997 International Fire Truck	\$250,000	
<b>Total Expense</b>	<b>\$440,000</b>	

FY 2023	-\$67,898	CIP Balance
No Scheduled Replacements		

FY 2024	\$72,102	CIP Balance
PW- 2009 International Dump	\$150,000	
PW- 2009 John Deere Excavator	\$100,000	
<b>Total</b>	<b>\$250,000</b>	

FY 2025	-\$37,898	CIP Balance
No Scheduled Replacements		

Notes- The Undesignated Fund is estimated to be replenished by FY 2020. Preliminary plans to plug deficits in FY 2023 and FY 2025 could come from the UDF otherwise priority decisions will need to be made in the years to come.

## APPENDIX III: SUMMARY OF PUBLIC INVOLVEMENT

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The Comprehensive Plan Committee (CPC) undertook a number of activities to involve the public in the planning process. This appendix provides a brief summary of key activities. In addition, meetings of the committee were often covered by a reporter from the Boothbay Register that resulted in stories in the paper at key points in the process.

### *On-Line Issues Survey*

In the spring of 2013, the CPC developed a list of issues that it felt needed to be addressed in the update of the Comprehensive Plan. To test if these were on track, the CPC and Town Manager conducted a brief on-line survey in June of 2013. The link to the survey was emailed to people on the Town's master email list and was publicized in the local media and at Town Hall. Approximately 310 people completed the survey.

Respondents were asked to rate the ten issues on a scale of 5 to 1 where 5 means very important and 1 means not important. When the 5 (very important) and 4 (important) responses are combined, the following relative rankings emerge:

- Increasing the number of good-paying, year round jobs and protecting the community's natural resources rated the highest with just under 90% of respondents rating them as very important or important.
- A number of issues including maintaining the character of the community, high-quality emergency medical services, protecting groundwater, and quality schools were received ratings of very important or important by 85-89% of respondents. The EMS issue received a higher share of very important ratings than the other issues.
- Housing that is affordable for working families, attracting young families, and maintaining the Route 27 gateway were ranked a little lower with 75-82% of respondents rating them very important or important. The affordable housing issue received a higher share of very important ratings than the other two issues.
- Providing more pedestrian and bicycle trails was rated very important or important by only 60% of the respondents, the lowest of the ten issues presented in the survey.

Respondents were given the opportunity to "write-in" other issues that they feel are important to address in the Comprehensive Plan. The following is an overview of some of those issues

based on a quick review of the open-ended responses. The Committee may see other important things in those responses.

- Property taxes and keeping the town affordable for residents
- Supporting marine/maritime activities
- Working with other communities
- Allowing home businesses/home occupations
- Improved promotion of tourism
- Extension of water and sewer
- Better public access to the water

### *Community Forum #1*

The Comprehensive Plan Committee held a Community Forum on Monday, July 15, 2013 to get feedback from the broader community on the issues facing Boothbay and the Committee's draft of a Vision for Boothbay in 2025. The forum was held on a very warm night in the second floor meeting room of the Boothbay Fire Department. Approximately 45 people plus the members of the Committee participated in the forum. Following the introductory presentations, the forum participants worked on two exercises dealing with issues and vision in seven small groups. Each group was facilitated by one or two members of the Comprehensive Planning Committee. The following sections provide a summary of the results from the two exercises.

#### *A. Rating of the Ten Issues*

Each participant was asked to rate ten key issues identified by the committee using the following responses:

- A critical issue
- An important but not critical issue
- An issue that is not really important

The Master Tabulation takes the ratings from the seven small groups and combines them into an overall rating. Here is an overview of the results:

- Two issues, protecting the quality and quantity of the groundwater and protecting the communities natural resources rated the highest among forum participants with more than 75% rating them as critical issues
- Continuing to provide high-quality emergency medical services also rated highly with over 70% rating this as a critical issue
- A cluster of issues including good-paying jobs, a high-quality school system, attracting young families, and maintaining the character of the community

received a critical rating from 67% to 53% of the participants

- Affordable housing and maintaining the Route 27 gateway are seen as critical by 43-44% of participants with more seeing these two as important but not critical issues
- Providing more pedestrian and bicycle trails was seen as a critical issue by less than 20% of participants while over a third rated it as not really an important issue

Each group was asked to review the draft Vision individually and indicated what they liked, disliked, and had questions about. The groups then put together a summary of the views of the members of the group. The following takes the results from the seven groups and identifies the key feedback on each portion of the draft Vision.

## A Vision for Boothbay in 2025

*Boothbay is an integral part of the Boothbay Region*, a group of independent communities that work together to develop and advance a shared vision for the region. While each community retains its own character, the four communities on the peninsula, together with the adjacent Route One communities, function seamlessly with coordinated growth and development objectives and cooperative service delivery.

### *Feedback:*

- There was broad support for this part of the Vision
- There were some concerns about the concept of the four communities working together
- There was a suggestion to change communities to municipalities
- There was a sense that “cooperatively” needs to be included in the concept of working with other communities

*Boothbay continues to be a true coastal New England community* that maintains its character while accommodating activities traditional to the Boothbay region as well as new development. Route 27 remains an attractive, rural gateway to the community. We welcome growth and development but require that it be in keeping with the traditional character of Boothbay. Growth is balanced with the capacity of the natural systems to support additional development.

Our local infrastructure supports development in designated areas of the community while our development regulations balance protection of the character and environment of our community with the desire for sustainable growth. These regulations are clear, understandable, flexible, and result in development that is an asset to the community.

***Feedback:***

- While there was broad agreement with the overall concept a couple of groups seemed to have problems with the details
- A couple of groups raised the idea of changing New England to Maine
- There were concerns that new development be controlled or limited
- There were concerns with the use of the word “flexible” in talking about development regulations – there was a sense that this could mean arbitrary
- There was a suggestion that development be a “long-term” asset to the community
- There were a number of suggestions that the Vision needs to address emergency medical services and some suggested that maybe that could occur here

***Boothbay is a diverse community both socially and economically.*** The Town welcomes and accommodates people of all ages, with a wide range of incomes and educations. We are a year-round community in which people work in a variety of occupations and industries. To encourage this diversity, the community offers a range of housing both in terms of price and type. Our spectacular natural resources attract both residents and visitors to our community. Growing economic opportunities make it possible for more people to live and work in Boothbay. Our natural resources are an integral part of the community’s economy. The Town works in partnership with businesses and non-profit organizations to support economic growth in the community and the Boothbay Region.

***Feedback:***

- The concept of “diversity” contained in this section of the Vision raised concerns in a couple of the groups
- There were some comments that the description of Boothbay as a “year-round” community needs to be expanded to include the seasonal aspect as well
- There was strong support for recognizing the role of natural resources in the local economy
- It was suggested that the protection of Adams Pond be specifically mentioned
- There were suggestions that volunteers be recognized in the Vision

*The Boothbay school system is a vibrant, innovative environment* that allows all youth to learn at the peak of their abilities. The district works closely with local employers to foster real-world education including more vocational education opportunities and inspire students to excel.

***Feedback:***

- There was divergent feedback on this paragraph about the local school system with a couple of groups suggesting it be struck out
- In a couple of groups there was a sense that the system needs a “refreshed vision” with new approaches
- There was a suggestion that the role of older folks be incorporated into the paragraph

*Boothbay residents enjoy a rewarding, engaging lifestyle.* The community offers a wide range of recreational opportunities for residents and visitors. Cultural activities and the arts flourish year-round making Boothbay and the Boothbay Region a “cultural destination”.

***Feedback:***

- There was broad support for this concept as part of the Vision
- There was note that the role of a “cultural destination” is really seasonal
- There were suggestions for adding recreational in this section

*Boothbay offers a variety of lifestyles and transportation options.* Existing neighborhoods within the Town, as well as other areas, have evolved as “villages” with access to a variety of modes of transportation. Paths for walking and biking and expanded public transit link these villages and destinations throughout the entire peninsula.

***Feedback:***

- There was somewhat split feedback on this paragraph of the Vision with some people feeling this is unnecessary or not a priority for the Town

***Community Forum #2***

The Comprehensive Plan Committee held a second Community Forum on Monday, August 4, 2014 to get feedback from the broader community on proposed concepts for addressing the key issues facing the community. The forum was held at the Boothbay Regional Elementary School. Approximately 35 people plus the members of the Committee participated in the forum.

The purpose of the second Community Forum was to test whether the key concepts for the future of the Town were on target or whether the Committee needed to go back and re-think the proposals. Following a presentation on the key concepts, participants worked in small groups and were asked to give each concept a “thumbs up” or a “thumbs down”. If participants were unsure about a concept, they could mark it with the question marks. The following summarizes the results from the small group exercise:

1. The following concepts had widespread support (a “thumbs up”) among the participants with few or no “thumbs down” responses:

- Concept #1 – Clarify the treatment of home occupations and home businesses in the zoning ordinance
- Concept #2 – Preserve marine-related facilities on the working waterfront and provide new facilities
- Concept #3 – Upgrade pedestrian and bicycle facilities
- Concept #4 – Develop a comprehensive open space policy
- Concept #5 – Protect the quality and quantity of the groundwater
- Concept #7 – Enhance the Town’s process for planning for major capital expenses
- Concept #11 – Enhance East Boothbay Village as a mixed-use marine village
- Concept #12 – Accommodate the limited expansion of the Maritime Commercial Area in East Boothbay
- Concept #15 – Allow for good quality commercial growth
- Concept #19 – Continue to use flexible approaches to address unique situations

2. The following concepts had widespread support (a “thumbs up”) among the participants with few or no “thumbs down” responses but with some questions about them:

- Concept #6 – Promote the use of Low Impact Development (LID) techniques to manage stormwater
- Concept #14 – Treat parts of the Route 27 and Route 96 corridors as scenic gateways
- Concept #17 – Improve the process for reviewing development proposals including creating objective standards
- Concept #18 – Allow existing commercial and nonresidential uses to modernize and expand

3. The following concepts had general support (a “thumbs up”) among the participants but with a few “thumbs down” responses and with some questions about them:

- Concept #8 – Support efforts to provide a vibrant, innovative educational environment
- Concept #13 – Establish a Coastal Residential Area to protect the groundwater
- Concept #16 – Allow for a mix of uses in Rural Areas of the community

4. There were two concepts that were given a “thumbs up” by a substantial of participants but had a number of participants that gave them a “thumbs down” or had questions about them:

- Concept #9 – Enhance the area around the Common as the Village Center
- Concept #10 – Allow housing on smaller lots around the Village Center if served by public sewer and year-round public water

### *Planning Board Workshops*

A member of the Planning Board served as a member of the CPC. Other members of the Planning Board participated in the forums and raised questions or concerns about various aspects of the CPC’s drafts. To address these concerns, a series of joint CPC/Planning Board workshops were held to go through the draft of the Plan section by section and to edit and revise the draft.

### *Newspaper Articles*

Prior to the third community forum, a member of the CPC wrote articles about the comprehensive plan including the community vision. These were published in the Boothbay Register.

### ***Community Forum/Workshop #3***

The CPC held a third community forum or workshop on March 23, 2015 in the Meeting Room in the Town Hall. The purpose of the workshop was to review Chapters 4, 5 and 6 of the draft comprehensive plan and to get feedback on those sections. The workshop was only attended by two members of the Planning Board and their feedback was included in the feedback from the joint CPC/Planning Board workshops.

### ***Public Hearing***

The CPC held a formal public hearing on the draft of the Comprehensive Plan on Monday, July 13, 2015 at the Town Hall Meeting Room. To assure that the public was aware of the hearing, the Town advertised the public hearing weekly in the Boothbay Register for the month prior to the hearing. Copies of the draft were available in Town Hall and the document was posted on the Town's website during this period. Approximately 15 members of the public attended the hearing. The public's comments and questions were recorded on a flip chart and were discussed by the CPC at the end of the hearing. At the meeting of the CPC following the hearing, the committee reviewed the comments and questions and considered possible revisions to the draft. As a result of this discussion, a number of changes were made to the document and incorporated into the final draft.

