

TOWN OF LUBEC COMPREHENSIVE PLAN UPDATE 2010



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A. INTRODUCTION

Overview of Comprehensive Planning

The goal of municipal comprehensive planning is to protect home rule, promote the types of development that residents want, preserve the resources that residents value, support the local economy, and suggest cost savings for municipal facilities and services. This comprehensive plan was developed through the efforts of Lubec residents. It brings together information from federal, state and local sources and presents suggestions for the town to consider based on the existing inventory of resources and trends in local and regional development.

A comprehensive plan is not an ordinance; its suggestions are advisory and non-binding. Any ordinances the town would like residents to consider must be voted on separately.

This plan is a vision and goal for the town to help plan for the future. The Comprehensive Plan Committee feels that the policies and goals outlined in the Comprehensive Plan will encourage development in Lubec that is consistent with the nature of our rural community. However, the town is not obligated to implement any of the policies listed in the plan. Any ordinances that are developed will not take effect until voted on by the townspeople at a Town Meeting. The Comprehensive Plan includes goals and objectives. It is not a law. The only constraint with respect to a future zoning ordinance is that it must be consistent with the plan (not including shoreland zoning). That does not mean that the town must enact zoning. It only means that if the town enacts zoning in the future it must be consistent with the plan.

This Comprehensive Plan is the product of many hours with a diverse group of individuals. The Comprehensive Plan Committee is composed of a cross section of Lubec's population. It includes small business owners, town officials and interested citizens. In developing the plan, the committee and consultant received assistance and input from various town committees, the Fire Department, school officials and the public at large. The Committee wishes to express their appreciation for this assistance.

Organization of the Comprehensive Plan

The Town of Lubec's Comprehensive Plan is divided into 11 chapters each addressing a specific subject. A summary of each chapter is included below. For each chapter, the Comprehensive Plan recommends goals that are consistent with Lubec's Community Vision Statement, existing town and state policies, and responses to the community survey. These recommended policies and strategies are included at the end of each chapter. A complete list of goals, policies and strategies recommended by the Comprehensive Plan Committee is included as *Appendix F. Plan Implementation*.

RECREATION & HISTORIC RESOURCES

Lubec's history is closely tied to its natural resources – in particular its rich maritime resources. During the nineteenth century, Lubec was a center of trade and shipbuilding. Although the historical and archaeological resources of Lubec have not been fully surveyed, they include several Native American sites; and numerous historical structures, most notably concentrated in downtown Lubec.

Through both publicly and privately owned facilities, Lubec provides a variety of opportunities for outdoor recreation. These include a baseball diamond, snowmobile and ATV trails, walking trails, and recreational boating access.

The Town anticipates that demand for recreational facilities will grow. In particular demand access to surface waters for recreational use is expected to increase. The Town of Lubec was recently (2010) awarded a CDBG Public Facilities grant to make improvements to drainage at the community ball field.

Goal: *Lubec will preserve its cultural, historic and archeological resources for future generations.*

Goal: *Lubec will maintain existing facilities and expand recreational access for its citizens.*

POPULATION

The year round population in Lubec was 1,652 in 2000, a decrease of 10.85% since 1990. Lubec's population has declined since 1980 and a continued population decrease is expected over the next 15 years. The total projected year-round population for Lubec is 1,109 by 2020. Lubec also saw a decline in the number of household during the 1990's, consistent with the declining population. Lubec's population is also getting older, with a greater number of single person household. The population of seasonal residents has grown rapidly in recent years. Lubec's seasonal summer population is estimated at between 20% and 40% of the year-round population. If seasonal homes development continues at current rates, the estimated seasonal population may exceed 60% of the year-round population by 2020. Although Lubec saw rapid growth in median household income during the 1990's, median household income in Lubec is lower the state and Washington County averages and most surrounding communities.

Implications of these various demographic trends include an anticipated decline in school populations, higher demand for municipal services during summer months, and increased demand for the types of services that will allow elderly residents to remain in their homes (e.g. home-based health care, lawn and home maintenance, etc).

Goal: *Lubec will use complete and current information about its population when making administrative and policy decisions for the city.*

PUBLIC FACILITIES AND SERVICES

The Town of Lubec maintains a variety of public facilities and services including town municipal fire stations, a town office, and several small town-parks. Parts of Lubec are served by public water and public sewerage.

Like many service center communities, Lubec struggles to maintain its existing infrastructure in the face of rapidly rising costs and a declining year-round population. Overall, The Town of Lubec has managed to meet this challenge. Municipal facilities and services in Lubec are sufficient for the current and anticipated needs of the population.

Budgetary information is presented in *Chapter J. Fiscal Capacity*. The locations of key public facilities are shown on *Map 2: Public Facilities*.

Goal: *Lubec will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.*

NATURAL RESOURCES

Lubec's relatively protected location and rich estuarine habitats yield an abundance of inter tidal, marine and avian life. Lubec's pristine bays and extensive mud flats support shellfish, marine mammals, wading waterfowl and shorebirds. Lubec has many critical natural resources, most significantly wildlife habitat. Bald eagle and various shore bird and migrant bird species are found throughout the town.

Surface waters in Lubec include a number of streams. There are no rivers or great ponds (lakes) in Lubec. Overall, the water quality in Lubec's surface waters and aquifers is relatively high. The greatest threat to water quality in Lubec is from non-point source pollution. In order to maintain the high level of water quality presently observed in Lubec, the town should adopt stormwater run-off performance standards and water quality protection practices for the construction and maintenance of public roads.

Information on natural resources is necessary to protect environmentally sensitive areas, and to identify opportunities and constraints for development. The natural resources of our town contribute greatly to our quality of life. Natural resources in Lubec are protected through a variety of federal, state and municipal regulations and through public and private land conservation efforts.

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

EMPLOYMENT AND ECONOMY

Economic development and availability of employment opportunities is the single most important over-riding issue facing the Town of Lubec. Since 1992 Comprehensive Plan was

written, Lubec has seen continued decline in traditional natural resources-based industries that form the basis of the local economic for more than a century. Fishing and seafood processing continue as a major source of employment.

Overarching issues affecting employment and economic development in Lubec include a declining workforce, limited employment opportunities for younger workers, and the community geographic isolation. The Town is working with regional economic development partners to address these and other issues. Lubec also use of the Town's revolving loan fund and promotion of small business.

Goal: *Promote an economic climate that increases job opportunities and the overall well being of Lubec.*

MARINE RESOURCES

The importance of commercial fisheries to Lubec cannot be overestimated. Protecting public shore and water access and maintaining a healthy balance of the industry and natural beauty is crucial. The town will seek to ensure that traditional use of lands and access to water are protected as development pressures increase over the planning period. Lubec currently offers protection to its maritime resources with locally adopted shoreland zoning regulations, land use and subdivision regulations in addition to state and federal regulations. Ordinances will be updated to be consistent with the minimum requirements of state and federal regulations as is mandated.

Fisheries currently landed in Lubec include urchins, scallops, lobster, clams, sea cucumber, crab, quahog, mussel, sea weed, and elver. Indeed with a year round population of 1,652 there are a total of 157 commercial harvesters representing 17% of Lubec's workforce. Associated businesses include seafood dealers, a seafood processor and fuel dealers. All species are also harvested by resident and non-resident fishermen.

Goal: *Lubec will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town's heritage and quality of life.*

HOUSING

The total number of housing units grew by 5% in the 1990's. A similar rate of growth is anticipated over the planning period. Housing available in Lubec is dominated by single family houses, but it includes a mix of owner-occupied and rental units, as well as apartments, mobile homes and senior housing.

Overall, there appears to be an adequate supply of affordable housing. Affordable housing is defined as not costing more than 30% of household income. However, housing affordability is an issue for a significant portion of Lubec residents. In particular, the limited availability of

affordable rental properties is an issue for young families. There are also significant substandard housing issues. Both of these trends are related to the age of Lubec's housing stock (45% of units were built prior to 1939). The Town has had some success in addressing substandard housing; and should continue these efforts.

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

TRANSPORTATION

There are more than 60 miles of roadway in Lubec, including 33.1 miles of local roads, 13.3 miles of state highway and state aid roads and over 14 miles of private roadways (not counting woods roads and agricultural access roads. Lubec's road network is large as compared to its population, tax base and in comparison with other nearby community. As a result both of its large road network and a backlog of deferred maintenance, the Town anticipates that maintaining the existing network of public roads in Lubec will require careful planning and prudent fiscal management over the planning period.

The major traffic flows in Lubec are found along Route 189 with the highest traffic counts in the downtown area where local traffic overlaps with through traffic to Campobello Island. However, traffic volumes as a whole are relatively low, with no roadways exceeding 4,000 vehicles per day as measured by AADT data taken in 2004.

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

FISCAL CAPACITY

Between 2004 and 2008, municipal general fund revenues increased from \$2,538,265 to \$2,743,946 and expenditures increased from \$2,336,234 to \$2,841,493. During that time, Public Works, General Government and Education showed the greatest dollar expenditure increases, totaling over \$420,000. In 2009, the school budget increase by 18% and is projected to increase by another 50% in 2010/2011. Property tax revenue increased 12% percent between 2004 and 2008; and the valuation of the town rose nearly 43% percent over the same period.

At the same time, intergovernmental revenue declined by 32%. Between 2004 and 2008 the portion of the Town budget collected through property taxes rose from 75% to 81% at the same time as the total budget itself increased. The Town of Lubec faces real fiscal constraints on its ability to finance the current level of government services over the planning period given the level of real and growing frustration with property taxes and the prospect for limited growth in the municipal tax base over the next five to ten years.

The Capital Improvement Plan at the end of this Chapter reflects these fiscal constraints and

summarizes anticipated capital expenses over the planning period. Capital investments in Lubec are financed through general taxation, the use of capital reserve accounts, borrowing and by pursuing state and federal grants.

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

LAND USE

The Town has undergone limited increased residential growth over the past twenty years. Growth that did occur was largely residential development along the shore. Limited commercial growth has, for the most part, occurred in and near the Village.

The Town of Lubec is primarily concerned with encouraging development that will result in improved job opportunities for local residents, expand the municipal tax base and support existing infrastructure. In line with a strong tradition of respecting property owners' rights, the Town of Lubec has limited land use controls, most notably including Shoreland Zoning. Some changes in local land use regulations will be necessary to address concerns raised in this comprehensive plan and any new state requirements. This chapter outlines a future land plan for Lubec that will encourage development consistent with Lubec's rural character.

Goal: *To encourage growth and development in appropriate areas of Lubec while protecting the Town's character, and making efficient use of public services.*

APPENDICES**Appendix A. SELF ASSESSMENT CHECKLIST**

The Self-Assessment Checklist is submitted to the State Planning Office as an Appendix to the Comprehensive Plan for the Town of Machiasport in accordance with Chapter 208: Comprehensive Plan Review Criteria Rule. Explanations are provided in the space provide for elements that have been determined by the community to be not applicable.

Appendix B. EXEC. SUMMARY OF THE 1992 LUBEC COMPREHENSIVE PLAN

This appendix reproduces the Executive Summary form the 1992 Lubec Comprehensive Plan. A full copy of the plan is on file in the Town Office.

Appendix C. COMMUNITY VISION STATEMENT

The Community Vision Statement summarizes Lubec's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region. The Community Vision Statement was developed at a public meeting held in January 2010 and attended by Lubec residents. The Community Vision of Lubec in 2025 describes a community where neighbors continue to know each other and family friendships often go back generations; where fisheries and seafood processing continue to be a valued part of the Town's heritage and the economy; and where growth occurs in a manner consistent with Lubec's rural character.

Appendix D. SIDEWALK INVENTORY

The sidewalk inventory includes a photographic inventory and assessment of sidewalks in Lubec's traditional downtown along with recommendations for improvements.

Appendix E. PUBLIC PARTICIPATION SUMMARY

This appendix summarizes the public participation process used by the Lubec Comprehensive Plan Update Committee to solicit public participation in developing the Comprehensive Plan pursuant to 30-A MRSA §4324. The public participation process included regularly schedule public meetings, a public Visioning Session and a public opinion survey.

Appendix F. COMMUNITY SURVEY RESPONSES

This appendix compiles the results of the public opinions survey distributed to Lubec residents in the January 2010. Surveys were mailed to Lubec residents from a list compiled by the Town Office; additional copies of the survey were made available at the Town Office. The survey was also made available online through the Washington County Council of Governments' website. The Comprehensive Plan Committee received 194 responses. Responses are reproduced in this Appendix F.

Appendix G. PLAN IMPLEMENTATION

This appendix brings together the all of the recommended goals, policies and strategies included in the Comprehensive Plan. It prioritizes how each implementation strategies will be carried out and identifies the responsible party.

Appendix H. EVALUATION MEASURES

This appendix established evaluation measures that describe how the Town of Lubec will periodically (at least every five years) evaluate the following:

- A. The degree to which future land use plan strategies have been implemented;
- B. Percent of municipal growth-related capital investments in growth areas;
- C. Location and amount of new development in relation to community's designated growth areas, rural areas, and critical resource areas
- D. Amount of critical resource areas protected through acquisition, easements, or other measures.

Appendix I. REGIONAL COORDINATION PROGRAM

As a rural community, community life in Lubec both affects and is affected by what happens in neighboring communities where local residents shop, play and find employment. In addition Lubec shares responsibility for management of natural resources, including estuaries and bays with neighboring communities.

The Town of Lubec actively coordinates with neighboring communities on a broad range of issues. This appendix summarized regional coordination efforts undertaken by the Town of Lubec for shared resources and facilities, including but not limited to rivers, aquifers, and transportation facilities; and reproduces recommended policies and strategies for continue regional coordination from relevant sections of the Comprehensive Plan.

Appendix J. COLLISIONS, 1996 – 2006

The appendix includes a series of maps that graphically represent the locations of automotive collisions by category that occurred in Lubec between as 1996 and 2006, as reported to the Maine Department of Transportation.

Appendix K. ROAD DESIGN STANDARDS

The appendix reproduces road design standards for low-volume rural roads published by the Maine Department of Transportation.

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Map Disclaimer:

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



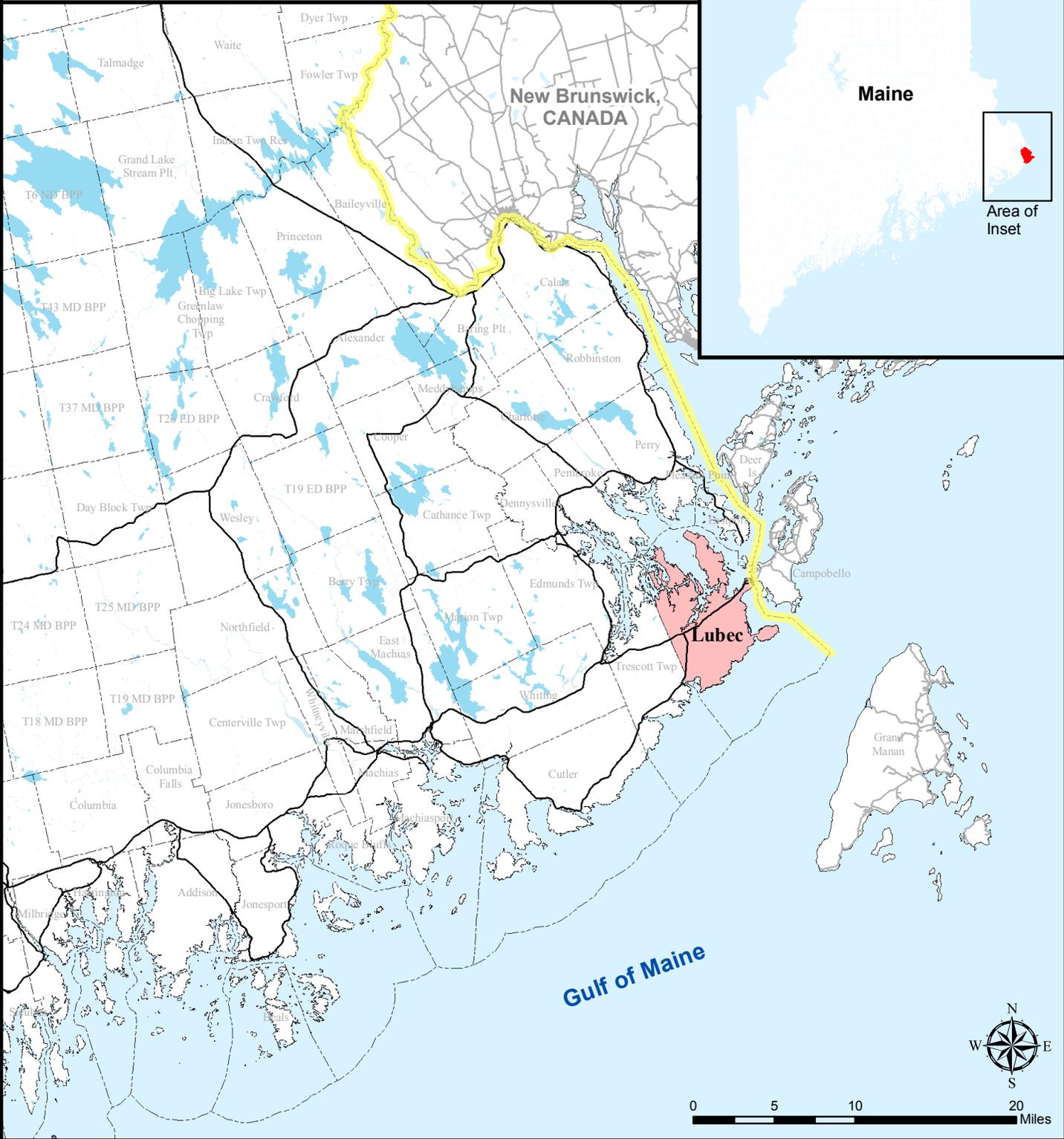
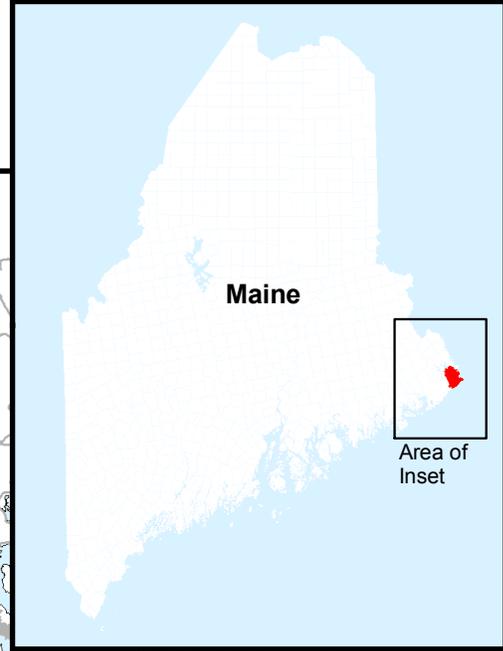
Lubec Comprehensive Plan Update

Washington County, Maine

MAP 1: Location

Data Sources:
 Maine Office of GIS
 Garmin GPS Receiver
 Universal Transverse
 Mercator- Zone 19N
 North American Datum- 1983

-  State Road
-  Town Road
-  Path/Unpaved Way
-  Perennial Stream



Map produced by WCCOG, March 21, 2010
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B. RECREATION & HISTORIC RESOURCES

The purpose of this section is to:

1. Outline the history of the Town of Lubec;
2. Identify and profile the historic, archaeological, cultural and recreation resources of Lubec in terms of their type and significance;
3. Assess current and future threats to the existence and integrity of those resources;
4. Assess the effectiveness of existing measures to protect those resources;
5. Assess the adequacy of recreational facilities in Lubec; and identify the need for upgrade to existing recreational facilities or investments in new ones.

FINDINGS

Lubec's history is closely tied to its natural resources – in particular its rich maritime resources. During the nineteenth century, Lubec was a center of trade and shipbuilding. Although the historical and archaeological resources of Lubec have not been fully surveyed, they include several Native American sites; and numerous historical structures, most notably concentrated in downtown Lubec.

Through both publicly and privately owned facilities, Lubec provides a variety of opportunities for outdoor recreation. These include a baseball diamond, snowmobile and ATV trails, walking trails, and recreational boating access.

The Town anticipates that demand for recreational facilities will grow. In particular demand access to surface waters for recreational use is expected to increase. The Town of Lubec was recently (2010) awarded a CDBG Public Facilities grant to make improvements to drainage at the community ball field.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Prehistory

Near the end of the last ice age, the present location of the Town of Lubec lay beneath the submerged edge of a retreating ice sheet. Moraines – or ridges of till, sand and gravel formed along the ice sheet's edge – are visible features of the landscape. In particular a cluster of closely spaced, prominent moraines of the Pineo Ridge Moraine system parallel a section of Route 189. One of these moraines, informally called the Lubec Moraine, is traversed by Route 189 along the Lubec Peninsula (Borns, 2006).

Native Population

“Lubec's earliest settlers were the Red Paint People, ancestors to today's Passamaquoddy tribe. There is not enough information available to estimate the size of Lubec's ancestral population, except to say that it was larger and grouped in larger towns than the

Passamaquoddy people. The Passamaquoddy population in Maine and the Maritimes in 1600 AD was about 32,000” (Comprehensive Plan, 1992).

European Exploration

Like Native American populations, European explorers were attracted by Lubec’s rich maritime resources. “English, French, Portuguese and Spanish fishing fleets began to ply the rich fishing grounds of the Gulf of Maine and the Bay of Fundy during the 14th to 16th centuries. The English came to fish these waters, even wintering over on islands by the mid-15th century including Deer Island” (Comprehensive Plan, 1992).

Among the earliest European visitors to leave a written description of the area was Samuel de Champlain, who sailed by on his way to Saint Croix Island in 1604. Amid colonial border disputes among the English, French and native inhabitants, the European population of the areas remained low through the first half of the 17th century. “The British population in the Bay of Fundy area totaled no more than 400 through the end of the French and English conflict in 1763. Of that total 300 resided at Port Royal, now St. John, New Brunswick” (Comprehensive Plan, 1992).

Revolutionary Era

In the 1790’s land grants were made in North Lubec and elsewhere to Revolutionary War veterans. “In 1790, the District of Passamaquoddy, or Township 8, was formed of Eastport and Lubec. Eastport incorporated in 1798 as Moose Island. The British continued to claim jurisdiction over Eastport, and would continue to do so until the Treaty of Ghent in 1815. The total population of Eastport and Lubec in 1790 was 244” (Comprehensive Plan, 1992).

Establishment of a Foreign Port of Entry

“In 1803 the District of Passamaquoddy was established as a port of entry for foreign vessels. This changed the nature of the economic base from one of subsistence to one of trade. In 1803 there were 3 vessels in Eastport/Lubec totaling 85 tons. In 1820 the number of ships was not listed, but the tonnage had increased over seven-fold. In 1830 there were 28 vessels exceeded 3000 tons. The establishment of a new port of entry created a new marketing center, created work and drew and people to operate that trade and create all the things necessary to do that. The British tried to tighten their grip on Eastport and demanded taxes from the importers who also had to pay taxes to the American government on imported goods” (Comprehensive Plan, 1992).

Lubec’s Founding

“Lubec was founded in a sudden move in 1811 by five ‘obligers,’ or licensed import agents, from Eastport. Of 12 obligers in the entire province, 6 were located in Eastport, and only one chose not to defy British authorities. When the Marshall of Nova Scotia came to arrest the defiant obligers, sympathizers forewarned them and they left Eastport late one night for Lubec Point with enough resources to immediately start building wharves, warehouses and stores. At that time there were only two households on the entire point. The move of the obligers and the founding of Lubec Village caused a sudden population explosion” (Comprehensive Plan, 1992).

Increasing Trade – both Legal and Illegal

“For the next 70 years trade, both legal and illegal, and shipbuilding with its associated industries were the most important occupations in Lubec. Lubec’s 93 miles of convoluted shoreline, proximity to many Canadian towns along the Fundy shore, heavy volume of trade in the port of entry area and high British tariffs combined to set the perfect stage for many fortunes to be made in the illegal trade of goods from Lubec into the Canadian market. Lubec smugglers could make very high profits and still allow for cheaper prices to the Canadian market than legal importers. The goods that traveled through Lubec to the black markets included coal from New Jersey, flour from Boston, sugar, molasses and rum from the West Indies, guava, logwood, coffee, fruit and spices from Rio, and pottery clay from Martha’s Vineyard. Lubec, legally, exported lumber, salt and smoked fish, potatoes, hay, and in later years, sardines” (Comprehensive Plan, 1992).

Shipbuilding

“Shipbuilding began in 1804 with the building of the schooner Hope of 120 tons at Seward’s Neck. From then until 1830 about 20 vessels were launched. Lubec’s most lucrative commercial period was between 1864 and 1874. By 1874 only 3 merchant vessels were launched. At peak production there were more than a dozen shipyards all around Lubec including 3 in North Lubec, 1 in Dixie, and several at the Narrows. In 70 years, upwards of 150 commercial vessels were built in Lubec shipyards. Other related industries included metal working, shipwright, sail making, ship chandlers, etc. There were at least 100 Lubec men at sail as Masters” (Comprehensive Plan, 1992).

Mining

“Lubec had a significant lead and copper mining industry. The mines were opened in 1860 on South Bay Shore. The ore was taken by oxen and horse from the mines and shipped by boat to markets around the world. The mines were active periodically and finally closed in the 1950’s” (Comprehensive Plan, 1992).

Manufacturing

“Plaster mills were the first manufacturing business and were located in North Lubec near the Canal. They remained in business from 1840 to 1880 when they burned and were replaced by sardine factories. The first sardine factory in Lubec was started in 1880 in North Lubec and the industry boomed for the next 20 years with 22 more factories being built. The population swelled to more than 4,000, half in North Lubec. There were 4 distinct population centers, each with its own post office: Lubec, North Lubec, South Lubec and West Lubec” (Comprehensive Plan, 1992).

“The American Can Company began making cans for the sardine factories in 1899 and was a big economic factor in Lubec until it closed in 1972. By 1916 the number of factories was 16. Business boomed throughout the war period, and then waned. By 1941 there were 10 factories in operation. Between 1940 and 1950 new factories were built and an all time production high of 3,806,000 cases was achieved. From this peak the industry went straight down hill. The industry had been overbuilt in the war years and tariffs on imported sardines were removed. Federal regulations cleaned up the waters by not allowing fish

waste to be dumped back in the ocean. By 1975 the number of plants in the state had dwindled from 48 to 15, and in Lubec there were only 2 left, Peacock's and Booth's" (Comprehensive Plan, 1992).

Recent History

During the 1990's and the first decade of the 21st century, Lubec's economy has gone through a period of transition. Marine industries in particular underwent significant changes. In 2001 Lubec Packing Company, the last remaining sardine factory in town, closed. As the sardine industry declined in 1990, the town experienced a boom in aquaculture and the emergence of several "new" fisheries such as urchins, rockweed, and sea cucumber.

This boom in the 1990's was followed by a period of sharp contraction and consolidation of ownership in aquaculture during the first years of the 21st century. There are currently about a dozen salmon pens under active management in and around Lubec; and the industry seems to have stabilized. Likewise, after a period of sharp decline, landing in many of the new fisheries (most notably urchins) appear to have stabilized, though at level much lower than during the boom in the 1990's.

Along with changes in Lubec's traditional marine industries have come numerous other changes in civic life in Lubec. Families with young children have increasingly sought work in other parts of the state and country, as reflected in declining school enrollment. At the same time, there has been an influx of new residents, particularly since 2000. Among Lubec's new residents are a large number of retirees, many of whom reside in Lubec seasonally.

There are also an increasing number of home-based businesses, including an emerging cluster of businesses in the creative economy (artists, galleries, designers). Lubec's historic downtown, scenic beauty, and increasing cultural offerings (particularly during the summer) continue both to attract new residents and enrich community life for longtime Lubeckers.

References:

Town of Lubec Comprehensive Plan, 1992 (Much of this information is drawn from a paper prepared for the Town of Lubec by Cathy Harlow).

Borns, Harold, et al. 2006. "Maine's Ice Age Trail Down East: Map and Guide." University of Maine and the National Science Foundation.

ARCHAEOLOGICAL RESOURCES

According to the Maine Historic Preservation Commission (MHPC) there are 7 known *prehistoric archaeological* sites (Native American, before European arrival) located in Lubec. They are located in the shoreland zone. Most of these sites have been heavily eroded by sea level rise and consist of stone tools along the eroded shoreline. Several

properties have had systematic professional archaeological survey for conservation land purchases. One of these surveys resulted in discovery of a potentially significant site.

As of June 2008, the Maine Historic Preservation Commission has inventoried 58 historic ship wrecks in and around Lubec; and identified three other sites with significant historic archaeological finds. However, no professional survey for *historic archeological* sites (mostly European-American, after historic written records about 1600 A.D.) has been conducted to date in Lubec. Future such field work could focus on agricultural, residential and industrial sites relating to the earliest Euro-American settlement of the town.

HISTORIC BUILDINGS AND PLACES

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). Lubec’s currently registered historic places are listed in Table B-1.

Table B-1. LUBEC PROPERTIES ON NATIONAL REGISTER, 2008

Property Name	Location
Chaloner House	3 Pleasant Street
Jeremiah Fowler House	35 School Street
Lubec Channel Light Station	Lubec Channel
McCurdy Smokehouse	Water Street & School Street
West Quoddy Head Light Station	West Quoddy Head
West Quoddy Head Light Station	West Quoddy Head
Daniel Young House	34 Main Street

Source: Maine Historic Preservation Commission

In addition to the building listed on the National Register of Historic Places, there are numerous other places in Lubec that have local historic significance. The 1992 Comprehensive Plan listed seven buildings and places of historic significance, three of which (Chaloner House, McCurdy’s Smokehouse and the Lubec Channel Light Station) have since been added to the National Register. Designation on the National Register encourages the preservation of historic properties by documenting their significance. It enable federal, state, and local agencies to consider historic properties in the early stages of planning projects; and makes owners of historic properties eligible to apply for grants for preservation activities.



West Quoddy Head Lighthouse, at the easternmost point in the United States is one of 7 properties in Lubec listed on the National Register of Historic Places. Photo: WCCOG

A partial list of properties with local historical significance is included in Table B-2.

Table B-2. HISTORIC PROPERTIES NOT ON NATIONAL REGISTER, 2008

Property Name	Location	Identified By
Grange Hall		1992 Comp Plan
Jeremiah Fowler House		1992 Comp Plan
Columbia Store		1992 Comp Plan
Former Lawrence’s Store	North Lubec	Comp Plan Committee
Grave of First Coast Guard Officer	Hopley-Yeaton Cemetery, N. Lubec	Comp Plan Committee
Historic Sardine Camp	Behind Carver’s Shellfish	Comp Plan Committee
“Twin” Victorian Homes	North Lubec	Comp Plan Committee
Porter House	North Lubec	Comp Plan Committee

Source: Lubec Comprehensive Plan Committee

The Town of Lubec should continue work with the Lubec Historic Society and interested property owners to see if these or other properties in Lubec would qualify for listing on the National Register of Historic Places.

Cemeteries

The cemeteries of Lubec provide insight into the history of the community. A list of Lubec cemeteries and burial sites inventoried by the Lubec Historical Society is provided below.

Table B-3: LIST OF LUBEC CEMETERIES
(Cemeteries listed in *Italics* appear on Map 2: Public Facilities)

Name of Cemetery	Location
<i>Lubec Village (a/k/a Bayview) Cemetery</i>	<i>Main St.</i>
<i>Mt. Hope / Lamson Cemetery</i>	<i>Off Rte 189</i>
<i>Split Hill Cemetery</i>	<i>West Lubec Rd.</i>
Morton Cemetery	North Lubec Rd. (0.8 mi up on the right)
Hopley-Yeaton Cemetery	North Lubec Rd. (1.8 mi up on the right)
Major Trescott Cemetery	North Lubec Rd. (2.65 mi up on the right)
<i>North Lubec Cemetery</i>	<i>North Lubec Rd. (past Mill Creek on left)</i>
Reynolds Cemetery	North Lubec Rd. (2.9 mi up on the left)
<i>Upper North Lubec Cemetery</i>	<i>North Lubec Rd. (4.6 mi up on the left)</i>
Huckins Cemetery	Off North Lubec Rd. (5.1 mi up on the left)
Gove Cemetery	Off North Lubec Rd. (5.7 mi up on the right)
Maple Tree Cemetery	Maple Tree Rd
<i>Morang Cemetery</i>	<i>Off Rte 189 across from the airport</i>
Unnamed Cemetery	Off Boot Cove Road by pond
McFadden Cemetery	Dixie Road
Unnamed Cemetery (overgrown)	In the woods, off S. Lubec Road

Source: Betty Case, Town Clerk

Historic Patterns of Development

Historic patterns of development encode important information of the development communities and community life. Moreover, historic downtowns and village centers with concentrations of historic homes and businesses contribute to the feel of a community and its sense of place.

Lubec is fortunate to have a significant number of historic homes located in the downtown area. The historical pattern of development is clearly evident. There is also a notable collection of historic homes and businesses in North Lubec. Both of these places contribute positively to Lubec's community identity and support the tourism industry in Lubec.

Since 1992, the town has undertaken a number of projects to enhance the historic character of downtown Lubec and highlight historic aspects of the downtown. Most notably, these include rebuilding Water Street with improved sidewalks, and streetscape improvements such as historic-style street lights.

Preservation of Historic & Archaeological Resources in Lubec

The primary mechanisms for historical preservation in Lubec are public investment in historic properties and streetscape enhancement; and municipal support of privately-led historic preservation efforts.

In addition to the efforts listed above, recent efforts to support historical preservation in Lubec have included rebuilding the Civil War monument and the creation of the R.S. Peacock Fire Museum, which houses historic fire fighting equipment and other artifacts adjacent to the Lubec Fire Department. There is currently a private effort to create a Smokehouse Museum on Water Street; and the historic society has recently invested in repairing the War Memorial. The Lubec Historical Society also maintains archives and cemetery records, a small exhibit of artifacts, and microfilm of the Lubec Herald from 1910-1957 located in the Old Columbia Packing Store at 135 Main Street.

Lubec has also recently been selected as one of the first eight communities has been selected to participate in the Maine Community Heritage Project (MCHP, website: <http://www.mainememory.net/mchp/>). MCHP is an innovative new program that promotes collaboration between local schools, historical societies, and public libraries through the exploration and celebration of local history. The Lubec Historical Society, school system, the library and Lubec Landmarks

Nevertheless, a number of historic properties have fallen into disrepair or been destroyed since 1992. Most notably affected are historic properties related to Lubec's sardine industry. A few properties, such including Peacock Canning Company, continue to be actively used as marine processing facilities. Others, including a number of historic sardine camps are either minimally used or no longer in use and at risk of falling in to disrepair. In the 1990's the American Canning Plant – a historic sardine factory on Water Street – fell into disrepair and was removed by the Town.

The Town should continue to promote historic preservation by working with interested property owners to pursue voluntary listing of additional property on the National Register of Historic Places; supporting private effort to preserve historic properties; and making critical public investments in historical preservation, as necessary.

The Town should also amend its subdivision ordinances to include provisions for sites with identified potential for historical and archeological resources in ensure that historical and archaeological resources are not inadvertently lost. Land use provisions that would accomplish this goal include a requirement for subdivision or non-residential property developers to look for and identify any historical and archaeological resources, and to take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.

Existing Policies regarding Historic and Archaeological Resources

Town policies relative to the preservation of historical and archaeological resources as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table B-4. HISTORIC RESOURCES POLICIES FROM THE 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to encourage and promote the identification and subsequent protection of significant historic and archaeological areas through the efforts of landowner involvement nonprofit groups, and the Lubec Historical Society.	<i>This policy should be amended to include other groups interested in historic preservation.</i>
Implementation Strategies	Notes
Encourage public and private educational activities which enhance the understanding of and the aesthetic appreciation of the Town’s identified historic and archaeological resources.	<i>A number of actions have been taken to implement this strategy including development of a guided Walking Tour, and Lubec’s current participation in the Maine Community Heritage Project. This strategy should be continued.</i>
Encourage the Lubec Historical Society to conduct an inventory of the Town’s historic resources.	<i>The Lubec Historical Society now has a building to house its collection; although there has not been a comprehensive survey historic resource, work continues. This strategy should be continued.</i>
Add reference to existing State and Federal programs affecting the expansion and/or alteration of buildings and structures identified as being of local, state, or national historic significance, in all appropriate Ordinances.	<i>This strategy has not been implemented. The committee feels that other strategies can more effective promote the town’s policy on historic preservation.</i>

Source: Town of Lubec Comprehensive Plan, 1992

RECREATION

There are a wide variety of recreational opportunities in Lubec, including both indoor and outdoor recreational facilities, and numerous cultural events. This diverse range of recreational opportunities is supported both by volunteer efforts, municipal government and private organizations ranging from civic groups, churches, nonprofit organization, and informal groups of citizens.

Adequacy of Recreation Facilities

The Maine Department of Conservation has published guidelines for the types of recreational facilities that municipalities should seek to develop and maintain. These guidelines are based upon a town’s population. In Table B-5 (below), these guidelines and the facilities and services found locally are shown, as well as the condition and brief description of those facilities.

Lubec provides a variety of opportunities for outdoor recreation and cultural event. Lubec recreational facilities include both publicly and privately owned facilities. Facilities and recreational programs rely on support from the town and state governments and the generosity of local donors and volunteers. Recreational facilities in town include a baseball diamond/multi-use field, snowmobile and ATV trails, walking trails, and public access for recreational boating. Overall, recreational facilities in Lubec are in good condition. Over the planning period, the Town anticipates that demand for recreational facilities will grow. The Town of Lubec is currently working to improve drainage issues at the community ball field.



The Bandstand across the Civil War Memorial is one of several town-owned facilities providing outdoor recreation opportunities for local residents.
Photo: WCCOOG

Table B-5. ADEQUACY OF RECREATIONAL FACILITIES

Guidelines for Rec. & Park Services for Municipalities between 1,000 & 1,500 People	Located In Town?	Condition¹	Description/Location/Capacity
<u>I. Administration</u>			
Recreation and Park Committee or Board	No	-	Function of Selectboard
<u>II. Leadership</u>			
Summer Program: Swimming Instructors	No	-	At Univ. of Maine Machias
Summer Recreation Director	No	-	None in 2008, formerly contracted out.
<u>III. Program</u>			
Swimming Instruction	No	-	At Univ. of Maine Machias
Supervised Playground Program	No	-	
Skiing Instruction Program	No	-	Ski Club at School
Ice skating	No	-	
Community-wide Special Events	Yes	-	Fall Festival
Arts & Crafts Programs	Yes	-	Through adult ed., school & CCLC
<u>IV. Facilities</u>			
<u>Outdoor Facilities</u>			
Community Recreation Area, 12-25 acres w/ball fields, tennis courts, swimming, ice skating, etc.	Yes	B	At school
Softball/Little League Diamond (0.75 per 1,000 pop.)	Yes	C	Poor drainage in outfield
Basketball Court (0.50 per 1,000 pop.)	Yes	B	Rim too high (11')
Tennis Court (0.67 per 1,000 pop.)	No	-	In Campobello
Multi-Purpose field: football, soccer, field hockey (0.50 per 1,000 pop.)	Yes	C	Poor drainage
Swim area to serve 3% of town pop. (15 s.f. per user)	No	-	Lakes and beach available in nearby communities.
Pool – 27 sq. ft/water per user of Beach 50 sq.ft/water, 5 sq.ft/beach per user	Yes	N/A	Privately-owned pool at campground available for public use (fee for service).
Ice Skating (5,000 s.f. per 1,000 pop.)	Yes	N/A	Several small ponds used informally.
Playgrounds (0.50 per 1,000 pop.)	Yes	A	Playgrounds at school / outdoor adventure course at Pike Lands
Picnic Areas w/tables & grills (2 tables per 1,000 pop.)	Yes	A	At State Park & Stockford Park
<u>Indoor Facilities</u>			
School Facilities Available for Public Use	Yes	B	
Large Multi-Purpose Room (0.2 per 1,000 pop.)	Yes	A	
Auditorium or Assembly Hall	Yes	B	
Public Library	Yes	A	
<u>V. Finance</u> (funds for operation & maint.)			
Minimum \$6 per capita	Yes	-	

¹Grade Classification System:

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

Outdoor Recreation

Lubec has numerous opportunities for outdoor recreation, including a variety of hiking and walking trails, opportunities for camping and picnicking, ball fields, an excellent playground, and outdoor adventure course, several small in-town parks and world-class sea kayaking opportunities. Opportunities for outdoor recreation in Lubec (and surrounding communities) contribute to quality of life for local residents. They are also an important amenity for Lubec's growing tourism industry. Most notably, the easternmost point in the United States, located at Quoddy Head State Park attracts visitors from around the world.

Outdoor recreation in Lubec is promoted through a variety of efforts. Two such examples are the Downeast Birding Festival and Cobscook Trails. The Downeast Birding Festival is an annual spring event that draws birding enthusiasts from around the country. The event, which has consistently grown since its inception in 2004, is quickly become a "kick-off" event for the summer tourist season. Cobscook Trail, a guide book of many local hikes from Roque Bluffs to Calais, is published by a consortium of public and private conservation landowners. These guidebooks are sold at local businesses and are an important resource for motel, B&B owners, summer rentals and other area visitors. Outdoor recreational resources are also promoted online through tourism websites.

The 1992 Lubec Comprehensive Plan identified 14 facilities for outdoor recreation in and near Lubec. Since that time, several additional facilities for outdoor recreation have been developed by citizen groups and private organizations. Three notable examples that involved collaborative efforts by multiple groups and individuals include the school playground, the ADA accessible trail connecting Lubec Consolidated School and Mowry Beach, and the Pike Land which include an outdoor adventure course and several miles of hiking and walking trails.

Table B-6 lists publicly-owned properties in Lubec that allow public access for outdoor recreation along with recommendations for improvements; privately owned property that allow public access for recreational purposes are included in Table B-7.

Overall recreational trails in Lubec are well maintained. There are some issues with conflicting uses on multi-use trails (notably on trails shared by ATV users and hikers). There are also some management concerns regarding inappropriate disposal of dog waste, notably at facilities near downtown (Mowry Beach Trail, Stockford Park, etc). At this time, the loss of access for traditional uses such as hunting and fishing is not a particularly significant concern in Lubec.

As expressed in the 1992, the Town of Lubec continues to have concerns about the effect of land conservation and current use taxation on the municipal tax base. The Town requests that land owners, land trusts and public agencies interested in developing additional public recreational facilities in Lubec consult with the Town to identify strategies that will maximize the benefit to the public; and to identify strategies to mitigate any adverse impacts.

Table B-6. PUBLICLY-OWNED PROPERTIES ALLOWING OUTDOOR RECREATION IN LUBEC

Name	Ownership	Facilities	Location/Description	Condition ² /Needed Improvements
Boat Ramp	State of Maine	Paved boat launch; Seasonal docks (5 berths). Parking: ~30 vehicles	1.7 acres on the north end of Lubec Neck, facing into Johnson Bay off of Cobscook Bay.	A: The boat ramp is very actively used and is in excellent condition.
Flat Iron Corner	Leased land	No formal facilities. <i>(A citizen group has worked to beautify the lot and erect a winter skating rink).</i>	Located at the triangle on Main and Washington streets, this was once the site of a filling station but had since become a vacant lot.	N/A: The town holds on a lease on the land, which is in private ownership.
Bandstand & Civil War Monument	Town of Lubec	Bandstand, outdoor seating area with a capacity of 500.	1 acre community park in downtown Lubec.	A: Overall in good condition. War Memorial was recently restored. Bandstand is in good condition.
Lubec Consolidated School (ball field)	SAD 19	Multipurpose field (baseball, soccer, etc.) Parking: At school	5 acres school facility is used by the School; open to community recreation groups in the evening.	C: Persistent drainage issues in outfield. The Town is currently working to address this issue.
Lubec Consolidated School (playground)	SAD 19	Outdoor playground; recreation Parking: At school	2 playgrounds used by School during school hours and available for community use at other times.	A: Playground in back in excellent condition; actively used. B: Playground in front in good condition; some maint. issues.
Lubec Consolidated School (gym & hall)	SAD 19	Hall/cafeateria & gymnasium. Parking: 50+ vehicles	Cafeteria w/full kitchen and gymnasium; b'ball some evenings; used for community events.	A: Actively used by the community. Facility is in excellent condition.
Lubec Consolidated School (basketball)	SAD 19	Outdoor basketball court Parking: At school	School basketball court. Used by school during school hours; open to community at other times	B: Court is in good condition, but the rim is set at none standard height (11').
Morang Cove & Horan Head	IFW	Conservation area and hiking trails Parking: ~5 vehicles at each location.	Off Crows Neck Road (528 acres) and Horan Head (235 ac) accessed from the Straight Bay Road.	A: Actively managed by IFW. No recommendations for improvements to public facilities at this time.
Quoddy Head State Park	DOC	4½ miles of hiking trails; historic lighthouse & museum; picnic area; seasonal toilets. Parking: ~50 vehicles	532-acres park purchased in 1962. Features extensive forests, two bogs, diverse habitat for rare plants, and West Quoddy Head Light. Easternmost point in US.	B: Overall good condition. A major tourist attraction that is actively used by the community as well. Some inland trails need significant maintenance.
Stockford Memorial Park	Town of Lubec	4 picnic tables, boat haul-out, volleyball & horseshoe pit. Parking: 10 vehicles.	One-acre town park on Lower Water Street.	B: Picnic facilities need improvement.

Source: 1992 Comp Plan, Comprehensive Plan Update Committee

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

Table B-7. PRIVATELY-OWNED PROPERTIES ALLOWING OUTDOOR RECREATION IN LUBEC

Name	Ownership ³	Facilities	Location/Description
Boot Head	MCHT	Hiking trails with access to the water. Parking: ~5 vehicles.	700 acre preserve on both sides of Boot Cove Road.
Federal Island a/k/a Hog Island	TNC	No formal facilities. (<i>Access by small watercraft only low-impact day-use recreation allowed</i>).	12 acre undeveloped island; wildlife habitat.
Hamilton Cove Preserve	MCHT	Hiking trails with access to a cobble beach at Hamilton Cove, Hamilton Brook, & observation platform at Lawrence Head. (<i>Additional trails are planned</i>). Parking: ~4 cars.	1225 acres with access on the Boot Cove Road. A quarter of this land is on the ocean side of the road. The inland side of the Boot Cove Road contains extensive wetlands and is the watershed for Hamilton Brook.
Long Island Preserve	TNC	No formal facilities. (<i>Access by small watercraft only low-impact day-use recreation allowed; no camping or swimming areas</i>).	109 acres of undeveloped land on Long Island in South Bay. The preserve is managed for wildlife preservation.
Mowry Beach	QRLT & MCHT	0.4 mile ADA accessible trail. Parking: ~5 cars	48 acres adjacent to school. Trail creation was a collaboration between students at the Lubec K 12 school, the Cobscook Community Learning Center, QRLT, and MCHT.
Pike Lands	RMCL & QRLT	Hiking trails with access to South Bay; ropes/adventure course. Parking: 10+ vehicles.	(128 ac) in North Lubec.
Rogers Island	RIT & Town of Lubec	No formal facilities. (<i>Access by small watercraft only low-impact day-use recreation allowed</i>).	Wildlife habitat; primarily functions as a bird sanctuary.
South Bay Campground	Private	Campground with 25 RV sites and 25 tent sites; bath house and dump station.	19.5 on Rte 189 and South Bay, wilderness area with trails.
Clusters of islands in Straight Bay	Various	No formal facilities. (<i>Access by small watercraft only low-impact day-use recreation allowed in some areas</i>).	All but one island in Straight Bay are protected from development. This bay is the most concentrated bald eagle nesting area in the lower 48 states.
Sunset Point Trailer Park	Private	Half basketball court, a horseshoe pit, 30 RV sites & 25 tent sites, a recreation room, bath house, and a dump station.	4.25 acre campground on Johnson Bay with 750 feet of saltwater beach frontage.

Source: 1992 Comp Plan, Comprehensive Plan Update Committee

³ MCHT: Maine Coast Heritage Trust
 QRLT: Quoddy Regional Land Trust
 RIT: Rogers Island Trust
 RMCL: Regional Medical Center at Lubec
 TNC: The Nature Conservancy

Recreational Access for Boating, ATV and Snowmobile Use

The Bureau of Parks and Recreation within the Maine Department of Conservation administers the following programs which make financial assistance available to municipalities:

The Public Boating Facilities Program, which provides funds to assist in the acquisition, development or improvement of public boat facilities;

The Snowmobile Trail Grant Program, which provides funds for the construction and maintenance of snowmobile trails;

The ATV Trail Grant Program, which provides funds for the construction and maintenance of all-terrain vehicle trails.

Based on the requirements of the growth management law, the Bureau reports that it will not be able to allocate funds from these programs to towns whose comprehensive plans and implementation programs do not at least contain policy statements which directly relate to the provision of public boating facilities, snowmobile trails, and ATV trails (grants to eligible private organizations and clubs are not affected by the law). The comprehensive plan should contain an inventory of the sites and trails currently available, a discussion of any deficiencies and problems, and one or more policies and strategies identifying the Town's course of action with respect to these types of recreation facilities.

Commercial users currently make up the majority of users at facilities providing public access to surface waters in Lubec; however the Town anticipates that demand for recreational access to surface waters will increase over the planning period. Tidal change can be a challenge for recreational boating access in Lubec; and should be considered in developing any new recreational boating access. In addition to the traditional accesses to marine waters as described above and depicted on *Map 2: Public Facilities and Services*, the Town of Lubec recognizes the need for recreational boating access to Straight Bay and Horan's Creek.

At present, the Town of Lubec is underserved by public access snowmobile and ATV trails; and snowmobile access has been limited in recent years by poor snow coverage.

Recreational Programs

There are number of regular recreational programs available to residents of Lubec. These include a T-ball league, recreational outing club, and Adult Ed. The school basketball court is open for community use at least once a week; and is regularly used by members of the community. In addition, a variety of recreational and educational programs are available to Lubec residents the Cobscook Community Learning Center in the neighboring community of Trescott.

The Town has in previous years worked with the Regional Medical Center at Lubec to offer a youth summer recreation program. The Town continues to support the availability of youth summer recreation programs, and is working to find a solution.

Recreational Events

Lubec hosts a growing number of community-wide and cultural events that contribute to recreational opportunities for local residents and visitors. In addition the Downeast Birding Festival mentioned above, two significant events in Lubec are the Summer Keys music program and concerts and Fall Festival. **Summer Keys**, billed as a “vacation with a difference” offers workshop-style courses in variety of musical instruments and styles between June and August. Summer Keys draws participants from around the country; weekly concerts offered in association with Summer Keys attract local residents and visitors. **Lubec Fall Festival**, is community-wide event held annually along Water Street. The Fall Festival features a variety of vendors and family-oriented activities.

Churches, Civic and Social Organizations

Churches in the Town of Lubec include Christian Temple Church (41 Main St.), Congregational Christian Church (3 Church St.), Sacred Heart Catholic Church (12 Hamilton St.), Ridge Baptist Church (274 County Rd.), and West Lubec Methodist (867 County Rd). Civic and social organizations include the American Legion and the Lions Club.

Regional Recreation

Recreational resources in Washington County have an impact on the local and regional economy. Tourist-related businesses that rely on the recreational opportunities are significant sources of income to some towns in the area. In Lubec, many retail businesses benefit in part from an influx of tourists to the region, especially during the summer.

Regional recreation facilities accessible to Lubec’s residents and to visitors include wildlife refuges, parks, golf courses, picnic areas, public access to surface waters, and hiking and snowmobile trails. Major regional recreational resources include:

1. Cobscook Bay State Park in Edmunds: 888 acres; more than 100- campsites and shelters are on the water's edge; boating; hot showers; picnic area; hiking and groomed cross-country ski trails, hiking trails.
2. Cobscook Community Learning Center: situated on fifty acres of former farmstead and forest land in Trescott Township. The campus includes five buildings situated in a ring on a 10 acre plot surrounded by 40 acres of sanctuary lands with trails to serve as an outdoor classroom.
3. Cutler Coast Public Reserved Land, Bold Coast Trails, maintained by the State, contains almost five miles of dramatic cliff-bound ocean shore.
4. Down East Sunrise Trail – 90 mile multi-use rail-trail from Ellsworth to Ayers Junction in Charlotte.

5. Edmunds boat landing.
6. Herring Cove in Campobello, N.B.: this park includes a barrier reef, a large sand beach and picnicking and camping areas. There is also a 9 hole golf course and club house.
7. Moosehorn National Wildlife Refuge: 16,000 acres north of Calais, 6,700 acres in Edmunds. Migratory birds, big game and 50 miles of trails.
8. Petit Manan National Wildlife Refuge in Steuben: 3,335 acres on the mainland and several islands, variety of birds.
9. Reversing Falls Park in Pembroke: 140 acres, trails and beach.
10. Roque Bluffs State Park: 2300-foot beach, picnic tables, grills, playground.
11. Roosevelt Campobello International Park in Campobello, N.B. A 2,800-acre park that includes the cottage and the grounds where Franklin Roosevelt and his family vacationed. The Island also has a tourist information center.
12. St. Croix Country Club and Golf Course in Calais.
13. St. Croix Island International Historic Site at Red Beach in Calais. Overlooks St. Croix Island, site of historic French settlement in 1604.

Existing Policies regarding Recreation

Town policies relative to recreation as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table B-8. RECREATION POLICIES FROM THE 1992 COMP PLAN

Policies	Notes
It is the Policy of the Town of Lubec to expand the recreation opportunities and surface water access provided to its citizens.	<i>This policy should be continued.</i>
It is the policy of the Town of Lubec to vigorously resist the acquisition of additional land or interest in land, for recreation purposes, by the state and federal government and by state and national environmental groups which are not supported by in-depth environmental, social, and economic impact statements and by the land owners involved.	<i>This strategy should be amended to: read: "It is the policy of the Town of Lubec to requests that land owners, state agencies, land trusts and others making significant conservation decisions in Lubec meet with the town to discuss the potential social and economic impact of further conservation; to identify strategies to maximize the public benefit of conservation for local residents; and to identify strategies that will mitigate any adverse impacts."</i>
Implementation Strategies	Notes
Continue to participate in regional recreational initiative and programs.	<i>This strategy should be continued.</i>
Apply for funds to build storm drainage at baseball and softball fields from the Bureau of Parks and Recreation.	<i>This strategy was implemented; however the drainage issues have not been fully addressed. The Town should continue efforts to correct the problem.</i>
Begin saving for future recreation capital improvements.	<i>This strategy should be amended to include recreational improvements in the Capital Investment Plan.</i>

Source: Town of Lubec Comprehensive Plan, 1992

POLICIES AND IMPLEMENTATION

The town has developed the following policies and implementation strategies to protect and preserve the cultural resources including historical, archaeological and recreational resource in Lubec.

Goal: Lubec will preserve its cultural, historic and archeological resources for future generations.			
Goal: Lubec will maintain existing facilities and expand recreational access for its citizens.			
Historic & Archaeological Resources			
Policy	Implementation Strategy	Responsibility	Timeframe
Encourage and promote the identification and subsequent protection of significant historic and archaeological areas through the efforts of landowner involvement nonprofit groups, and the Lubec Historical Society.	For sites with identified potential for historical and archeological resources, through local land use ordinances require subdivision or non-residential property developers to look for and identify any historical and archaeological resources, and to take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.	Planning Board & CEO	Ongoing
	Encourage public and private educational activities which enhance the understanding of and the aesthetic appreciation of the Town's identified historic and archaeological resources.	Selectmen	Ongoing
	Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	Planning Board & CEO	Ongoing
	Encourage the Lubec Historical Society or other interested group to conduct an inventory of the Town's historic resources.	Selectmen; Historical Society	Medium-term (2-5 years)
Recreation			
Expand the recreation opportunities and surface water access provided to its citizens.	Implement CDBG Public Facilities Grant to address drainage issues at baseball and softball fields.	Selectmen	Immediate
	Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or town official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Selectmen	Immediate
	Include necessary investments in recreation facilities in the Town's Capital Investment Plan.	Selectmen	Immediate
	Continue to participate in regional recreational initiative and programs.	Selectmen	On-going

	Requests that land owners, state agencies, land trusts and others making significant conservation decisions in Lubec meet with the town to discuss the potential social and economic impact of further conservation; to identify strategies to maximize the public benefit of conservation for local residents; and to identify strategies that will mitigate any adverse impacts.	Selectmen	On-going
	Work with a local land trust or other preservation organization to expand public access to open space and recreational land already in conservation.	Selectmen	On-going
	Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	Selectmen	On-going
	Provide education regarding the benefits and protections for landowners allowing public recreational access on their property.	Selectmen	On-going

C. POPULATION

The purpose of this section is to:

1. Describe the population and household characteristics of Lubec and compare them with similar changes and patterns occurring in the region & State;
2. Determine how population trends will influence the future demand for housing, land, and community facilities; and
3. Predict for the next 10 years the size and characteristics of the population of Lubec and compare with similar projections for the region & State.

KEY FINDINGS AND ISSUES

The year round population in Lubec was 1,652 in 2000, a decrease of 10.85% since 1990. Lubec's population has declined since 1980 and a continued population decrease is expected over the next 15 years. The total projected year-round population for Lubec is 1,109 by 2020. Lubec also saw a decline in the number of household during the 1990's, consistent with the declining population. Lubec's population is also getting older, with a greater number of single person household. The population of seasonal residents has grown rapidly in recent years. Lubec's seasonal summer population is estimated at between 20% and 40% of the year-round population. If seasonal homes development continues at current rates, the estimated seasonal population may exceed 60% of the year-round population by 2020. Although Lubec saw rapid growth in median household income during the 1990's, median household income in Lubec is lower the state and Washington County averages and most surrounding communities.

Implications of these various demographic trends include an anticipated decline in school populations, higher demand for municipal services during summer months, and increased demand for the types of services that will allow elderly residents to remain in their homes (e.g. home-based health care, lawn and home maintenance, etc).

MIGRATION ANALYSIS

According to the 2000 Census, Lubec's population declined by 201 persons during the last decade of the millennium. This decrease can be attributed primarily to out-migration. During the 1990's, Lubec recorded 359 deaths and only 250 births and a net out-migration of 92 people. This decline is shown in the formula below.

1990 Census Population = 1,853
 Plus the number of births to Lubec residents between 1990 and 2000 (250) = 2,103
 Minus the number of deaths of Lubec residents between 1990 and 2000 (359) = 1,744
 Minus out-migration (92) to attain the 2000 Census Population = 1,652

POPULATION STATISTICS

Population and Growth Rates

The following table shows the year-round population and growth rate by decade in Lubec, and in Washington County and Maine since 1890. Lubec's population was growing rapidly at the turn of the 20th century and peaked around 1920. Since then population has generally declined, despite small up ticks in the 1930's and the 1970's.

Lubec did not experience as significant a population increase as the rest of Washington County in the 1970's and its population has been declining at a faster rate ever since.

Table C-1 POPULATION AND GROWTH RATES

Year	Lubec		Washington County		Maine	
	Number	% Change	Number	% Change	Number	% Change
2000	1,652	-10.85%	33,941	-3.87%	1,274,923	3.83%
1990	1,853	-9.39%	35,308	0.99%	1,227,928	9.18%
1980	2,045	4.93%	34,963	17.09%	1,124,660	13.37%
1970	1,949	-27.38%	29,859	-9.27%	992,048	2.35%
1960	2,684	-9.72%	32,908	-6.48%	969,265	6.07%
1950	2,973	-4.34%	35,187	-6.83%	913,774	7.85%
1940	3,108	3.81%	37,767	-0.16%	847,226	6.25%
1930	2,994	-11.18%	37,826	-9.31%	797,423	3.83%
1920	3,371	0.24%	41,709	-2.79%	768,014	3.45%
1910	3,363	11.91%	42,905	-5.14%	742,371	6.90%
1900	3,005	45.24%	45,232	1.7%	694,466	5.0%
1890	2,069	-	44,482	-	661,087	-

Source: U.S. Census Bureau

Lubec's population has declined since 1990 at the second highest rate in the County. This mirrors a trend in other nearby service center communities (Eastport, Machias and Calais), which also saw declining populations during this period.

Table C-2 POPULATION OF LUBEC & NEARBY COMMUNITIES

	1990	2000	GPY 90-00	% growth
Calais	3963	3447	-1.30%	-13.02%
Dennysville	355	326	-0.08%	-8%
Eastport	1965	1640	-1.65%	-16.54
Lubec	1853	1652	-1.08%	-10.85%
Machias	2569	2355	-0.83%	-8.33%
Pleasant Point	572	674	0.90%	9.09%
Pembroke	852	879	0.32%	3.7%
Perry	758	847	1.17%	11.74%
Robbinston	495	525	0.34%	0.61%
Whiting	430	407	0.57%	5.65%
Washington County	35,308	33,941	-0.39%	-3.87 %
State	1,227,928	1,274,923	-	3.83 %

Source: US Census Bureau

Population Forecasts

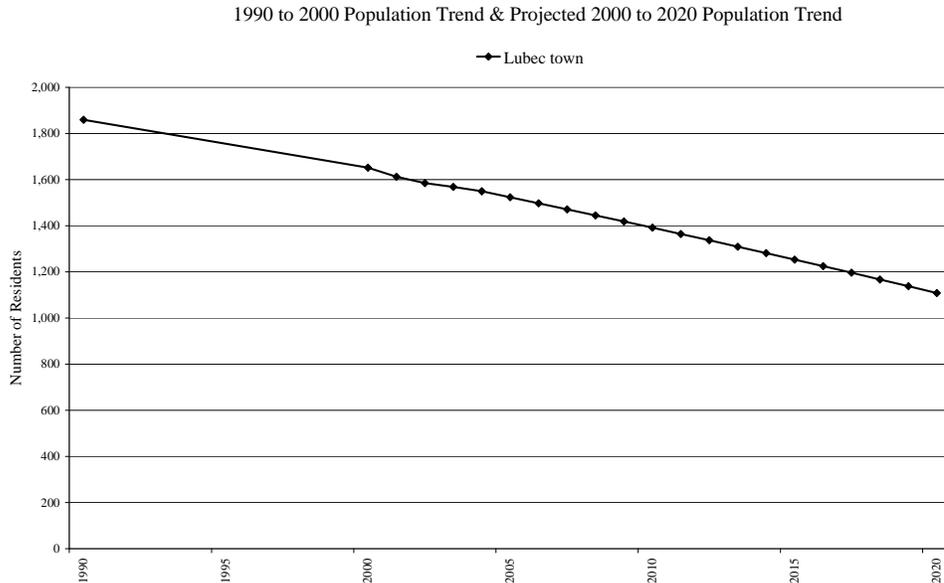
As the table and chart below depict, the State Planning Office predicts that the population of Lubec will decrease until the year 2020 to 1,109 individuals.

Table C-3 POPULATION PROJECTIONS

Year	Lubec		Washington County		Maine	
	Number	% Change	Number	% Change	Number	% Change
2020	1,109	-11.49	28,796	-13.03%	1,401,406	7.8%
2015	1,253	-9.92	33,111	2.47%	1,300,000	-2.26%
2010	1,391	-8.67	32,312	0.30%	1,330,117	-2.98%
2005	1,523	-7.81%	32,217	-5.09%	1,371,022	7.7%
2000	1,652		33,941	-3.87%	1,274,923	3.83%

Source: State Planning Office

The 2005, 2010, 2015 and 2020 numbers were projected by the State Planning Office and the 2000 information is an actual number from the U.S. Census.



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

This continues projections for a downward trend in population for Lubec. Over the last 50 years, the population of Lubec has generally declined. The following analysis (in Table C-4) compares the analysis above provided by SPO with both a rate of growth calculation and linear regression analysis. The analyses that best reflect the SPO projection are those that base their estimates on the last 50 years of population fluctuation.

During the 1990s, a decrease of 1.08 percent per year occurred in Lubec. If this trend continued, Lubec’s population would decrease to 1,347 persons in 2017 (or 1,310, using linear regression). If, however, the annual rates of growth is more like those that occurred over the longer term then growth will change. From 1970 to 2000 Lubec’s population declined (0.51 percent per year). Over the longer time horizon of 1950 to 2000 Lubec’s population declined at an even greater rate (0.89 percent per year). Therefore projections based on these different time horizons both reduce population but to different levels. Projections from 30 years of data estimate that Lubec’s population will shrink to 1,509 (or 1,528, using linear regression). Projections from 50 years of data estimate that Lubec’s population will shrink to just 1,402 persons (or 1,112, using linear regression).

Table C-4 LINEAR REGRESSION & GROWTH PER YEAR POPULATION PREDICITONS TO 2017

Timeframe on which prediction is based	Average Growth Per Year (Non-Compounded)	Using Average Growth Per Year (NC)	Using Simple Linear Regression
1950-2000	-0.89	1,402	1,112
1970-2000	-0.51	1,509	1,528
1980-2000	-0.96	1,382	1,319
1990-2000	-1.08	1,347	1,310

Source: WCCOG

These various analyses draw on Census data from 2000 (the most recent year for which comprehensive data is available) and previous census years. One implication of the forecast downward trend in year-round population increased fiscal pressures on the municipality to maintain existing services – most notably affecting the school as student populations decline and sewer and water service as remaining individual rate payers are asked to shoulder an increasing percentage of operating expenses. Other implications continued population decline as a reduced workforce and difficulty in retaining year-round retail businesses.

In point of fact, the interaction between population and economic and social factors are dynamic and on-going. Changes in economic activity and land use, including new year-round residential development, will determine actual population growth over the next ten years. Town level population data also conceal a number of significant population trends (such as the growth retirees and seasonal residents and declining numbers of school age children). Some trends, such that growth in seasonal residents, may in fact off-set some of the projected decline in population (see below). On the whole, though, it is reasonable to expect that the population of Lubec will remain stable or decline somewhat over the next ten to fifteen years.

Seasonal Population

One trend in population that is concealed by merely looking at town-level population data is the growth in Lubec's seasonal population. Lubec's seasonal population can be divided into at least two significant groups: short-term visitors who stay in temporary lodging or weekly rentals; and second-home owners, who may spend anywhere from a few week-ends to six-months of the year living in Lubec (also know as "summer people").

There are no state-level or federal statistics on either segment of Lubec's seasonal population. One estimate of the seasonal summer population may be arrived at through analysis of seasonal housing units as reported in the 2000 Census. In 2000, the Census indicated that there were 170 seasonal housing units in Lubec. Assuming an average household size of 2.14 persons (the average household size for Lubec residents in 2000), Lubec seasonal population in 2000 can be estimated at approximately 364 persons (approximately 22% of Lubec's year round population). Between 1990 and 2000 the number of seasonal housing units in Lubec increased by 36% from 125 to 170. Extending the same trend into the future, Lubec could expect as many as 231 seasonal homes by 2010 and 314 seasonal homes by 2020. By 2020, the estimated seasonal population may be 672 persons (over 60% of the projected year-round population). This estimate also does not include visitors who stay in local lodging or weekly rentals.

A second analysis conducted by Lubec Town Clerk estimated the year population of Lubec in 2008 at 1254 and the seasonal population at 481 (just under 40% of the year round population). This estimate of the seasonal population in fits with the projected growth in seasonal residents estimated on the basis of projected growth in seasonal housing units. This estimate is based on property tax records and knowledge among the town staff about local families' size and composition. It gives an idea of the size of the seasonal population, though it does not include residents at the local nursing home and may under-estimate short-term seasonal residents.

Both of these estimates indicate the seasonal resident account for a significant and growing portion of Lubec's population. This has important implications for the Town of Lubec moving forward. On the one hand, seasonal residents and visitors staying in short term rental accommodations increase demands on local services during summer months. However, to the extent that seasonal residents displace year-round resident, demand for educational and winter road maintenance may be expected to decline.

Another significant implication of the growth seasonal population touches on the culture of the community. Simply because there are more people around in the summer, there are more cultural events and seasonal businesses and restaurants in operations during this time of year. Coupled with the fact that summer months are busier time of year for many of Lubec's traditional natural resource-based industries, for year-round residents the pace of life during summer months seems faster than during other times of year. As noted in *Chapter H. Housing*, the seasonal population also has an impact on the availability of year-round rental housings for local families.

It is anticipated that seasonal residents who choose to stay year round will account for a portion of any future increases in population. Both the increase in seasonal home development and the conversion of seasonal homes to year-round occupancy impact demand for municipal services. In particular, since much of this development is taking place outside of the traditional downtown, this trend is likely to increase road construction and maintenance costs; and place added pressure on police and fire protection services. More information on household composition and on the housing stock is presented in the housing section of this plan.

AGE DISTRIBUTION

A second trend that is concealed by town-level population statistics is the changing age distribution of Lubec residents. Table C-5 shows 2000 statistics comparing population by age groups for Lubec, the county and the state.

These numbers show that Lubec has a lower percentage of young residents and a higher percentage of older residents than both county and the state. As a result Lubec's median age in 2000 was higher than the median age for both Washington County and the state as a whole. Moreover, the number of household with children under 18 declined from 220 household in 1990 to 180 households in 2000. This decline in the number of households with children is reflected in decline school enrollment figures.

One implication of Lubec's aging population is the increasing importance of medical services. For aging residents, the proximity of medical facilities and/or a family care giver are often significant factors in deciding whether or not they will be able to remain in the community.

Table C-5 POPULATION BY AGE GROUPS

Age Group	Lubec		Washington County		Maine	
	Number	Percent	Number	Percent	Number	Percent
Under 5 years	72	4.4%	1727	5.1%	70726	5.5%
5 to 9 years	100	6.1%	2176	6.4%	83022	6.5%
10 to 14 years	102	6.2%	2363	7.0%	92252	7.2%
15 to 19 years	101	6.1%	2403	7.1%	89485	7.0%
20 to 24 years	67	4.1%	1813	5.3%	69656	5.5%
25 to 34 years	140	8.5%	3812	11.2%	157617	12.4%
35 to 44 years	254	15.4%	5114	15.1%	212980	16.7%
45 to 54 years	234	14.2%	5048	14.9%	192596	15.1%
55 to 59 years	116	7.0%	1960	5.8%	68490	5.4%
60 to 64 years	94	5.7%	1669	4.9%	54697	4.3%
65 to 74 years	167	10.1%	3085	9.1%	96196	7.5%
75 to 84 years	149	9.0%	2065	6.1%	63890	5.0%
85 years and over	56	3.4%	706	2.1%	23316	1.8%
Median age (years)	44.6	NA	40.5	NA	38.6	NA

Source: 2000 Census

HOUSEHOLD SIZE

Nationwide, the average household size in the United States has declined over the last 50 years. The trend reflects a number of social and economic changes including smaller family size (e.g. fewer children per household), increased divorce rates, and declining numbers of multi-generational families living under the same roof. Lubec is no exception to the national trend. In Lubec as in the county and state as whole, average household size declined during the 1990's.

Table C-6 AVERAGE HOUSEHOLD SIZE AND GROWTH RATE: 1990-2000

	1990	2000	GPY 90-00	% growth
Dennysville	2.38	2.28	-0.42%	-4.20%
Eastport	2.42	2.14	-1.16%	-11.57%
Lubec	2.29	2.14	-0.66%	-6.55%
Pembroke	2.54	2.34	-0.78%	-7.87%
Perry	2.78	2.54	-0.86%	-8.63%
Pleasant Point	3.18	2.74	-1.38%	-13.84%
Robbinston	2.55	2.61	0.24%	2.35%
Washington County	2.55	2.34	-0.82%	-8.2%
State	2.56	2.39	-	-6.6%

Source: 1990 Census, 2000 Census

One result of the result household size is that while the number households in Lubec in the 1990's, the decline household (-4.19%) was significantly smaller than the decline in population over the same period (-10.85%)

Table C-7 NUMBER OF HOUSEHOLDS

	1990	2000	GPY 90-00	% growth
Dennysville	149	140	-0.6%	-6.04%
Eastport	797	750	-0.59%	-5.9%
Lubec	788	755	-0.42%	-4.19%
Pembroke	335	376	1.22%	12.24%
Perry	273	331	2.12%	21.25%
Pleasant Point	180	233	2.94%	29.44%
Robbinston	194	201	0.36%	3.61%
Whiting	153	181	1.83%	18.3%
Washington County	13418	14118	0.52%	5.22%
State	465312	518200	-	11.37%

Source: 1990 Census, 2000 Census

As with the total population, Lubec experienced a decline in the number of households between 1990 and 2000. However the number single-person households increased by 12% from 255 in 1990 to 285 in 2000. Most of these households are made of single or widowed retirees. As the population ages, the number of single person household can be expect to continue to rise, increasing demand for home health care, transportation, and lawn and home maintenance services.

HOUSEHOLD INCOME

Table C-8 shows the median household income for 1989 and 1999 for Lubec, surrounding communities, Washington County, and the State. Median household income in Lubec was lower in 1999 than in the Washington County generally. It was also lower than all but three surrounding towns (Dennysville, Pleasant Point and Robbinston). However, median household income in Lubec grew between 1989 and 1999 more quickly than the State and County average; and more quickly than in all surrounding communities. Nonetheless, Lubec's median household income remains at only 79% of the Washington County level and 55% of the State level.

Table C-8 MEDIAN HOUSEHOLD INCOME FOR LUBEC & SURROUNDING COMMUNITIES: 1989 & 1999

	1989	1999	Growth per year 90-00		1989	1999	Growth per year 90-00
Dennysville	\$17,143	\$20,000	16.7%	Perry	\$25,893	\$27,788	7.3%
Eastport	\$17,282	\$23,488	35.9%	Pleasant Point	\$18,333	\$15,956	-13.0%
Lubec	\$14,398	\$20,565	42.8%	Robbinston	\$11,311	\$14,801	30.9%
Machias	\$19,406	\$24,318	25.3%	Whiting	\$21,731	\$28,304	3.0%
Pembroke	\$16,613	\$23,365	40.6%	Washington County	\$19,993	\$25,869	2.94%
Perry	\$25,893	\$27,788	7.3%	State	\$27,854	\$37,592	3.50%

Source: U. S. Bureau of Census

IMPLICATION OF POPULATION CHANGE

Over the next 15 to 20 years, changes in Lubec’s population will have numerous impacts on municipal service delivery and community life in general. Since the overall population (including both seasonal and year-round residents) is expected to remain stable or decline slightly, the Town anticipates that public facilities including public roads, sewer and water systems, and community recreation areas will continue to meet the needs of Lubec residents without any major expansions. At the same, maintaining existing facility may become more difficult.

Within the overall picture of a stable or declining population, though, are three significant trends that may affect the delivery of municipal services:

- 1) the decline in Lubec school age population,
- 2) Lubec’s aging population, and
- 3) the growing number of seasonal residents.

The Town will continue to monitor these trends and make appropriate policy decisions. Specific policies recommendation as regards the delivery of public services and transportation are addresses in relevant sections of this plan.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to population and demographics, the 1992 Comprehensive Plan found that Lubec’s population was in a period of decline. The 1992 Comp Plan projected Lubec’s 2000 population at 1,805. It also projected a 5% increase in the number of households and a decrease in average household size from 2.26 to 2.14. Based on these findings, the Comprehensive Plan established policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Lubec Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Table C-9 POPULATION POLICIES FROM THE 1992 COMP PLAN

Policies	Notes
It is the policy of the Town of Lubec to monitor actively the size, characteristics and distribution of its population and incorporate such information into al relevant public policy decisions, including the remaining policies contained in this Comprehensive Plan and its periodic updates.	<i>This policy continues to align with municipals goals and should be continued.</i>
Implementation Strategies	Notes
All available population estimates and population characteristics from federal, state and regional agencies, will be collected, maintained in appropriate files, and made available for data to day policy making and planning decisions and use for future revisions of this Plan.	<i>This implementation strategy should be amended to be more specific and workable.</i>

Policies and implementation strategies to relative to housing in Lubec are presented on the following page. They included revisions as noted above.

POLICIES AND IMPLEMENTATION

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

Goal: Lubec will use complete and current information about its population when making administrative and policy decisions for the city.			
Policy	Implementation Strategy	Responsibility	Timeframe
It is the policy of the Town of Lubec to monitor actively the size, characteristics and distribution of its population and incorporate such information into all relevant public policy decisions, including the remaining policies contained in this Comprehensive Plan and its periodic updates.	In conjunction with the Washington County Council of Governments, the designated census information center for Washington County, the town will gather all available population estimates, census data and other information concerning the number and characteristics of the town's population.	Town Administrator; School Board	Ongoing

D. PUBLIC FACILITIES AND SERVICES

The purpose of this section is to:

1. Describe Lubec's public facilities and systems in terms of their extent, capacity, and use;
2. Assess the adequacy of those systems in handling current demands;
3. Predict whether public facility or service system additions and improvements will be needed to accommodate the demands of the projected population; and
4. Estimate the general costs of providing the needed public facility and service system additions and improvements.

FINDINGS

The Town of Lubec maintains a variety of public facilities and services including town municipal fire stations, a town office, and several small town-parks. Parts of Lubec are served by public water and public sewerage.

Like many service center communities, Lubec struggles to maintain its existing infrastructure in the face of rapidly rising costs and a declining year-round population. Overall, The Town of Lubec has managed to meet this challenge. Municipal facilities and services in Lubec are sufficient for the current and anticipated needs of the population.

Budgetary information is presented in *Chapter J. Fiscal Capacity*. The locations of key public facilities are shown on *Map 2: Public Facilities*. All projected investment in public facilities can be accommodated within designated Growth areas as outlines in *Chapter K. Land Use*.

GENERAL GOVERNMENT

The government of the town of Lubec consists of a five-member Board of Selectmen and a town administrator system. The town was incorporated on June 21, 1811. The Town Administrator, as directed by the Selectmen, is responsible for general administration of the town. An appointed assessor's agent assists the Board of Assessors carry out property tax assessment. Town administrative functions are located at 40 School Street.

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

Appointed Boards/Committees

Zoning Board of Appeals
Comprehensive Plan Update Committee
Planning Board
Revolving Loan Fund Trustees
Shellfish Conservation Committee

Elected Boards

Board of Selectmen/Assessors
Budget Committee (Town & School)
School Board (SAD 19)
Harbor Board
Lubec Water Board (Water District)

The Town of Lubec has a certified **Code Enforcement Officer**, a certified **Plumbing Inspector**

and is fully compliant with Title 30A Sec. 4451

Lubec’s **Planning Board** consists of five members and two alternates, some of these individuals have served in this capacity for many years. Monthly meetings are held to review subdivisions and site plans for any development proposals. The Planning Board also reviews shoreland zoning and wetland's issues for compliance with state and local regulations.

The three-member **Zoning Board of Appeals** hears grievances, variance requests, and administrative appeals.

The responsibilities of town government are divided into the following departments:

Education	Superintendent
Police	Sheriff’s Office
Fire	Fire Chief
Ambulance	Downeast Ambulance
Public Works	Town Administrator
Roads & Highways	Town Administrator
Recycling	Town Administrator
Wastewater Treatment	Chief Operator

MUNICIPAL BUILDINGS, FACILITIES AND SERVICES

Town offices are located at 40 School Street. A list of town owned buildings is provided in Table D-1.

Table D-1. LUBEC MUNICIPAL BUILDINGS AND FACILTIES

Building/Facilities	Condition ¹	Notes
Lubec Fire Station/Town Office	A	Overall good condition.
Town Garage	D	Not sufficient room for operation; new facilities needed
West Lubec Fire Station	A	Overall good condition.
Recycling Center	B	Need more space; current location is not highly visible
Town Pier	B	Overall good condition.
Marina Office	B	Overall good condition.
Sewerage Treatment Plant	B/C	Building is in good condition, machinery needs updating
Water Street Pump House	B/C	Will remain in working condition with regular maintenance.
Lubec Municipal Airport	A	Overall good condition.

¹

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

PUBLIC WORKS

Water Supply

Homes in Lubec obtain water from a number of sources which include street service public water, private wells, springs and ponds. Issues associated with groundwater quality and drinking water supplies are discussed in *Chapter E: Natural Resources*.

Public water in Lubec is provided by Lubec Water District, a quasi-municipal water district. Lubec Water currently service around 700 customers. The last extension of water service was completed in 1990; and the water district does not anticipate extending water lines in the foreseeable future. As a quasi-municipal agency, Lubec Water borrows against anticipated revenues to finance capital improvement. The water system overall is in good condition; and the water district does not anticipate any significant capital expenditures at this time.

The extent of the Lubec Water District service is shown on *Map 2: Public Facilities*.

Public Sewer & Waste Water Treatment

Lubec has a public sewerage system with a primary treatment plant for waste water treatment. The extent of the public sewerage disposal system and location of the sewerage treatment plant are shown on *Map 2: Public Facilities*. Although the sewer system is largely segregated from the downtown stormwater management system, some infiltration problems remain cause excessive flow volumes in association with large storm events. However, the public sewerage and waste water treatment facilities are overall in good condition.

The licensed operator reports that there is sufficient waste water treatment capacity within the existing system to accommodate the project level of growth. With proper maintenance, the existing system should continue to serve the Town of Lubec over the planning period. However, the licensed operator anticipates that it may become necessary for the Town to convert from primary treatment to secondary treatment. The anticipated cost a secondary treatment facility for Lubec would be between \$3 million and \$4 million.

Private vendors provide septic waste disposal services for households and business not served by public sewerage. There are no significant concerns regarding disposal of septic waste in Lubec at this time.



Photo: WCCOG

Lubec estimates that Town's existing sewer and waste water treatment facilities have sufficient capacity to meet future demand.

Public Works Department

Lubec's Public Works Department undertakes sewer line work, ditching, grading, culvert and drain line work, replacement of guardrail, mowing, and patching road surface. In addition, the department is responsible for repairs and maintenance activities at town-owned facilities. The department also plows and sands town roads in winter; and mows town-owned cemeteries in the summer. The Public Works Department has five full-time staff positions with additional seasonal positions to help in the summer.

The department's equipment includes two relatively new plow trucks (2006 and 2008), a loader (ca. 2000), and 2 pick-up trucks, one of which is primarily used by the sewer department. The Public Works Department anticipates that the loader and both pick-ups will need to be replaced within five years; and that the loader will need to be replaced within the planning period.

The department operates out of the Town Garage, located on Main Street. The existing facility is a three-bay garage that is over 40 years old. The current facility is too small to accommodate current operations. Notably, plows and other equipments must be stored outdoors and there is insufficient space for to stores salt and sand in accordance with DEP regulations.

The town has identified a site for construction of a replacement salt-and-sand shed and public works garage on Route 189. The new site is on town-owned land, but no funds have been



Photo: WCCOG

Lubec's Public Works Building is aging and does not have enough room for storage. A replacement structure may also include a salt & sand shed.

allocated for design or construction of the new facility. In order to accommodate current operations and allow of indoor storage of equipment, the new facility should include four garage bays with a separate indoor space for salt and sand storage. There is also a possibility that the new Public Works facility could house a replacement for Lubec's recycling center.

Stormwater Management System

The stormwater management system for downtown Lubec is comprised aging clay pipes that were part of a former waste water disposal system. The stormwater system is fully segregated from the existing sewer system. There are periodic problems with the system such as collapsed pipes and minor flooding; however, the system continues to function adequately and the Town does not anticipate investments in upgrades or improvements over the planning period.

Outside of downtown, Lubec's stormwater system consists primarily of roadside ditches, catch basins and piping. The state owns and maintains the system located along Rte 189, while the town is responsible for the rest. There a couple of places where culvert and ditching need work, but overall the roadside stormwater system in Lubec is in good condition.

Solid Waste Management

There is no municipal recycling collection or trash collection in Lubec. Residents deliver their own trash to the transfer station in Marion or contract with private haulers for trash disposal. The Town of Lubec pays solid waste disposal fees; there is currently no bag fee. A significant decline in Lubec municipal solid waste stream in 2000 coincides with the closure of a major employer. Since that time, municipal solid waste has fluctuated annually in terms of the number of tons handled. The cost of Lubec's municipal solid waste program has remained constant at about \$53,000 for the last several years (see Table D-2).

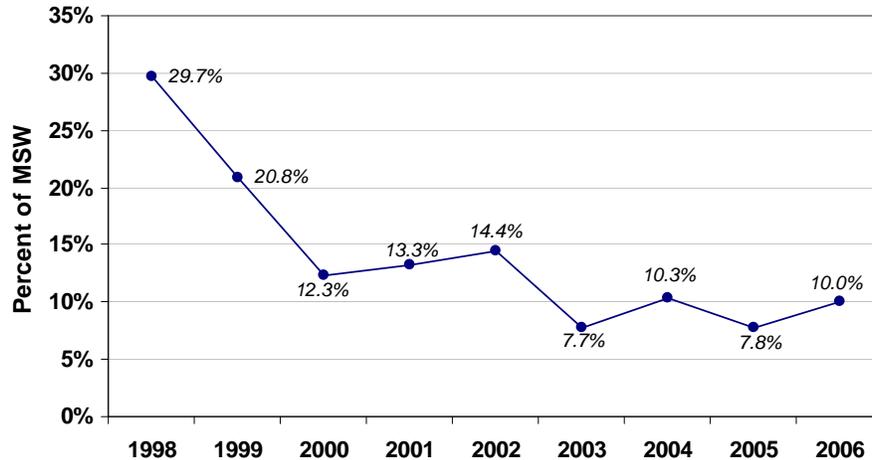
Table D-2. MUNICIPAL SOLID WASTE & RECYCLING COST, 2000-2006

	Munic. Solid Waste (Tons)	Recycling (Tons)	Total MSW (Tons) ²	Cost
2000	805.3	29.5	972.5	\$65,500
2001	816.6	73.5	890.1	\$66,147
2002	850.0	88.4	938.4	\$49,898
2003	826.2	23.6	849.8	\$45,974
2004	722.2	40.7	762.9	\$52,428
2005	826.3	23.7	849.9	\$53,000
2006	812.7	42.6	855.4	\$53,000
Source: State Planning Office				

The town of Lubec operates a municipal recycling center that handles office paper, cardboard, newspaper, magazines, mixed paper and plastics. The Lubec Recycling Center is open three days per week (Wednesday, Friday & Saturday). In the past, Lubec's municipal recycling program has met or exceeded the State of Maine's benchmark recycling rate for municipalities (35%). However, recycling in Lubec fell off sharply in the late 1990's. Since 2000, Lubec's adjusted municipal recycling rate has hovered around 10% of municipal solid waste.

Figure D-3: LUBEC MUNICIPAL RECYCLING RATE, 1998-2006

² 2000 figures include 96 tons of bulky waste & 41.7 tons of bulky recycling. Lubec has not handled bulky waste or bulky recycling since.



Source: State Planning Office

Lubec does not currently have a Recycling or Solid Waste Committee. Based on the Town past success in reducing solid waste disposal costs through recycling, the Town should re-activate the Recycling Committee or empower a task force to identify strategies to reduce Lubec’s municipal solid waste disposal costs and increase Lubec’s municipal recycling rate. Some of the strategies that other communities have adopted to reduce municipal solid waste include a municipal composting program to remove organic material from the municipal solid waste stream; a bag fee for trash disposal; re-introduction of bulky recycling; and/or inter-municipal cooperation to reduce costs.

There are currently no municipal services for the disposal of large item and household toxic waste (e.g. lead paint, mercury-switch thermostats, batteries, etc.) are inadequate. In the absence of appropriate options for disposing of large items and household toxic waste, improper disposal of these items – which poses a risk to public health and the environment – occurs. Given Lubec’s small population, the Town should participate in regional efforts to provide these services.

Lubec Municipal Airport

The town-owned Lubec Municipal Airport (FAA Identifier: 65B) is located on a 6-acre parcel on Route 189, 2 miles west of downtown. The airport has a 2024 foot turf and gravel runway that is in good condition. There are no fuel or vendor services at the airport. The airport is unattended; however, Lubec Municipal Airport is designated as a “customs landing rights airport,” which means that international general aviation flights may land at Lubec by providing prior notification to US Customs and Border Control. Traffic at Lubec Municipal Aircraft was estimated at 100 flight operation in 2006.

The Town of Lubec does not currently have any plans to expand of services or make capital investments at the airport.

PUBLIC SAFETY

Law Enforcement

Lubec does not have its own public safety department. Police protection is provided by the Washington County Sheriffs' Office in Machias and the State Police. The Washington County Sheriff's Office provides dispatching services for emergency services – including police, fire and EMS – through the Regional Communication Center (RCC) in Machias.

Fire Protection

The Lubec Volunteer Fire Department operates two stations: one in downtown Lubec on School St. and one in West Lubec on Route 189 (see *Map 2: Public Facilities*). The department includes 33 volunteers with no full-time members. With decreasing population in the region, particularly of young working families, it is increasingly difficult to attract volunteers for public safety. If this trend continues the costs of hiring this level of protection would be considerable.

Lubec has mutual aid agreements with the towns of Whiting, ME and Campobello, NB. Equipment is being updated a little bit at a time including additional turn-out gear and updating hoses.

Emergency Medical Services (EMS)

Ambulance services in Lubec are provided through the Downeast EMS. There are currently two ambulances stationed in Lubec at the Fire Station on School Street. Lubec's contract with Downeast EMS for 24-hour ambulance service is annual adjusted on a per capita basis. Over the past several years, the Town has also contributed \$50,000 for capital purchases.

Downeast EMS also provides ambulance service for neighboring communities in eastern Washington County. Given the costs of ambulance services and the low and dispersed population of our town and region, it is recognized that regional cooperation is essential to ensure adequate ambulance coverage to our residents. Lubec has an appointed representative on the Downeast EMS board and actively participates in EMS planning.

Emergency Management

The Town of Lubec is fully compliant with the National Incident Management System (NIMS) Standards for FY2008 as established by the Federal Emergency Management Agency (FEMA) and State of Maine requirements for municipal emergency management as established in Title 37-B, MRSA Section 781 *et seq.* The Town of Lubec adopted a consistent Emergency Operation Policy on November 29, 2007. Lubec Emergency Operations Plan was last revised on December 29, 2007. The Town of Lubec participated in county-wide emergency preparedness planning and training exercises offer the Washington County Emergency Management Agency and Washington County Firefighters Association.

EDUCATION

The Lubec Consolidated School, operated by SAD 19, currently operates pre-K through 12th grade. Enrollment at the Lubec Consolidated School has declined more rapidly than the population as whole since the last Comprehensive Plan was completed. In fact, enrollment at Lubec Consolidated school has decline by approximately 50% since 2000. (Total enrollment in the fall of 2000 was 271 students, down to 140 students by the fall of 2010).

At the same time as enrollment has declined, the cost of education has risen. For fiscal year 2010/2011, the school budget is projected to increase by 50% over the current year's budget. Rapid growth in education spending over the past five years has been a major source of growth in municipal spending. It is projected to be only source of growth in municipal expenditures in the coming fiscal year.

Given the Town of Lubec's already high tax burden and the projected growth in educational expenditures, the Town of Lubec needs to actively explore options to reduce the growth in educational expenses. The Town is currently in the process of moving to close Lubec High School. The Town and RSU need to actively plan for the potential re-use of school facilities that may be closed.

PUBLIC UTILITIES AND SERVICES

Mail Delivery. The Lubec Post Office (04652) is located on Washington Street in the US Custom's Building. Mail is delivered through use of post office boxes and by carrier.

Electrical Service. Bangor Hydro

Telephone Service. Verizon

Television, Cable, and Radio

WLBY - Channel 2 (NBC affiliate) Bangor
 WABI - Channel 5 (CBS affiliate) Bangor
 WVII - Channel 7 (ABC affiliate) Bangor
 Maine PBS- Channel 13 (PBS affiliate) Calais
 Adelphia Cable
 WQDY (92.7 FM) Calais simulcast with WALZ (95.3) Lubec
 WCRQ (102.9) Calais
 WMED (89.7 FM) (NPR affiliate) Calais
 St. Stephen Information Radio (96.5)
 International Border information

Newspapers

Bangor Daily News (daily) Downeast Edition
 Calais Advertiser (weekly)
 Downeast Coastal Press (weekly) Cutler
 Ellsworth American (weekly)
 The Moneysaver (weekly advertising)
 Machias Valley Observer (weekly)
 Quoddy Tides (twice-monthly) Eastport
 Downeast Times (weekly) Calais

Internet Providers. There are a number of Internet service providers with the local access numbers. The town is actively involved in efforts to improve telecommunications infrastructure in Washington County with the Washington County Council of Governments.

PUBLIC HEALTH

The Town of Lubec has a public health officer and actively participates in public health coordination through the Maine CDC (formerly Bureau of Health) regional coordinators office, as appropriate. There are no known public health concerns at this time. The following is

description of health care facilities available in the local area:

THE REGIONAL MEDICAL CENTER AT LUBEC operated a medical clinic in Lubec that provide a variety of out-patient family health services and dental service and counsel in Lubec. RMCL also operate a variety of community and public health programs; and has offices in Calais, East Machias, and Machias.

DOWNEAST COMMUNITY HOSPITAL, <http://www.dech.org> DECH, is located in Machias 23 miles to the west of Lubec. It is a 36-bed 24-hour acute care facility and has an active medical staff of 25 practitioners.

MAINE VETERANS HOME. Completed in 2005, this facility is attached to the Downeast Community Hospital and provides 30 beds for veterans needing assisted living facilities.

CALAIS REGIONAL HOSPITAL, <http://www.calaishospital.com>, serves a population of approximately 14,000 from Topsfield to the North, Wesley to the West and Eastport to the south. Calais Regional is licensed by the State of Maine as a Critical Access Hospital and as such is licensed for 15 acute care beds and 10 swings beds and has a 24-hour physician staffed emergency department.

ATLANTIC REHAB is a privately owned, 60 bed nursing and rehabilitation facility licensed by the State of Maine, located across the street from the Calais Regional Hospital. The nursing home offers an intermediate level of long term care including medical coverage, nursing and personal care, social services, and individual activity programs. Atlantic Rehab provides a home-like atmosphere for people who require nursing care. Next door is another facility, Washington Place, that provides an assisted living environment for 24 individuals.

WASHINGTON COUNTY PSYCHOTHERAPY ASSOCIATES provides behavioral health services in Washington, Hancock and Penobscot Counties including crisis services, in-home counseling, outpatient counseling, geriatric assessment and consultation, children's crisis residential services and children's residential treatment services.

DOWNEAST HEALTH SERVICES is a local, non-profit agency that serves families in Hancock and Washington County. The major programs include the Women, Infants and Children nutritional program (WIC), Family Planning, the Preventive Health Program (PHP), a maternal and child health nursing home visit program (MCH), and a social service program for pregnant and parenting adolescents (SSA).

The EASTERN AGENCY ON AGING (EAA) makes it possible for persons 60 and older to remain in their home longer and more comfortably. To meet that goal, the Agency provides a variety of services that are available to Lubec residents. Through a contract with Washington/Hancock Community Agency, EAA provides transportation in Lubec and the vicinity. Many senior citizens rely on this service for transportation to medical appointments.

COMMUNITY HEALTH AND COUNSELING SERVICES (CHCS) provides a variety of physical and mental health services in Calais and surrounding communities. The Machias branch

offers counseling for individuals, couples and families, and information and education to the general public about mental health issues. All counselors are legally qualified to be practicing through licensure, registration, or certification. Workshops and courses that address many topics are provided by CHCS.

SUNRISE COUNTY HOMECARE SERVICES has offices in Machias, Lubec and Calais. They provide and coordinate home care services such as visiting nurses; home health aides; physical, occupational and speech therapy; senior companions; homecare telemedicine, medical social work; and homemaker services.

The DEPARTMENT OF HUMAN SERVICES administers several programs to assist low income residents in Lubec and the surrounding area. Recipients of services provided by this department must meet low income guidelines to qualify for the following programs: AFDC, food stamps, Medicaid.

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

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

DISCOVERY HOUSE. Discovery House provide an out-patient center for substance abuse on Beech Street in Calais and can serve up to 300 clients.

Other Educational Opportunities

UNIVERSITY OF MAINE AT MACHIAS (UMM). <http://www.umm.maine.edu> This 1,000 student branch of the University of Maine System is less than an hour from Lubec, and offers Bachelor and Associate degrees in a wide range of subjects including business education and administration, recreation management, biology, environmental studies, English, and history. Many of its students are "non-traditional" (older persons returning for their degrees). The University is linked to all the other branches of the system by inter-active TV. Associate degrees in Science, Business Administration, Liberal Arts, and other subjects may be earned without entering a "traditional" university classroom. ITV is funded by a grant and administered through the University of Maine in Augusta.

WASHINGTON COUNTY COMMUNITY COLLEGE. The Calais campus is situated on 400 acres of land overlooking the St. Croix River. Washington County Community College is one of seven institutions in the Maine Community College System. Thirty-six of WCCC's 38 catalog programs are located in Calais, training students for employment in several diverse occupations - from construction and mechanical trades to food service and business studies. Several of these

programs articulate into degree programs at other colleges and Universities. The College has the capacity for 500 full-time students, while the Continuing Education Division serves an additional 400 part-time students at sites throughout Washington County.

THE BOAT SCHOOL (HUSSON) offers high quality unique courses in commercial fishing, aquaculture, marine mechanics, boat building technology, and marine and industrial coatings (specializing in “high tech” finishes). The school’s modern and well-equipped classrooms and shops are located at Deep Cove in Eastport. The Boat School owns and operates multi-purpose fishing vessels that are used for instructional purposes. The facility attracts students from around the world with enrollment of 40-50. The school also provides support services to the area's expanding aquaculture industry. The school’s small, self-contained waterfront on Deep Cove, featuring a boatyard and marine-lift, is the site of cage constructing, work boats hauling for repair or maintenance, and the comings and goings of fish-farmers, fishermen, and marine researchers.

REGIONAL COORDINATION & SUPPORT OF ECONOMIC DEVELOPMENT

As described above, the Town of Lubec has partner with neighbor communities to provide improve public services at reduced costs in a number of ways. Notably, these include partnering with neighboring community for solid waste disposal and to maintain emergency medical service in Lubec.

Improvements public facilities need to support economic development In Lubec are noted in *Chapter F. Employment and Economy*. Notably these include expanded access to broadband internet service and improved cell phone coverage.

Existing Policies regarding Public Facilities

Town policies relative to public facilities and services as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table D-4. PUBLIC FACILITIES POLICIES FROM THE 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adoption and implementation of a capital improvement program.	<i>This policy should be continued.</i>
Implementation Strategies	Notes
Continue to support the activities of the Lubec Landfill Advisory Committee and to plan for the eventual closing of the town landfill.	<i>Implemented.</i>

Establish a method for reviewing the form of town government and for developing a town charter.	<i>Implemented.</i>
Construct a new fire station sub-station in West Lubec.	<i>Implemented.</i>

Source: Town of Lubec Comprehensive Plan, 1992

Policies and implementation strategies relative to Public Facilities are presented on the next page. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION

Goal: Lubec will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.			
Policy	Implementation Strategy	Responsibility	Timeframe
Plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adoption and implementation of a capital improvement program.	Actively pursue grants needed to match municipal funds in order to design and construct a new town garage.	Selectmen, Town Admin	On-going
	Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	Selectmen	On-going
	Re-activate the Recycling Committee or empower a task force to identify strategies to reduce Lubec's municipal solid waste disposal costs and increase Lubec's municipal recycling rate.	Selectmen, Town Admin	Immediate
	Work with private vendors and explore opportunities for public/private partnerships that will expand cell phone coverage and the availability of broadband internet access.	Selectmen	Immediate
	Participate in regional efforts to deliver local service in an effective and cost efficient manner.	Selectmen	On-going

Lubec Comprehensive Plan Update

Washington County, Maine

MAP 2: Public Facilities

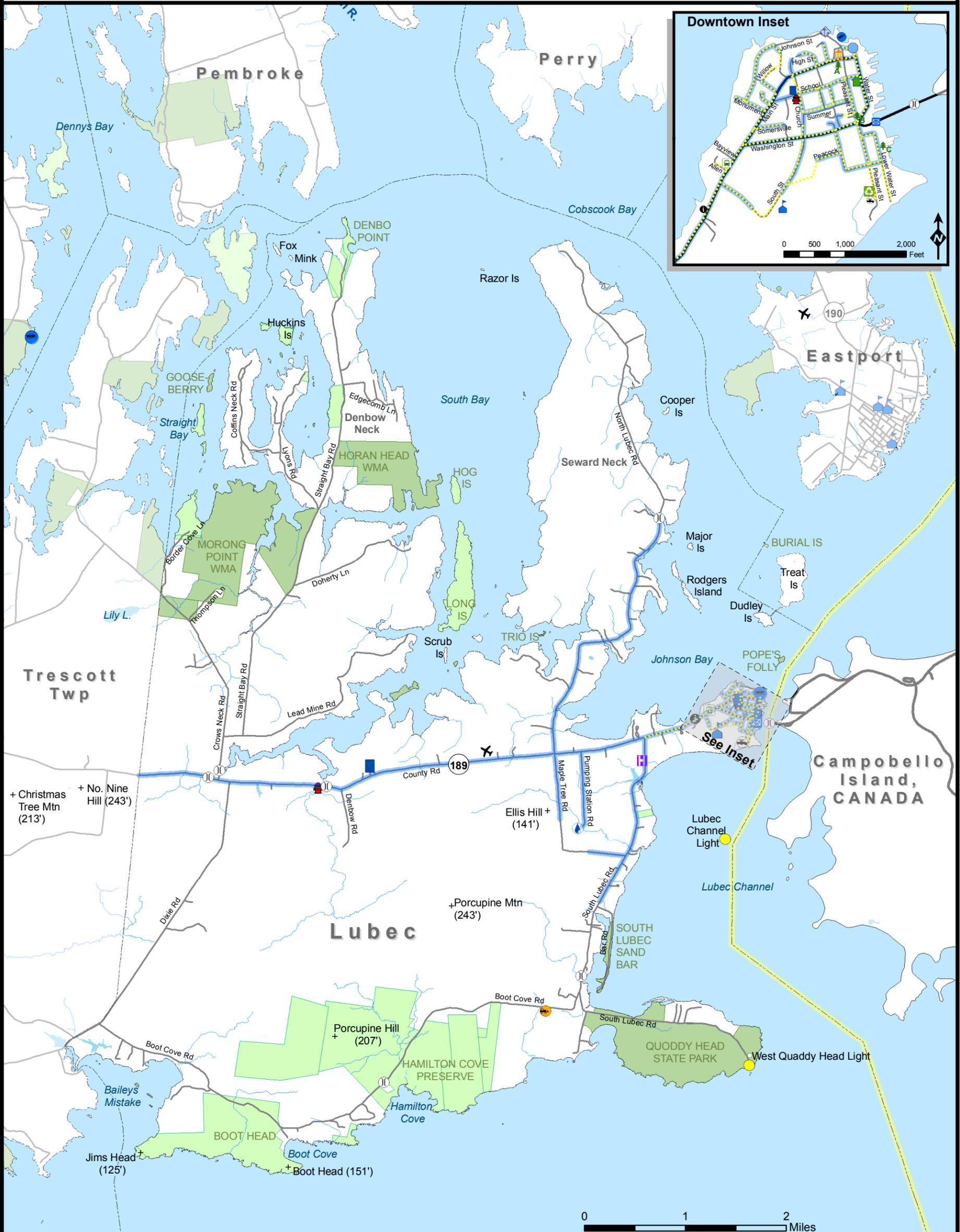
Data Sources:
 Maine Office of GIS
 Garmin GPS Receiver
 Universal Transverse
 Mercator- Zone 19N
 North American Datum- 1983

- State Road
- Town Road
- Path/Unpaved Way
- Perennial Stream
- International Boundary

- Town Office / Fire Station
- Town Garage
- Lubec Water District
- Waste Water Treatment
- Water Towers
- Lubec Consolidated School
- Recycling Center
- Lubec Airport
- Marina / Harbormaster's Office

- Lighthouses
- Health Ways / RMCL
- Customs / Post Office
- Welcome Center
- Boat Launch
- Bandstand
- Former Town Dump
- Bridges
- Dechlorination Facility

- Town Parks
 A - Veteran's Park
 B - Water Street Park
 C - Stockford Park
- Sewer Lines
- Water Lines
 Sewer and water lines were digitized from paper maps. They depict the approximate extent of sewer & water service.
- Conserved Land**
- Land-Trust Owned
- State Owned



E. NATURAL RESOURCES

The Purpose of this section is to:

1. Describe the natural resources in Lubec including farmlands, forestlands, critical natural resources, and water resources in terms of extent, characteristics, and importance to the economy and character of the Town and region;
2. Predict whether the viability of important natural resources will be threatened by the impacts of future growth and development; and
3. Assess the effectiveness of existing measures to protect and preserve important natural resources.

FINDINGS

Lubec's relatively protected location and rich estuarine habitats yield an abundance of inter tidal, marine and avian life. Lubec's pristine bays and extensive mud flats support shellfish, marine mammals, wading waterfowl and shorebirds. Lubec has many critical natural resources, most significantly wildlife habitat. Bald eagle and various shore bird and migrant bird species are found throughout the town.

Surface waters in Lubec include a number of streams. There are no rivers or great ponds (lakes) in Lubec. Overall, the water quality in Lubec's surface waters and aquifers is relatively high. The greatest threat to water quality in Lubec is from non-point source pollution. In order to maintain the high level of water quality presently observed in Lubec, the town should adopt stormwater run-off performance standards and water quality protection practices for the construction and maintenance of public roads.

Information on natural resources is necessary to protect environmentally sensitive areas, and to identify opportunities and constraints for development. The natural resources of our town contribute greatly to our quality of life. Natural resources in Lubec are protected through a variety of federal, state and municipal regulations and through public and private land conservation efforts.

LOCATION AND LAND COVER

Located in coastal Washington County the town of Lubec is the easternmost town in the United States. Route 189 and Lubec's downtown lie along a former glacial moraine extending across town from west to east. The downtown itself sits on the end of a peninsula separated from Campobello Island, New Brunswick by Lubec Narrows. In the northern part of town, Seward Neck and Denbow Neck are the most prominent of several peninsulas that extended into Cobscook Bay. To the south, dramatic headlands and rocky coasts face onto Grand Manan Channel.

Lubec is bordered on the west by Trescott Township, on the north by Cobscook Bay, on the south by the Gulf Of Maine and on the east by Campobello Island, New Brunswick (connected by an international bridge) See *Map 1: Location*.

The Town of Lubec divided more or less equal between land and sea. Lubec’s land area covers approximately 24,500 acres; and waters within the town’s jurisdiction cover approximately 25,750 acres (see *Map 7: Land Cover*). According to interpretation of recent satellite imagery conducted by the University of Maine at Machias GIS Center, 76% of the land area in Lubec is forested, including areas that have recently been cut. The remaining land area includes non-forested wetlands (16%), developed (4%), grassland and pasture (4%) and cultivated and/or blueberry lands (>2% combined). Developed areas and areas dedicated to cultivation are both concentrated along Route 189 and the South Lubec Road, with a sizeable area of blueberry land on the Dixie Road.

Table E-1: LAND COVER

Land Cover Type	Approx. Area	Percent of Land Area
Developed	900 ac.	4%
Forest	14,300 ac.	58%
Forest, Light Cut	2,100 ac.	9%
Forest, Heavy Cut	1,400 ac.	6%
Forest, Clear Cut	750 ac.	3%
Blueberry	50 ac.	>1%
Cultivated	50 ac.	>1%
Grass/Pasture	900 ac.	4%
Open Land	>50 ac.	>1%
Wetland (Non-forested)	4,000 ac.	16%
Open Water	25,750 ac.	-
Land Area	24,500 ac.	-
Total Area	50,250 ac.	-

Source: WCCOG, UMM GIS Center

GEOLOGY

Lubec is located in a region of massive granite intrusion that was glaciated in the Wisconsin age. The glacier caused till (unsorted, poorly drained soil) to be deposited over the entire region. This poorly drained till formed bogs and ponds and altered the drainage pattern. The topography in these areas is generally a blanket deposit that conforms to the underlying bedrock topography. However, the underlying granite caused the till to be more thickly deposited on the northwest sides of ridges: on the southeast sides boulders were "plucked" and transported further south. Thick till deposits are also found in bedrock valleys and depressions. The weight of the ice (in some places a mile thick) caused the land to be depressed in relation to the level of the sea. Marine sediments (silts and clays) were deposited in valleys and more sheltered locations. The

release of pressure due to the melting allowed the land to rise slowly. This explains why silt and clay deposits can be found at elevations of 100 feet or more. See *Map 3: Topography and Flood Zones* at the end of this section for general contour elevations.

LAND SUITABILITY FOR DEVELOPMENT

The United States Department of Agriculture (USDA) Soil Conservation Service (SCS) has prepared soil classification maps for each state (STATSGO). Soil maps for STATSGO are often compiled by generalizing more detailed (SSURGO) soil survey maps. Where more detailed soil survey maps are not available, as is the case in Washington County, data on geology, topography, vegetation, and climate are assembled, together with Land Remote Sensing Satellite (LANDSAT) images. Soils of like areas are studied, and the probable classification and extent of the soils are determined. *Map 4: Soils Classification* provides this level of information for Lubec.

A soils map at a 1:20,000 scale is useful in understanding and planning the soil resources of fields, farms, and communities, but it is not useful for planning small (less than 1 acre) plots. The pattern of soils is often very complex and, in some places, soils of one type grade imperceptibly into others. Soils in Lubec are of several types: glacial till thinly deposited in the uplands; thick glacial till on northwest slopes and in bedrock depressions; marine silts and clays in the valleys and more sheltered locations, and glacial outwash or ice contact sands and gravels. Some of these types are not particularly well suited to septic sewage disposal. Some are well suited to both septic disposal and forestry. On-site investigations are needed to determine the suitability of a plot for any septic tank installation or larger development proposal.

Soil Potential for Low Density Development (LDD)

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

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

Map 4: Soils Classification shows with a low or very-low suitability for low-density development are fairly extensive through the town. As indicated in Map 4, the primary factor affecting soil suitability for low density development through most of Lubec are relatively extensive soils with very low suitability for the septic system development. Soils rated with “high” and “very high” suitability for low density development are concentrated along existing road ways. The best soils frequently coincide with prime agricultural soils.

Highly Erodible Soils

Special consideration should be given to the removal of surface vegetation from large areas to avoid soil erosion, which is a major contributor of pollution to surface waters. Soil composition affects its susceptibility to erosion but the combined effects of slope length and steepness are the greatest contributing factors when identifying highly erodible soils.

Most development and intensive land use can and should take place on areas with slopes of less than 15 percent (representing an average drop of 15 feet or less in 100 feet horizontal distance). On slopes greater than 15 percent, the costs of roads, foundations and septic, sewer and other utility systems rise rapidly. Areas of sustained steep slope cover less than 1% of the land areas in Lubec. In developing any future land use ordinance, the Town should incorporate appropriate standards for development in areas of steep slope. *Map 4: Topography and Flood Zones* identifies the location of steep slopes in Lubec.

Table E-2 LUBEC – SOIL SUITABILITY FOR DEVELOPMENT(Prime agricultural soils indicated by *italic font*)

Unit	Soil Name	Low Density Development	Acres	Extent
AaE	Abram-Hogback Complex, 15 to 45%, very stony	Very Low	160	1%
AC	Abram-Rock Outcrop-Ricker Complex, 15 to 80%	Very Low	580	3%
BW	Bucksport and Wonsqueak Soils	Very Low	730	3%
BxC	Buxton Silt Loam, 8 to 15%	Medium	230	1%
CzB	Croghan Loamy Sand 3 to 8%	Medium	10	>1%
DdC	Dixfield Fine Sandy Loam, 8 to 15%	Medium	20	>1%
DfC	Dixfield Fine Sandy Loam, 8 to 15%, very stony	Medium	10	>1%
<i>DgB</i>	<i>Dixfield-Colonel Complex, 3 to 8%</i>	<i>High</i>	<i>60</i>	<i>>1%</i>
DH	Dixfield-Colonel Complex, 0 to 8%, very stony	Low	70	>1%
DkB	Dixfield-Colonel Complex, 3 to 8%, very stony	High	80	>1%
DU	Dixfield-Rawsonville-Colonel Complex, 3 to 15%,	Medium	40	>1%
Go	Gouldsboro Silt Loam	Very Low	140	1%
HC	Hermon-Colton-Abram Complex, 3 to 15%, very	Low	20	>1%
HeC	Hermon-Monadnock Complex, 8 to 15%	High	40	>1%
HkC	Hermon-Monadnock Complex, 8 to 15%, very	High	20	>1%
HW	Hogback-Abram-Rawsonville Complex, 15 to 60%,	Very Low	1,310	6%
HX	Hogback-Rawsonville-Abram Complex, 3 to 15%,	Low	1,440	7%
Kn	Kinsman Sand	Very Low	170	1%
LaB	Lamoine Silt Loam, 0 to 6%	Low	690	3%
LbB	Lamoine-Buxton Complex, 0 to 8%	Low	420	2%
LC	Lamoine-Buxton-Scantic Complex, 0 to 15%	Low	2,050	10%
LK	Lamoine-Rawsonville-Scantic Complex, 0 to 8%, very	Low	2,370	11%
Lm	Lamoine-Scantic Complex, 0 to 5%	Low	1,390	7%
LnB	Lamoine-Scantic Complex, 0 to 5%, very stony	Low	60	>1%
LSB	Lamoine-Scantic-Colonel Complex, 0 to 8%, very	Low	620	3%
Ma	Marlow Fine Sandy Loam, 8 to 15%	Medium	10	>1%
Mm	Masardis Fine Sandy Loam, 3 to 8%	Medium	110	1%
Mm	Masardis Fine Sandy Loam, 8 to 15%	Medium	140	1%
NA	Naskeag-Abram-Ricker Complex, 0 to 15%, very	Low	440	2%
NB	Naskeag-Rawsonville-Hogback Complex, 0 to 8%,	Low	2,600	12%
Pg	Pits, Sand and Gravel	Not rated	20	>1%
<i>RhB</i>	<i>Rawsonville-Hogback Complex, 3 to 8%</i>	<i>High</i>	<i>430</i>	<i>2%</i>
RhC	Rawsonville-Hogback Complex, 8 to 15%	Medium	430	2%
Rm	Rawsonville-Hogback-Abram Complex, 3 to 15%,	Medium	300	1%
RN	Rawsonville-Lamoine-Hogback Complex, 0 to 15%,	Medium	1,390	6%
Sa	Scantic Silt Loam	Very Low	470	2%
SF	Scantic-Biddeford Association, 0 to 3%	Very Low	1,070	5%
SG	Sebago and Waskish Soils	Very Low	180	1%
ShB	Sheepscot Fine Sandy Loam, 0 to 8%	Medium	260	1%
SJB	Sheepscot-Croghan-Kinsman Complex, 0 to 8%	Medium	80	>1%
<i>SkB</i>	<i>Skerry Fine Sandy Loam, 3 to 12%</i>	<i>High</i>	<i>200</i>	<i>1%</i>
Sm	Skerry Fine Sandy Loam, 3 to 12%, very stony	High	110	1%
SRC	Skerry-Colonel-Rawsonville Complex, 0 to 15%, very	Medium	220	1%
Ud	Udorthents-Urban Land Complex	Not rated	160	1%
WF	Wonsqueak and Bucksport Soils, Frequently Flooded	Very Low	30	>1%

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

FARM AND FOREST LAND

The U.S. Department of Agriculture defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods.

Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources. It is also often targeted for low-density residential development due to the suitability of well drained soils for septic systems. Very few of the soils in Lubec are listed as Prime Farmland. The three soils types present in Lubec that are considered Prime Farmland are Dixfield-Colonel Complex, 3 to 8% slope (DgB); Rawsonville-Hogback Complex, 3 to 8% slope (RhB); and Skerry Fine Sandy Loam, 3 to 12% slope (SkB). These soils appear in *italic* print in Table E-2 (above) and areas identified with red cross-hatches on *Map 4: Soils Classification*.

These prime farmland soils as identified by USDA all occur along or adjacent to roadway outside of the traditional downtown area. They collectively cover less than 4% of the total land area in Lubec. Several others are classified as “Farmland of Statewide Importance” which would be considered Prime Farmland but only if either drained or irrigated. Though not considered Prime Farmland, other soils rated as having high productivity for forestry are more extensive in Lubec. As depicted in Map 4, these soils are notably concentrated along and north of Route 189.

Agricultural production

In recent years, the role of agriculture in the local economy has been limited. There are a number of small scale livestock and fruit and vegetable producers in Lubec. There are number of operated producing commercial blueberries and farmland managed for hay production also supports a small number of local agricultural operations.

As recently as the 1980 there were a number of large-scale egg producers operated in Lubec. The 1991 Comprehensive Plan identified 9 parcel enrolled in agricultural current use in 1991. As of 2009, there was only one parcel in current use. This change is largely attributable to broader economic considerations (including transportation), rather than changing land use patterns.

Woodland Productivity

Maine's forests and forest industry still play a vital role in the state's economy, especially in Northern and Eastern Maine. Forested areas provide an abundant and diverse wildlife population for the use and enjoyment of all Maine citizens. Furthermore, the forest protects the soil and water and contributes to a wide variety of recreational and aesthetic experiences. The forest provides a wide variety of wildlife habitats for both game and non-game species. Loss of forestland can be attributed to development and to irresponsible harvesting techniques. When forestland ownership is fragmented, public access becomes more restricted due to increased land posting. To optimize forestland use, forests should be effectively managed and harvested.

Soils rated with a woodland productivity of medium or above are qualified as prime forestland soils. This designation does not preclude the development of these lands but only identifies the

most productive forestland. These soils are rated only for productivity and exclude management problems such as erosion hazard, equipment limitations or seedling mortality. Important forest and farmland are shown on *Map 4: Soils Classification*.

Timber harvesting is a relatively minor economic activity in Lubec and is conducted mostly through selection harvest but also by shelter wood and much less frequently through clear cut harvesting (see Table E-3). In Lubec, as through Washington County, local residents selectively harvest timber for firewood on a small scale, providing sideline income for some and a means of heating their homes for others.

Table E-3 – SUMMARY OF TIMBER HARVEST INFORMATION FOR LUBEC

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of timber harvests
1991-1995	67	15	68	150	0	7
1996	92	6	2	100	0	6
1997	159	76	0	235	0	7
1998	577	0	0	577	0	10
1999	278	10	0	288	50	17
2000	68	0	0	68	0	14
2001	191	75	0	266	0	10
2002	164	0	0	164	0	8
2003	14	0	0	14	0	8
2004	40	0	0	40	20	6
2005	226	0	0	226	0	8
2006	185	50	0	235	4	18
Total	2,061	232	70	2,363	74	119

Source: Year End Landowner Reports to Maine Forest Service, 2007 (Note: to protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the town).

In addition to timber harvesting, harvesting of balsam fir tips (brush) for wreath production is a major use of the Lubec woodlands. Heavy cutting of timber is sometimes used as a method to increase the economic productivity of woodlands for brush used in wreath-making.

PROTECTION OF FOREST AND FARMLAND

The Town of Lubec does not have protective zoning for farm or forestland, however a variety of programs provide financial incentives for landowners to keep land undeveloped and managed for long term productivity. They include the following:

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

Eligible parcels in the farmland program must be at least five contiguous acres, utilized for the

production of farming, agriculture or horticulture activities and show gross earnings from agricultural production of at least \$2,000 (which may include the value of commodities produced for consumption by the farm household) during one of the last two years or three of the last five years.

According to municipal records, there is one parcel currently enrolled in farmland current use taxation in Lubec. (9 parcels covering 737 acres were listed under this program in 1991).

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

In 2008, Lubec had 29 parcels covering 2,090 acres of land enrolled in open space programs. This represents an area equal to approximately 8% of Lubec's land area. The majority of parcels enrolled in open space are shorefront properties; there are notable concentration of open space parcels in the Bailey's Mistake/Boot Head area and around South Bay and Straight Bay. (This represents an increase of 160% over the 801 acres listed under the Open Space program in 1991).

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

According to municipal records for fiscal year 2008, Lubec had 52 parcels covering an area of 4,600 acres enrolled in tree growth tax status. This is an area equal to approximately 25% of the forestland in Lubec, and nearly 20% of the total land area. Parcels enrolled in tree growth are widely distributed throughout Lubec, with the greatest concentration in forested areas south of Route 189 and west of the South Lubec Road. (This represents an increase of 290% over the 1,170 acres listed under the Tree Growth program in 1991).

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

In addition farm operators and forestland owners from Lubec participate in soil and water conservation programs through the local NRCS office. Although no official statistics exist for Lubec, the Town is aware of several additional parcels have come under active management for farmland and forestry products in recent years.

Farmland and forestland in Lubec are currently adequately protected through current use taxation. Any future land use regulation should continue to permit productive forestry and agriculture operations such as road-side stand, greenhouses, and pick-your-own operations.

Existing Policies regarding Agricultural and Forest Resources

Town policies relative to natural resources as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table E-4. AGRICULTURAL & FORESTRY POLICIES FROM THE 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to protect its limited agricultural and forest resources from incompatible development.	<i>This policy should be continued with the word “from incompatible development” stricken.</i>
It is the policy of the Town of Lubec to encourage sound agricultural and forest practices through appropriate land use ordinances and planning.	<i>This policy continues to align with municipal goals and should be maintained.</i>
Implementation Strategies	Notes
Inform owners of agricultural and forest lands of the existing State programs which tax such properties at lower rates based on their use and yield of their resale value.	<i>This implementation strategy continues to align with municipal goals and should be maintained.</i>
Add reference to the Maine Forest Service’s <i>Erosion & Sediment Control Handbook for Maine Timber Harvesting Operations Best Management Practices, June 1991</i> for forest practices standards and the new state standards for outdoor application of pesticides for agricultural practices, in all appropriate local ordinances.	<i>This implementation strategy no longer aligns with municipal goals and should be discontinued.</i>

Source: Town of Lubec Comprehensive Plan, 1992

Policies and implementation strategies relative to agriculture and forestry are presented at the end of the chapter. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

WATER RESOURCES

A watershed is the land area in which runoff from precipitation drains into a body of water. The boundaries of watersheds, also known as drainage divides, are shown for Lubec on *Map 5: Water Resources*. Lubec is divided among several small coastal watershed that drain into Cobscook Bay (to the north), Lubec Channel (to the east) and Grand Manan Channel (to the south). There are no great ponds (lakes) or rivers in Lubec.

The portion of a watershed that has the greatest potential to affect a body of water is its direct watershed, or that part which does not first drain through upstream areas. Anything that can be transported by water will eventually reach and impact the quality of a water body. Development

activities, such as house and road construction and timber harvesting, disturb the land that drains to a lake by streams and groundwater; thus these activities can pollute the watershed.

To assess what portion of Maine's rivers, streams, and brooks meet the goal of the Clean Water Act; MDEP uses bacteriological, dissolved oxygen, and aquatic life criteria. All river and stream waters are classified into one of four categories, Class AA, A, B, and C as defined by legislation. Class AA is the highest classification with outstanding quality and high levels of protection. Class C, on the other end of the spectrum, is suitable for recreation and fishing yet has higher levels of bacteria and lower levels of oxygen. All stream segments in Lubec are identified as Class B, indicating that the water quality is “suitable for the designated uses of drinking water supply after treatment; fishing; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired.” [1985, c. 698, § 15 (new).]

Threats to water quality come from point and non-point discharges. Point source pollution is discharged directly from a specific site such as a municipal sewage treatment plant or an industrial outfall pipe. Point sources are also any pipe that discharges to surface water and therefore includes licensed Overboard Discharge Permits within the town of Lubec. In addition to waste water outfall associated with the Sewerage Treatment Plant, there are currently 7 licensed overboard discharges (see *Map 5: Water Resources*). The town is not aware of any current efforts to monitor water quality, but would support efforts increase monitoring and assessment of local waterways.

Non-point source pollution poses the greatest threat to water quality in Maine communities and Lubec is no exception. The most significant contributing source comes from erosion and sedimentation as well as excessive run-off of nutrients, particularly phosphorus. In excessive quantities phosphorus acts as a fertilizer and causes algae to flourish or “bloom”. Additional contributing factors include animal wastes, fertilizers, sand and salt storage, faulty septic systems, roadside erosion, dirt roads, leaking underground storage tanks, and hazardous substances. The most significant source of non-point source pollution identified in the 1992 Comprehensive Plan was the Lubec Landfill, which is no longer in operation. It is not known to what extent each of the various sources of non-source point pollution currently affects water quality in Lubec.

One issue that affects local water quality is that the new sewerage system is not fully segregated from surface drainage. There have been some overflows associated with recent rain event. The Town should continue to identify places where the surface water system continued to be integrated with the sewerage system and address those issues as they arise.

In order to maintain the high level of water quality presently observed in Lubec, the town should ensure that future land use ordinances incorporate stormwater run-off performance standards consistent with the Maine Stormwater Management Law and Stormwater Rules and other applicable state regulations. The Town works to minimize the impacts of road construction and

maintenance on water quality, but should formally adopt water quality protection practices for the construction and maintenance of public roads.

Shorelands and Floodplains

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

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

The 100-year floodplains within Lubec have been identified by the Federal Emergency Management Agency (FEMA) for administration of the Federal Flood Insurance Program. A 100-year flood is a flood that has 1 chance in 100 of being equaled or exceeded in any 1-year period. One hundred year floodplains are associated with most of the mainland coastline of Lubec, several interior wet areas, and all of the coastal islands. See *Map 3: Topography and Flood Zones*. Lubec has adopted a Flood Hazard Ordinance that includes construction standards to minimize flood damage within the 200-year floodplain.

Wetlands

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

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

Riparian areas also offer habitat for many plants and animals and can serve as wildlife travel corridors. Some wetlands have important recreational and educational value providing opportunities for fishing, boating, hunting, and environmental education. Planning efforts should

take into account the constraints of these areas.

The Maine DEP has identified wetlands located within Lubec, as illustrated on *Map 5: Water Resources*. These wetlands were identified as wetlands by aerial photo interpretation. Interpretations were confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The Maine DEP has jurisdiction over freshwater and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act and the Mandatory Shoreland Zoning Law provides protection to mapped non-forested wetlands. It is also important to verify wetland extent for specific development proposals as aerial photography interpretation and field spot samples are educated guesses and random samples. Review by wetland professionals should be encouraged when the need arises.

Vernal pools are natural, temporary to semi-permanent water bodies that occur in shallow depressions. Typically, vernal pools fill with water during the spring or fall and become dry during summer months. The presence of breeding amphibians in vernal pools contributes significantly to healthy forests ecosystems both as a protein-rich food source for many species; and because of the effect that amphibians associated with vernal pools have on controlling insect species known to attack the roots of maturing timber.

Detailed mapping of significant vernal pool habitat is not currently available. Significant vernal pools may exist both within and outside the boundaries of the shoreland zone. Classification of vernal pools as significant is made in the field based on the documented presence of at least one of four indicator species: wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*Ambystoma laterale*), and fairy shrimp (*Eubbranchipus sp.*); or use of the pool by threatened or endangered species. DEP encourages landowners who are unsure as to the status or presence of a vernal pool on their property to seek the advice of a trained wetland or wildlife ecologist early in the permitting process. The classification of vernal pools can change based on the continued absence of indicator species (or the presence of indicator species in pools where they were previously absent).

Groundwater - Sand and Gravel Aquifers

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

The Maine Geological Survey has identified limited sand and gravel aquifers within Lubec and shown on *Map 5: Water Resources*. Mapped aquifers with the potential yields of greater than 10 gallons per minute are located in the vicinity of the Lubec Water District's existing wells.

Map 5: Water Resources can be used to identify surface sites that are unfavorable for storage or disposal of wastes or toxic hazardous materials. It is important to protect groundwater from

pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Most aquifer and surface water contamination comes from non-point sources including faulty septic systems, road salt leaching into the ground, leaking above ground or underground storage tanks, auto salvage yards, and landfills.

According to the Maine Department of Human Services, Bureau of Health, Division of Health Engineering, Drinking Water Program there are three Public Water Supply Sources in Lubec. The risk assessment matrix prepared by the Maine Drinking Water Program (summarized in Table E-5, below) reflects existing acute contamination of the community water supply owned by Lubec Water District (positive coliform test); and indicates a high potential for future chronic contamination to the community water supply due to lack of legal control over the well head protection area (WHPA) and 2500' Phase II/V Waiver Radius. To protect against future chronic contamination the town and/or water company should pursue means to secure this control through easements and/or land acquisition.

Table E-5 RISK ASSESSMENT MATRIX FOR PUBLIC WATER SUPPLIES

Risk of Contamination due to:	Lubec Water District (Well #1)	Lubec Water District (Well #2)	Lubec Water District (Well #4)
<i>Well type and site geology</i>	High: Positive coliform test; well type: spring	Moderate: Gravel well, overburden thickness 35'	Moderate: Gravel well, overburden thickness 68'
<i>Existing risk of acute contamination</i>	High: Positive coliform test.	High: Positive coliform test.	High: Positive coliform test.
<i>Future risk of acute contamination</i>	Low	Low	Low
<i>Existing risk of chronic contamination</i>	Moderate: 5 potential sources of chem.. contamination in WHPA	Moderate: 5 potential source of chem. Contamination in WHPA	Moderate: 5 potential source of chem.. contamination in WHPA
<i>Future risk of chronic contamination</i>	High: Lack of legal control for entire WHPA & 2500 Phase II/V Waiver Area.	High: Lack of legal control for entire WHPA & 2500 Phase II/V Waiver Area.	High: Lack of legal control for entire WHPA & 2500 Phase II/V Waiver Area.

Source: Maine Drinking Water Program 2003

Existing Policies regarding Water Resources

Town policies relative to water resources as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table E-6. WATER RESOURCES POLICIES FROM THE 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to preserve and protect surface water and groundwater resources, through municipal ordinances and enforcement of State laws.	<i>This policy continues to align with municipal goals and should be maintained.</i>
It is the policy of the Town of Lubec to encourage a clearer and less encompassing regulatory definition of the word wetland and substantial reduction in the amount of land in Lubec classified as wetland for regulatory purposes.	<i>This policy is felt to be impractical and should be discontinued.</i>
It is the policy of the Town of Lubec to participate actively in appropriate regional programs to preserve and protect the area’s water resources.	<i>This policy continues to align with municipal goals and should be maintained.</i>
Implementation Strategies	Notes
Inform shoreland homeowners about the effects of failing septic systems on water quality.	<i>This implementation strategy continues to align with municipal goals and should be maintained.</i>
Request the plumbing inspector to inspect shoreland septic systems with dye tests, noting which systems fail to meet acceptable standards.	<i>Not implemented on town-wide bases. Town does perform dye tests when requested. Not recommended to be continued.</i>
Apply for the DEP Program which helps finance the replacement of private site standard septic systems.	<i>This policy continues to align with municipal goals and should be maintained.</i>
Require as a condition of approval that all conversions of seasonal to year-round homes have their subsurface sewage disposal systems in compliance with State Plumbing Code.	<i>Town does typically issue permits for conversion from seasonal to year round use.</i>

Source: Town of Lubec Comprehensive Plan, 1992

Policies and implementation strategies relative to water resources are presented at the end of the chapter. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

CRITICAL NATURAL RESOURCES

Wildlife Habitats

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

Lubec is home to diverse array of wildlife, including one of the densest congregations of bald eagle nesting sites on the east coast. Bald eagles (*Haliaeetus leucocephalus*) are plentiful and nest on several islands. Just offshore, common eiders (*Somitaria mollissima*) gather in large rafts while great blue herons (*Ardea herodias*) and several species of shorebirds grace the tidal flats

and marshes. On the ledges off the outer islands large numbers of harbor seals (*Phoca vitulina*) frequently haul out to bask in the sun.

Essential Wildlife Habitats - Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened Species in Maine and with may require special management considerations". These sites are identified by the Maine Department of Inland Fisheries and Wildlife (MDIFW). In summary, any project within the Essential Habitat that requires a state or municipal permit, or uses public funding, requires IF&W review. This currently no essential habitat identified in Lubec.

Significant Wildlife Habitat - Significant Wildlife Habitat, as defined by Maine's Natural Resources Protection Act (NRPA), is intended to prevent further degradation of certain natural resources of state significance. NRPA-defined Significant Wildlife Habitats in Lubec are illustrated on *Map 6: Critical Habitat* and include shorebird habitat, tidal waterfowl/wading bird habitat, inland waterfowl/wading bird habitat and seabird nesting habitat.

Rare Animals - In addition to Essential and Significant Habitat, MDIFW tracks the status, life history, conservation needs, and occurrences for species that are endangered, threatened or otherwise rare. Lubec supports habitat for one species that is of special concern in Maine. Crowberry Blue (*Lycaeides idas empetri*) is a species of butterfly that is listed as a species of special concern in Maine. The only known distribution of Crowberry Blue in the US is in Washington County; Crowberry blue has been documented in Quoddy Head State Park (see *Map 6: Critical Habitat*). As a special concern species, Crowberry Blue is believed to be vulnerable and could easily become threatened or endangered, however it is not protected by endangered species statutes and has no special legislative protection at this time. The only recorded observance of Crowberry blue in Lubec occurred in Quoddy Head State Park in an area managed for its habitat value.

Other Habitat - According to MDIFW, Lubec has a very high concentration of bald eagle nest sites (See *Map 6: Critical Habitat*). Land within ¼ mile of the bald eagle nest site is important habitat for bald eagles. Since the de-listed of bald eagles, this habitat is no longer considered "Essential Habitat," but the Town may want to consider the impacts of development in these areas on existing, healthy breeding population of bald eagles..

Maine Natural Areas Program

The Natural Areas Program of the Maine Department of Conservation is responsible for documenting areas that support rare, threatened, or endangered plant species and rare or exemplary natural communities. The Maine Natural Areas has identified a number of significant natural communities in Lubec including coastal plateau bog ecosystems, crowberry – bayberry headlands, a bluejoint meadow, exemplary maritime spruce-fir forests. Areas listed under the Maine Natural Areas Program do not subject to special regulatory protection; however all areas

listed under the Maine Natural Areas Program in Lubec are currently held in conservation by the State of Maine or private land conservation groups.

NATURAL RESOURCE PROTECTION

There are a variety of municipal, state and federal laws and legal incentives that protect natural resources in Lubec. Those of greatest significance are summarized below. Municipal, state and federal authorities often overlap in the same geographic space. The regulation of certain activities may require the involvement of multiple agencies at multiple levels of government. The following summary is adapted from the summary of local, state and federal authority over harbor, near-shore and off-shore waters in the Taunton Bay Study (2006). Existing regulations are currently sufficient to protect the community's critical natural resources.

In addition to municipal, state and federal regulations a variety of non-regulatory measures protect critical natural resources in Lubec. These include voluntary land conservation, tax incentive programs, and public outreach around natural resource protection issues.

Municipal Programs and Authorities

Under home rule authority, a town may assume certain regulatory powers. However, local ordinances and regulations cannot conflict with applicable federal or state statutes or regulations. In some cases, the state or federal government has expressly delegated authority to local governments to enact more stringent standards (such as a number of environmental laws). In the near shore environment, primary municipal programs and authorities include:

- **Land use ordinances/zoning** – Municipalities have broad authority under home rule provisions to regulate land use, through local zoning and subdivision ordinances, etc. The Mandatory Shoreland Zoning Act requires all municipalities to establish zoning ordinances for land within 250 feet of great ponds, rivers, tidal areas, and freshwater and coastal wetlands. Local ordinances may be more restrictive, but not less restrictive than the state model ordinance. Shoreland zoning ordinances may also regulate aspects of structures which extend into and over the water (e.g. size, height, consistency with existing use and character), including boat ramps, piers, docks, and floats.
- **Harbor management** – Municipal harbor masters have authority for the issuance and siting of moorings, the designation of open, convenient channels for the passage of vessels, and the establishment of anchorages.
- **Soft shell clam ordinances** - Towns may establish local ordinances regulating the harvest of soft shell clams. ME DMR regulations detail the standards that local shellfish ordinances must meet in order to be approved.
- **Intertidal leases** – A municipality that has established a shellfish conservation program may issue a municipal shellfish aquaculture permit to a person for the exclusive use of shellfish in a designated area in the intertidal zone to the extreme low water mark, for the purpose of shellfish aquaculture.

Lubec has adopted minimum shoreland standards, as required by the State Mandatory Shoreland

Zoning Act. Surface waters in Lubec are also protected through the Plumbing Code and state mandated Subdivision Regulations. As noted above, Lubec also has an updated Flood Hazard Ordinance to protect the marine waterfront by restricting building to reduce flood damage and other problems. Lubec is currently in the process of revising its Shoreland Zoning ordinance.

Maine State Agency Regulatory Programs and Authorities

In Maine, the inner boundary of state ownership is the mean low water mark, unless the State owns the adjacent shorelands. Maine common law, derived from the Massachusetts Colonial Ordinance of 1641-7 allows private individuals to own submersible lands that lie between the mean high and mean low tide lines. The public, however, has certain rights of use in this intertidal area, including rights of fishing and navigation. The Submerged Lands Act sets the outer boundary of State waters at 3 nautical miles from the coastline.

Department of Marine Resources (DMR)

- **Fisheries management** – DMR has primary authority for the management of state water marine fisheries. Several species have advisory/management councils that provide recommendations to the Commissioner – the most well known are the seven lobster zone councils. For those species for which the fishery extends into federal waters and/or into adjacent states, DMR works with NOAA Fisheries (NMFS), the New England Fisheries Management Council (NEFMC), the Mid-Atlantic Fisheries Management Council (MAFMC), and the Atlantic States Marine Fisheries Commission (ASMFC) to coordinate federal, state, and interstate management of such species.
- **Aquaculture leasing and monitoring** – DMR has responsibility for evaluating finfish and shellfish lease applications, and monitoring environmental impacts of aquaculture operations in State waters.
- **Shellfish toxin monitoring** – DMR’s division of public health oversees the application of the National Shellfish Sanitation Program within Maine. This program keeps molluscan shellfish safe for human consumption by ensuring that a common set of standards are used to classify shellfish growing areas and to handle shellfish when they go to market. The Marine Biotxin Monitoring Program uses the standards outlined in the NSSP to monitor levels of PSP (“red tide”) and other marine biotoxins. When toxin is found at unacceptable levels, closures to the harvest of shellfish are implemented
- **Anadromous fish restoration** - Major restoration activities include the operation of fishways and traps to collect fish on their upstream spawning migration and transport them to upriver spawning areas. DMR also works closely with hydroelectric dam owners to provide for installation of fish passages to carry fish upstream to spawning areas and safely pass seaward migrating adults and juveniles downstream around hydropower turbines.
- **Coastal permit review** - DMR is responsible for environmental impact reviews on projects seeking leases on publicly owned submerged and/or intertidal lands, and permits issued by DEP and LURC. DMR consults with federal resource and regulatory agencies on these issues, as well as reviewing and commenting on municipal comprehensive plans which may affect marine, estuarine and riverine resources.

Department of Environmental Protection (DEP)

DEP’s role in the near-shore marine environment centers around water quality protection through the regulation of discharges – both from vessels and shore based facilities.

Discharges from vessels –

- **Marine Sanitation Devices** - Under the Clean Water Act (Section 312), vessels with installed toilet facilities and operating on the navigable waters of the U.S. must contain operable marine sanitation devices (MSDs) certified as meeting standards and regulations promulgated under section 312.
- **Pump-out Program** - For vessels without MSDs, DEP manages the pump-out program in Maine. DEP administers the grant program for the installation and maintenance of holding tank pump-out stations in coastal areas.

- **Commercial Passenger Ships** - Maine recently enacted Chapter 650, which specifies a number of requirements applicable to commercial passenger vessels (cruise ships). It provides for future rulemaking and issuance of a general permit for the discharge of graywater, and mixtures of graywater and blackwater, from large commercial passenger vessels.
- **No Discharge Zones** - Section 312 also allows establishment of zones where discharge of sewage from vessels is completely prohibited. The process requires DEP to make an application to the EPA for a specific area. An application for Casco Bay is currently in development.

Other discharges -

- **Combined sewer overflows (CSOs)** occur during storm events when a mixture of wastewater and stormwater runoff overflows the combined sewer collection system before receiving treatment at a licensed wastewater treatment facility. These discharges of diluted untreated wastewater violate both State and Federal water pollution laws. Municipalities or Sewer Districts that have CSOs are required to license them with DEP. License requirements direct these communities to evaluate their CSO problems and determine cost effective solutions to abate them.
- **Overboard discharge** is the discharges of sanitary waste from residential or commercial sources to streams, rivers, bays, and the ocean. All overboard discharges must be approved by the DEP.
- **National Pollution Discharge Elimination System (NPDES)** - Following Maine's authorization by the EPA in 2001, the State became the primary NPDES authority and point of contact for most wastewater discharge sources in Maine. State issued permits under the NPDES program are known as MEPDES or Maine Pollutant Discharge Elimination System permits.
- **Stormwater Management** - The Maine Stormwater Program includes the regulation of stormwater under two core laws: The Site Location of Development law (Site Law) and Stormwater Management Law.
- **Erosion and Sedimentation Control** - Under the Erosion and Sediment Control Law, activities that involve filling, displacing, or exposing soil must be conducted to prevent unreasonable erosion of soil or sediment beyond the project site or into a protected natural resource.
- **Site Law** - Large developments considered to be of state or regional significance or of a type that may substantially affect the environment are required to obtain a Site Location of Development Permit.
- **Issuance of permits under the Natural Resources Protection Act** - Permits are required for certain activities (1) in, on, or over a protected natural resource and (2) on land adjacent to any great pond, river, stream or brook, coastal wetland and freshwater wetlands that may cause material or soil to be washed into those resources. DEP is responsible for issuing permits for specific activities up to 75' inland from the high water line, and up to 3 miles seaward.
- **Classification of Maine waters** - DEP establishes water quality goals for the State. Class SA is the highest classification of estuarine and marine waters. This classification is applied to waters that are outstanding natural resources and that should be preserved because of their ecological, social, scenic, economic or recreational importance. By law, Class SA waters shall be of such quality that they are suitable for the designated uses of recreation in and on the water, fishing, aquaculture, propagation and harvesting of shellfish, and navigation and as habitat for fish and other estuarine and marine life.
- **Watershed Management** is an approach to protecting water quality and quantity that focuses on a whole watershed. This is a departure from the traditional approach of managing individual wastewater discharges, and is necessary due to the nature of polluted runoff, which in most watersheds is the biggest contributor to water pollution.
- **Nonpoint Source Water Pollution Control Grants** – DEP provides grants to prevent or reduce nonpoint source pollutant loadings entering water resources so that beneficial uses of the water resources are maintained or restored
- Provide technical assistance to municipalities for the adoption, administration and enforcement of shoreland zoning ordinances.

Department of Conservation (DOC) Bureau of Parks and Lands (BPL) and Land Use Regulation

Commission (LURC)

- Submerged lands leasing – BPL has authority to lease state-owned submerged lands for erection of permanent or seasonal structures and other activities, such as construction of wharves and marinas, dredging and filling (the exception is aquaculture leases, which are handled by DMR). Structures located on submerged land require a lease or easement when the existing use is being changed, or the size of an existing structure is being changed. A lease or easement is also required for new structures that will be permanent, or for new seasonal structures larger than 2,000 square feet and used for commercial fishing related purposes or larger than 500 square feet for any other purpose. Lease or easements are also required for pipelines, utility cables, outfall/intake pipes, and dredging. To qualify for a lease or easement, the proposed use cannot have adverse impacts on access to or over the waters of the State, the public trust rights (fishing, fowling and navigation), and/or services and facilities for commercial marine activities.

Department of Inland Fish & Wildlife (IF&W)

- **Manage populations, habitats and consult on impacts of development** for coastal seabirds (including Endangered & Threatened seabirds and Bald Eagles under the Maine Endangered Species Act)
- **Fund and develop** recreational public access
- **Partner** with other state and federal agencies in oil-spill response programs
- **Manage** sea-run brook, brown and rainbow trout fisheries Atlantic Salmon Commission (ASM)
- **Atlantic salmon** - protect, conserve, restore, manage and enhance Atlantic salmon habitat, populations and sport fisheries within historical habitat in all (inland and tidal) waters of the State of Maine.

Maine State Planning Office, Maine Coastal Program (MCP)

- **Coastal Zone Management** – Maine has a federally approved Coastal Zone Management Plan (CZMP), and may therefore review any federal activities (either projects proposed by a federal agency or licensed or permitted by a federal agency) for consistency with the enforceable policies of the CZMP (the core laws). The core laws involve regulated activities such as wetland alteration, pollution discharge and dredging/dredge material disposal, both in organized and unorganized territories.

Maine Department of Transportation (DOT)

- **Shipping (cargo ports)/Ferries**
- **Surface Water Quality Protection Program (SWQPP)** - The purpose of this program is (1) to identify surface water bodies (lakes, rivers, streams, estuaries, etc.) where water quality is being adversely impacted by runoff from highways, (2) to select and prioritize candidate pollution elimination projects to fund, and (3) to manage the design, development and construction of projects selected for funding.
- **Wetland mitigation** - The Mitigation Unit directs and coordinates compensatory mitigation for impacts to wetland resources caused by transportation projects throughout the State.
- **NEPA Compliance** - DOT develops Environmental Impact Statements (EIS's) and Environmental Assessments (EA's) and Categorical Exclusions (CE's) for most major projects, as required by the National Environmental Policy Act (NEPA).

Federal Agency Regulatory Programs and Authorities

The United States Exclusive Economic Zone (EEZ) extends from the outer boundary of state waters (3 miles) out to 200 miles from shore. However, the federal government's legal authority in navigation, commerce and security extends shoreward into state waters. The federal agencies highlighted below are those that have a role in regulation or review of activities in state waters.

National Marine Fisheries Service (NMFS)

- **Fisheries Management** - Under the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), the U.S. claimed sovereign rights and exclusive fishery management authority over all fish, and all Continental Shelf fishery resources, within the EEZ. Fisheries regulations for federal water species are often developed through the Regional Fisheries Management Councils. However, for some species, the interstate Marine Fisheries Commissions (e.g. ASMFC) may recommend to the Secretary of Commerce that the Secretary adopt federal regulations that reflect state management approaches or incorporate specific state measures.
- **Protected Resource Management** - NMFS administers the Marine Mammal Protection Act, and shares statutory responsibility with the USFWS for the Endangered Species Act.
- **Act as a review agency on coastal projects** which affect living marine resources, including Essential Fish Habitat (EFH) as identified in cooperation with regional Fishery Management Councils.

US Fish and Wildlife Service (USFWS)

- **Act as a review agency on coastal projects** with impacts on resources under their jurisdiction. USFWS has responsibility for National Wildlife Refuges, Endangered and Threatened species, migratory birds, and other natural resources.

Environmental Protection Agency (EPA)

- **Water quality protection and monitoring** - The primary mechanism in the Clean Water Act (CWA) regulating the discharge of pollutants is the NPDES. Under the NPDES, a permit is required from EPA or an authorized state for the discharge of any pollutant from a point source into the waters of the US. Permits may be issued by states following approval of their permit program by EPA (ME's program was approved in 2001); for discharges beyond the territorial sea, EPA is the permit-issuing authority. In ME, as in all delegated states, EPA's role is to assure that state actions meet the requirements of the CWA. This includes review of draft permits prepared by the state, general oversight of program requirements and performance, and review of proposed changes to state laws and rules related to the NPDES program.
- **Disposal Site selection** in cooperation with other state and federal agencies.

US Army Corps of Engineers (USACOE)

- **Jurisdiction over projects located on intertidal or submerged land** through issuance of permits authorizing activities in or affecting navigable waters of the U.S., and adjacent wetlands, including the discharge of dredged or fill material, and the transportation of dredged material for the purpose of dumping it into ocean waters. This requires consultation with other federal agencies, including NMFS and USFWS, and frequently involves consultation with state agencies.
- **Navigation Project Development and Maintenance**, including maintenance dredging of channels and anchorages, construction and maintenance of breakwaters.
- **Disposal Site Selection and Monitoring**

US Coast Guard (USCG)

- **Navigational issues** – placement and maintenance of navigational aids, permitting of bridges and consultation with the ACOE on other activities that have the potential to impact navigation.
- **Boating safety/Search and rescue**
- Federal Energy Regulatory Commission (FERC)
- **Regulation of the interstate transmission of natural gas, oil, and electricity.** FERC also regulates natural gas and hydropower projects.

PUBLIC AND CONSERVED LANDS

In addition to local, state and, federal regulations and tax incentive programs, critical natural resources in Lubec are also protected through public and private land conservation. Protection of critical natural resource can help advance town policies in relative access for outdoor recreation,

protection of forestry and farmland and protection of public water sources. All of the areas in Lubec listed under the Maine Natural Areas Program are currently held in conservation (see *Map 6: Habitat*). In addition many areas listed as essential or significant wildlife habitat are held in conservation – including the Razor Island, the only identified Seabird Nesting Island in Lubec.

At the same time as public and private conservation efforts can advance certain town policies, the Town of Lubec has concerns over the fiscal impact that land conservation has on the Town of Lubec. Particularly given the relatively large area of land already in held in conservation or listed as open space, the Town of Lubec requests that land owners, state agencies, land trusts and others making significant conservation decisions in Lubec meet with the town to discuss the potential social and economic impact of further conservation; to identify strategies to maximize the public benefit of conservation for local residents; and to identify strategies that will mitigate any adverse impacts.

SCENIC RESOURCES

Scenic resources contribute significantly to quality of life in Lubec. The 1992 Comprehensive Plan identified West Quoddy Head Light and Lubec Channel Light (a/k/a the Sparkplug Light) as the two most prominent structures of visual significance in the town. Scenic resources in Lubec also include historic farmlands, pristine coastal islands, and a varied shoreline with rocky headlands, protected bays, and extensive inter-tidal areas.

In the summer of 2010, Washington County Council of Governments and Hancock County Planning Commission conducted an inventory of scenic viewsheds in coastal Hancock and Washington counties. The inventory, which focused on scenic areas visible from public view points such as are roadways, trails and public lands, identified seven scenic areas located wholly or mostly in the Town of Lubec, as summarized below. Full results of the scenic inventory are available online at www.wccog.net/scenic.htm.

Most of Lubec's most significant scenic resources enjoy some level of protection through a combination of shoreland zoning, conservation easements (especially on coastal islands), and current use taxation. More than half of respondents to the Community Survey felt that protection of scenic resources in Lubec is at least adequate.

Table E-7. SCENIC AREAS IN LUBEC

Scenic Area	Description
Bailey's Mistake (Assessment Score: 69)	Bailey's Mistake scenic area is located near the border of Trescott and Lubec, encompassing the area around a small embayment by the same name. This scenic area includes an enclosed cove with used by numerous fishing vessels. Scenic features in the foreground include tidal marsh, small coastal islands, and crescent shaped, cobble beach. Headlands at Jim's head and Bolch Head frame views of Grand Manan Island in the distance. The scenic area's name derives from a ship captain who supposed mistook the cove for the Lubec Narrows. Views are primarily from public roadways with short filtered views along Route 191; and more sustained views along the Boot Cove Road.
Hamilton Cove (Assessment Score: 77)	Hamilton Cove scenic area is located within a coastal preserve in the town of Lubec. This scenic area includes a small cobble beach, undeveloped coastline, rocky headlands and dramatic views across Grand Manan Channel. Fishing vessels are often present near shore. The area is frequented by shorebirds; and whales can often be seen from shore. The cove itself is not visible from the road, but there are views from trails, a view platform and the cobble beach. Hamilton Cove scenic area is contained within a preserved owned by Maine Coast Heritage Trust.
Johnson Bay (Assessment Score: 75)	Johnson Bay scenic area is located in the town of Lubec, encompassing views of Johnson Bay from downtown Lubec, Route 189 and the North Lubec Road. The scenic area includes Lubec's downtown, highly configured shoreline around the bay, numerous small coastal islands, and an active fishing harbor. From the State Boat Launch at the end of Water Street, numerous fishing boats are visible in the foreground with coastal islands, the City of Eastport and view up Passamaquoddy Bay in the mid- and background. There are a numerous short views from Route 189 and the North Lubec Road.
Lubec Channel (Assessment Score: 76)	The Lubec Channel scenic area is located between the historic downtown and West Quoddy Head in the town of Lubec. Lubec Channel is subject dramatic tidal variation. Extensive tidal flats, marshes and the Lubec Sand Bar draw birders from across the country. Scenic features visible in the mid-ground include Lubec Channel Light (a/k/a "the Spark Plug") and Lubec's historic downtown. There are both short and sustained views from public roads on three sides of the channel. Other public view points include trails at Mowry Beach and Roosevelt International Park (New Brunswick); and public access to the shore at Lubec Sand Bar.
Morong Cove (Assessment Score: 68)	Morong Point scenic area encompassing the area in and around Morong Cove Wildlife Management Area, located off Crow's Neck Road in the town of Lubec. The area includes numerous trails through former farmland. Mature forests and apple orchards provide excellent habitat woodland species. Wildlife (notably including deer, grouse and bald eagles among many other species) are common. Scenic views of enclosed coves along Straight Bay can be accessed by on foot. The Wildlife Management Area is owned and managed by the Maine Department of Fish and Wildlife.
North Lubec (Assessment Score: 68)	North Lubec scenic area is located on Seward's Neck along the North Lubec Road in the town of Lubec. This scenic area includes a cluster of historic buildings in North Lubec. A scenic pull-out looks out on Roger's Island and across Johnson's Bay to downtown Lubec. Historic buildings within the scenic area include homes and a former store building. In addition to the scenic pull-out, short, filtered views can be had from the North Lubec Road. Public land within the scenic area included Rogers Island which is owned by the Town of Lubec and managed for bird habitat.
West Quoddy Head (Assessment Score: 81)	West Quoddy Head scenic area is located in the town of Lubec, encompassing West Quoddy Head State Park and nearby areas. This scenic area includes dramatic views across the eastern Bay of Fundy to Grand Manan Island. Marine life in the form of whales and seals are not uncommon in the area as well as many species of birds. The scenic areas also include numerous walking trails providing access to exemplary natural communities including coastal spruce forests and raised bogs. There are a handful of scenic features in the foreground, most notably including West Quoddy Head Lighthouse. This scenic area is culturally significant because it is the easternmost point in the United States. Public views are primarily from trails and scenic overlooks in the State Park. There are a few short views from public roadways.

Existing Policies regarding Critical Natural Resources

Town policies relative to critical natural resources as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table E-8. CRITICAL NAT. RESOURCES POLICIES FROM THE 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to vigorously resist the acquisition of additional land or interest in land by the state and federal government and by state and national environmental groups which are not supported by in-depth environmental, social and economic impact statements and by the landowners involved.	<i>The Town of Lubec continues to be concerned by the effect of land conservation and current use taxation on the municipal tax base. This strategy should be amended to read: “It is the policy of the Town of Lubec to requests that land owners, state agencies, land trusts and others making significant conservation decisions in Lubec meet with the town to discuss the potential social and economic impact of further conservation; to identify strategies to maximize the public benefit of conservation for local residents; and to identify strategies that will mitigate any adverse impacts.”</i>
Implementation Strategies	Notes
Encourage the identification, mapping and registry of any and all sites which may be eligible for the State Critical Areas and/or Natural Heritage Programs, and encourage the continued inventory of fish and wildlife resources by the Department of Inland Fisheries and Wildlife.	<i>This implementation strategy continues to align with municipal goals and should be maintained.</i>
Regulate incompatible development in significant Critical Areas, through Resource Protection zoning as outlines in the Land Use Plan: include identified critical natural areas identified by the Department of Inland Fisheries and Wildlife, the Critical Areas Program and the Natural Heritage Program in the Towns Resource Protection District.	<i>This implementation strategy continues to align with municipal goals and should be maintained.</i>
Encourage public and private educational activities which enhance the understanding of and aesthetic appreciation of Lubec’s identified Critical Natural Resources.	<i>This implementation strategy continues to align with municipal goals and should be maintained.</i>

Source: Town of Lubec Comprehensive Plan, 1992

Policies and implementation strategies relative to critical natural resources are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES & IMPLEMENTATION STRATEGIES

In order to protect and preserve the natural resources within the town of Lubec, the town will continue to update local land use regulations to maintain consistency with the minimum State of Maine requirements. The Town has adopted shoreland zoning regulations which protect the lakes, ponds, wetlands and aquifers within the borders of Lubec. The town has developed the following policies and implementation strategies to further protect and preserve the natural resources:

Goal: Lubec will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
Critical Natural Resources			
The Town of Lubec requests that land owners, state agencies, land trusts and others making significant conservation decisions in Lubec meet with the town to discuss the potential social and economic impact of further conservation; to identify strategies to maximize the public benefit of conservation for local residents; and to identify strategies that will mitigate any adverse impacts.	Inform land trusts and State agency actively involved in land conservation projects in Lubec of the Town’s request to assess the potential social and economic impact of further conservation projects on the Town.	Selectmen	Immediate
Conserve critical natural resources in the community.	Encourage the identification, mapping and registry of any and all sites which may be eligible for the State Critical Areas and/or Natural Heritage Programs, and encourage the continued inventory of fish and wildlife resources by the Department of Inland Fisheries and Wildlife.	Planning Board	Short-term (1- 2 years)
	Regulate incompatible development in significant Critical Areas, through Resource Protection zoning as outlines in the Land Use Plan: include identified critical natural areas identified by the Department of Inland Fisheries and Wildlife, the Critical Areas Program and the Natural Heritage Program in the Towns Resource Protection District.	Planning Board	Short-term (1- 2 years)
	Adopt natural resource protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community’s officials, employees, and contractors.	Planning Board	Short-term (1- 2 years)

Goal: Lubec will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Incorporate maps and information provided by the Maine Beginning with Habitat program into the Planning Board review process.	Planning Board	Short-term (1- 2 years)
	Encourage public and private educational activities which enhance the understanding of and aesthetic appreciation of Lubec's identified Critical Natural Resources.	Selectmen	On-going
	Amend local shoreland zone standards to meet current state guidelines.	Planning Board	Short-term (1- 2 years)
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen	On-going
	Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations	Selectmen	On-going
Water Resources			
Preserve and protect surface water and groundwater resources, through municipal ordinances and enforcement of State laws.	<ol style="list-style-type: none"> 1. Amend land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: <ol style="list-style-type: none"> a. The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and 06-096 CMR 500 and 502). b. DEP's allocations for allowable levels of phosphorus in lake/pond watersheds. c. The Maine Pollution Discharge Elimination System Stormwater Program 	Planning Board	Short-term (1- 2 years)
	Update the floodplain management ordinance to be consistent with state and federal standards.	Planning Board	Short-term (1- 2 years)
	Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Short-term (1- 2 years)
	Enact public wellhead and aquifer recharge area protection mechanisms, as necessary.	Selectmen	Medium-term (3 - 5 years)
	Provide water quality "best management practices" information to farmers and loggers.	Selectmen	On-going
	Adopt water quality protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees and contractors.	Planning Board	Short-term (1- 2 years)
Participate in appropriate regional programs to preserve and protect the	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen	On-going

Goal: Lubec will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
area's water resources.			
	Inform shoreland homeowners about the effects of failing septic systems on water quality.	CEO	On-going
	Apply for the DEP Program which helps finance the replacement of private site standard septic systems.	Selectmen	On-going
Agricultural and Forest Resources			
Protect Lubec's limited agricultural and forest resources.	Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	Planning Board	As necessary
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	As necessary
	Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	Planning Board	Short-term (1- 2 years)
	Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Planning Board	Short-term (1- 2 years)
Encourage sound agricultural and forest practices through appropriate land use ordinances and planning.	Inform owners of agricultural and forest lands of the existing State programs which tax such properties at lower rates based on their use and yield of their resale value.	CEO, Assessor	On-goin
	Permit activities that support productive agriculture and forestry operations, such as road-side stands, greenhouses, and pick-your-own operations.	Planning Board	Short-term (1- 2 years)
	Include agriculture and commercial forestry operations in local or regional economic development plans.	Selectmen	On-going

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MAP 3: Topography & Steep Slopes

Data Sources:
Maine Office of GIS
Garmin GPS Receiver
Universal Transverse
Mercator- Zone 19N
North American Datum- 1983

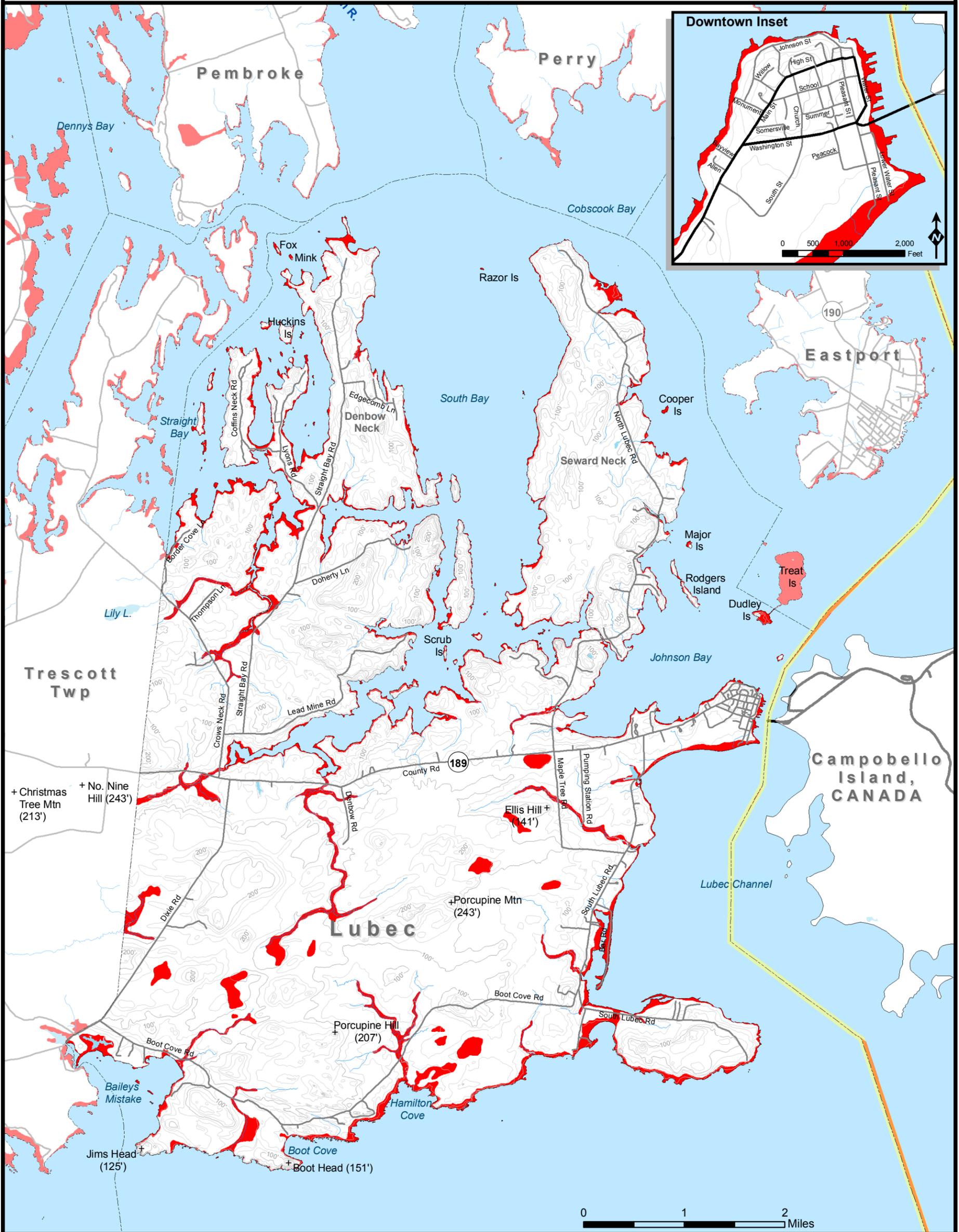
-  State Road
-  Town Road
-  Path/Unpaved Way
-  Perennial Stream
-  International Boundary

ELEVATION

-  Contour lines (20' increment)
-  Contours (100' increments)

FEMA 100-Year Floodplains

-  100-Year Flood Plain



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Washington County, Maine

Data Sources:
 Maine Office of GIS
 Garmin GPS Receiver
 Universal Transverse
 Mercator- Zone 19N
 North American Datum- 1983

- State Road
- Town Road
- Path/Unpaved Way
- Perennial Stream
- International Boundary

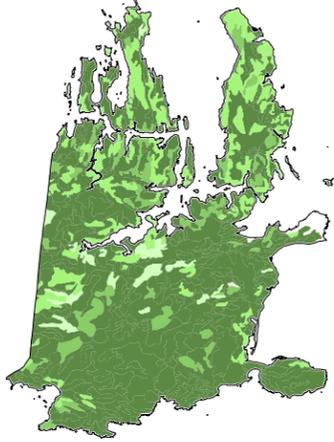
- SOIL SUITABILITY FOR LOW DENSITY DEVELOPMENT**
- Very high
 - High
 - Medium
 - Low
 - Very low

MAP 4: Soils Classification

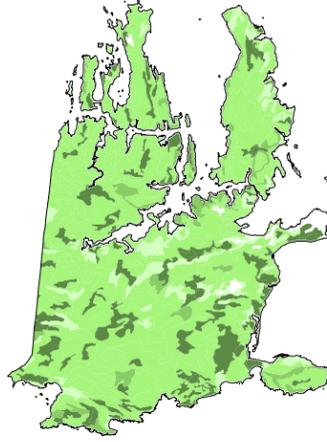
NRCS indices of soil suitability for development predict suitability for development based on soil characteristics that influence cost of construction. Highly rated soils that present the fewest constraints to development appear in light colors on the maps below; darker areas are less suitable to development.

Areas of Prime Farmland

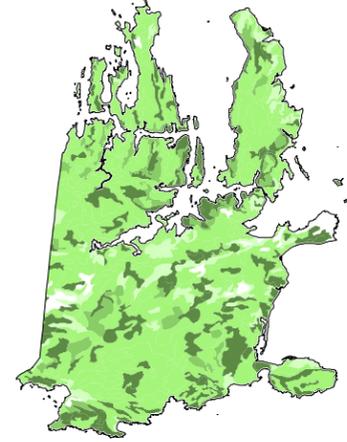
Soil Suitability for Septic System Development



Soil Suitability for Development of New Roads

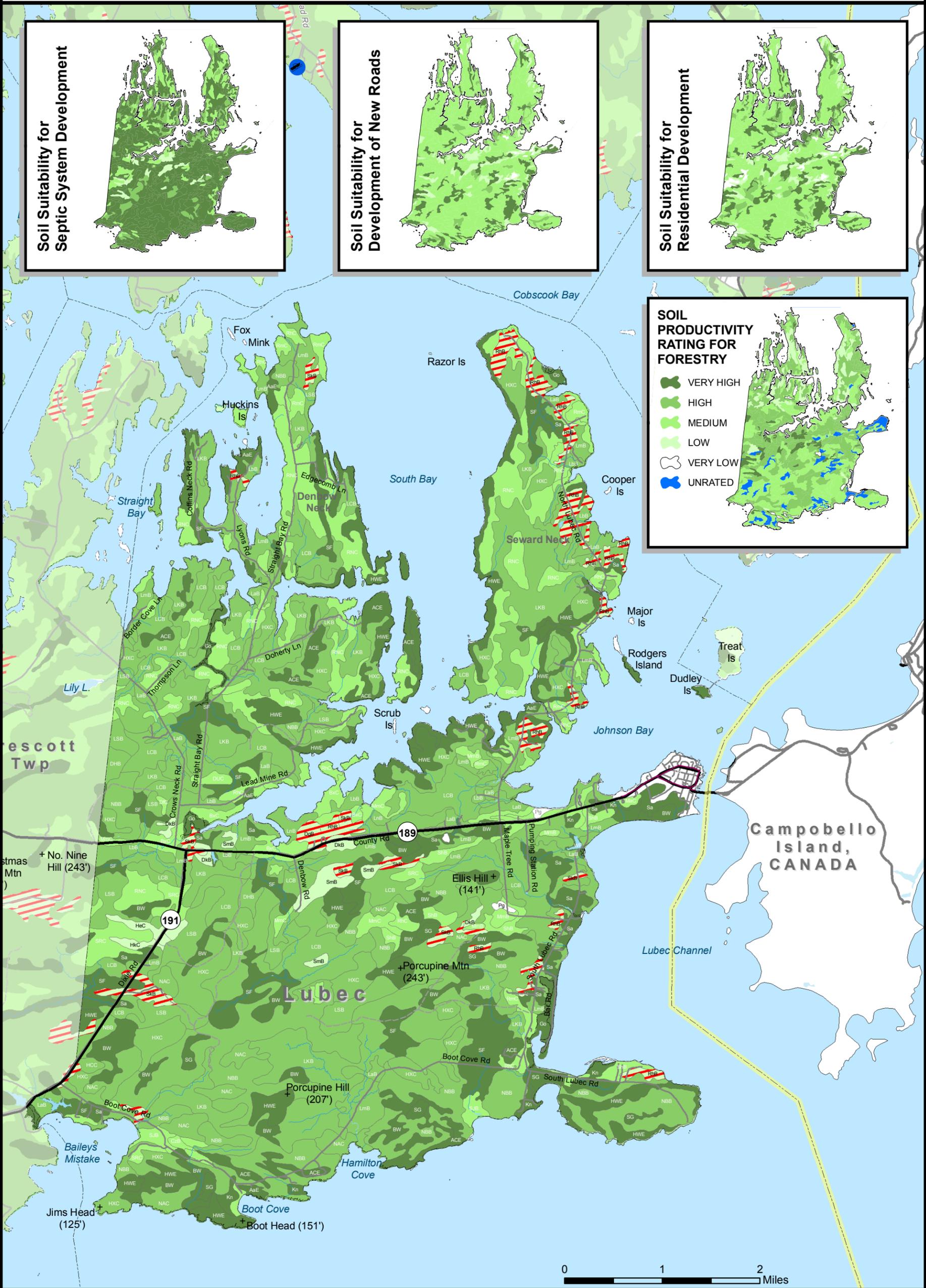
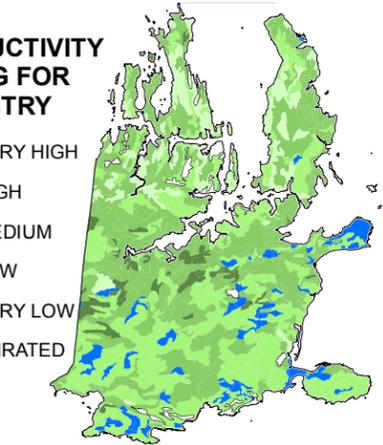


Soil Suitability for Residential Development



SOIL PRODUCTIVITY RATING FOR FORESTRY

- VERY HIGH
- HIGH
- MEDIUM
- LOW
- VERY LOW
- UNRATED



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MAP 5: Water Resources

Data Sources:
Maine Office of GIS
Garmin GPS Receiver
Universal Transverse
Mercator- Zone 19N
North American Datum- 1983

- State Road
- Town Road
- - - Path/Unpaved Way
- Perennial Stream
- International Boundary

- ⊕ Bridges
- 🚐 Town Garage
- 💧 Lubec Water District
- ♻️ Waste Water Treatment
- 🏢 Water Towers
- ⚙️ Public Wells
- Water Lines

🌿 Watersheds

**Significant Aquifers
Expected to Yield:**

- 🌊 10 - 50 gpm
- 🌊 + 50 gpm

Wetlands

- 🌿 Forested Wetlands
- 🌿 Other Wetlands



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MAP 6: Habitat

Data Sources:

Maine Office of GIS
Garmin GPS Receiver
Universal Transverse
Mercator- Zone 19N
North American Datum- 1983

- State Road
- Town Road
- - - Path/Unpaved Way
- Perennial Stream
- International Boundary

SIGNIFICANT WILDLIFE HABITAT

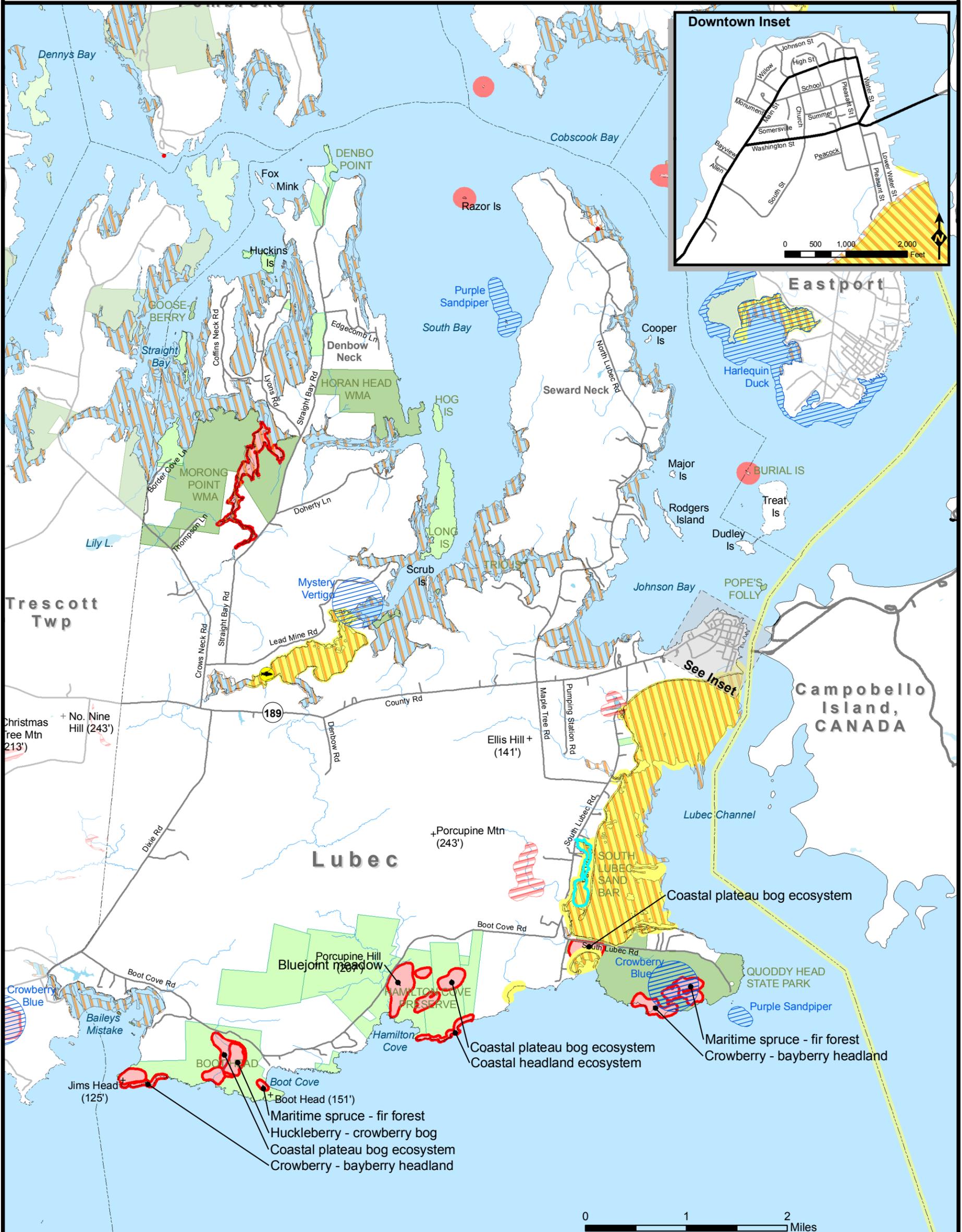
- High to Moderate Value Inland Wading Bird
- Tidal Wading Bird & Waterfowl
- Shorebird Feeding & Roosting Areas
- Shorebird Nesting Islands

OTHER WILDLIFE HABITAT

- Diadromous Fish Rivers
- Species of Concern
- MNAP Rare Communities

PROTECTED HABITAT

- Conserved Land**
- Land-Trust Owned
 - State Owned



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MAP 7: Land Cover

Data Sources:
Maine Office of GIS,
UMM GIS Center, WCCOG
Universal Transverse
Mercator- Zone 19N
North American Datum- 1983

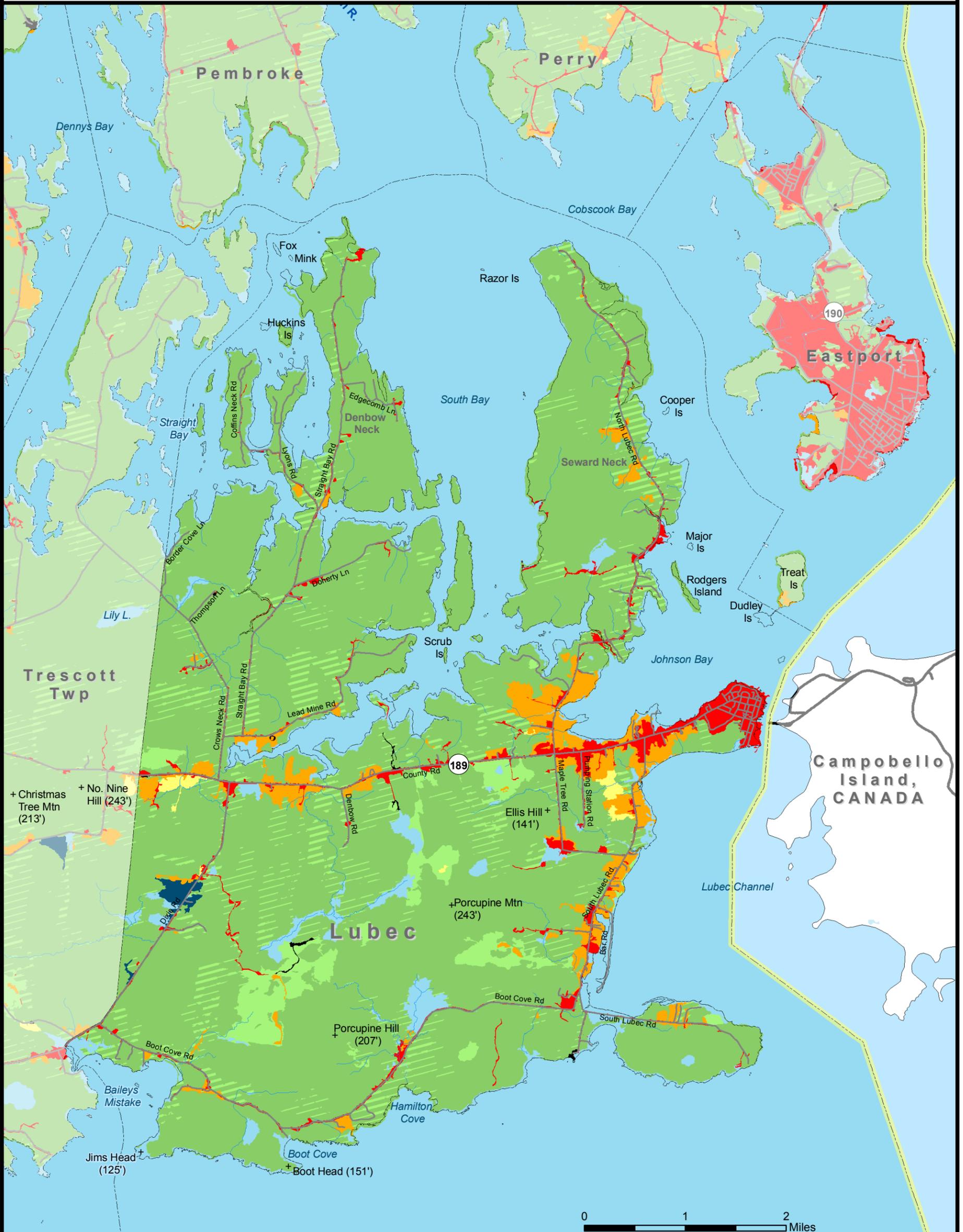
- State Road
- Town Road
- - - Path/Unpaved Way
- Perennial Stream
- International Boundary

Land Cover Type

- | | |
|--------------------------------------------------------------|-------------------------------------------------------------|
| ■ Developed | ■ Blueberry |
| ■ Forest | ■ Cultivated |
| ■ Forest, Light Cut | ■ Grass/Pasture |
| ■ Forest, Heavy Cut | ■ Open Land |
| ■ Forest, Clear Cut | ■ Wetland/Open Water |

Note:

Land cover data based on GIS modelling conducted by UMM GIS Center in 2007 of aerial photography taken between 1997 & 2004.



F. EMPLOYMENT AND ECONOMY

The purpose of this section is to:

1. Describe the labor force, economy, and economic changes in Lubec and the region;
2. Identify economic links between the Town and region; and
3. Project for the next ten years the outlook for the employment, economic vitality, and economic development of Lubec.

FINDINGS

Economic development and availability of employment opportunities is the single most important over-riding issue facing the Town of Lubec. Since 1992 Comprehensive Plan was written, Lubec has seen continued decline in traditional natural resources-based industries that form the basis of the local economic for more than a century. Fishing and seafood processing continue as a major source of employment.

Overarching issues affecting employment and economic development in Lubec include a declining workforce, limited employment opportunities for younger workers, and the community geographic isolation. The Town is working with regional economic development partners to address these and other issues. Lubec also use of the Town's revolving loan fund and promotion of small business.

LABOR FORCE AND EMPLOYMENT STATISTICS

The labor force is defined as all persons who are either employed or are receiving unemployment compensation. Table F-11 shows the distribution of persons aged 16 and above who are in or out of the workforce in Lubec and Washington County as whole. Lubec 1992 Comprehensive Plan notes that over the 9 year period from 1980 to 1989, the Town's labor force grew 16% to 816 people. By the 2000 Census, though, the Town labor force has declined 20% to 650 individuals – below the 1980 level.

The distribution of the labor force in Lubec is roughly comparable to the County as whole. Notably, Lubec has a small portion of adults in the labor force (49% as compared to 57%) than in the county as a whole. The Census figures also show a very low (3%) unemployment rate in Lubec in 2000. This figure, however, underestimates the true unemployment rate due to a greater local reliance on seasonal and craft-based work in Lubec. The seasonal nature of such work is less likely to be reported in census data. In fact, a significant informal economy exists, especially in natural resource based jobs, in which residents supplement reported incomes with seasonal wages.

Table F-1 LABOR FORCE STATUS: 2000

Labor Force Status: 2000	Lubec		Washington County	
	Number	Percent	Number	Percent
Persons 16 years and over	1,329	100.0	27,214	100%
In labor force	650	49%	15,500	57%
Civilian labor force	647	49%	15,354	56%
Employed	602	45%	14,042	52%
Unemployed	45	3%	1,312	9%
Armed Forces	3	>1%	146	>1%
Not in labor force	679	51%	11,714	43%

Source: US Census

The labor force generally increases with population. It also increases when a larger percentage of the population works or looks for work. In Washington County, the labor force increased by almost 11% between 1980 and 2000 while the population remained substantially the same. Lubec' labor force declined by approximately 7% while the population declined by more than 20% over the same time period.

The employed population for Lubec and Washington County is described in Table F-2 by industry. The top two sectors of employment for Lubec in 2000 were 'Education, health and social services' and 'Agriculture, forestry, fisheries, and mining.' The next most important sectors in 2000 were 'Manufacturing,' and 'Retail trade.' This pattern is consistent with the over all employment picture in Washington County, with the notable exception that Lubec in 2000 was even more dependent on employment in 'Agriculture, forestry, fisheries, and mining' than the County as a whole. (Statewide, less than 3% of the labor was employed in 'Agriculture, forestry, fisheries, and mining' in 2000).

More recent data are not available, however with the closure of local food processing plants in 2001 and loss of employment in the regional pulp and paper industry it is expected that the next Census will show a smaller portion of Lubec's workforce employed in 'Manufacturing.' Correspondingly increases are expected in 'Agriculture, forestry, and fisheries, mining' and 'Education, health and social services.' The strength of 'Agriculture, forestry, and fisheries, mining' as a sector of employment in Lubec is a testament to the important role played by fishing in the local economy (see *Chapter G. Marine Resources*).

Table F-2 EMPLOYMENT CHARACTERISTICS: 2000

INDUSTRY	Lubec		Washington County	
	Number	Percent	Number	Percent
TOTAL	602	100%	14,042	100%
Agriculture, forestry, fisheries, and mining	97	16%	1,531	11%
Construction	17	3%	944	7%
Manufacturing	83	14%	1,968	14%
Wholesale trade	20	3%	384	3%
Retail trade	57	10%	1,521	11%
Transportation, warehousing, utilities	33	6%	581	4%
Information	16	3%	146	1%
Finance, insurance, and real estate	14	2%	433	3%
Professional, scientific, management, admin. & waste management	3	>1%	438	3%
Education, health and social services	155	26%	3,694	26%
Arts, entertainment, recreation, accommodation and food services	40	7%	779	6%
Other services (except public administration)	35	6%	642	5%
Public administration	32	5%	981	7%
CLASS OF WORKER				
Private wage and salary workers	392	65%	9,225	66%
Government workers	119	20%	2,882	21%
Self-employed workers	91	15%	1,886	13%
Unpaid family workers	0	0%	49	>1%

Source: US Census

LUBEC BUSINESS AND EMPLOYMENT

As noted elsewhere, the role of the seas has been an important one in the history of Lubec. Fishing and the canning industry fueled robust economic growth in Lubec from the mid-19th century through mid- to late-20th century. Whereas the population of Washington County as whole peaked around 1900, Lubec continued to see population growth through the 1930's and the first significant declines in Lubec's population began in the 1960's.

With the closure of sardine canneries from the 1970's through 2001, Lubec experienced a significant decline in employment. During the mid- to late-1990's, this was mitigated by a spike in employment from rapid growth in both aquaculture and the urchin fishery. However, employment in both sectors of the local economy has since stabilized at levels well below the 1990's highs.

Local businesses in Lubec provide a range of goods and services. However local residents rely on retail locations in other nearby centers including Machias, Bangor, Calais, and Ellsworth. When residents travel to these larger centers they also purchase other goods and services that are available in Lubec and nearby communities creating a drain on the local economy. Lubec offers employment opportunities that approximately mirror the range types of employment elsewhere in Washington County (see Table E-2). According to the Census nearly

one in six workers in Lubec finds employment in natural resources industries; and these figures probably understate natural resource-based employment due to the seasonal nature of work in this sector. Education and health service make up another important sector of employment in Lubec, comprising more than a quarter of local employment.

Self-employment plays a large role in Lubec's economy (see Table E-2). Among those who are self-employed, many are employed in natural resource industries, most notably fishing. In this sense, home-based businesses play a particularly important role in the local economy; and it is very important the Town of Lubec continue to support home-based natural resource businesses.

Table F-3 EMPLOYMENT OF LUBEC RESIDENTS

Place of Work	1990	2000
Baileyville	19	4
Calais	11	3
Cutler	11	2
East Machias	7	6
Eastport	6	6
Jonesboro	2	1
Jonesport	-	5
Machias	29	50
Machiasport	5	9
Marshfield	-	2
Milbridge	1	2
Pembroke	3	
Perry	2	2
Whiting	-	2
Whitneyville	2	-
Elsewhere in Maine	8	4
Elsewhere in US	4	4
Canada	16	11
Total employer outside Lubec	126	113
Employed in Lubec	450	466

Source: US Census

Overall, the employment picture for Lubec residents shows a great deal of stability from 1990 to 2000. In both decades, the majority of employed Lubec residents found work in town. Among Lubec residents who found work outside of town, the only notable trend that emerged between 1990 and 2000 is an increasing orientation away from Calais/Baileyville and toward the Machias area. Although more recent employment data is not available, anecdotal evidence suggests that the overall employment picture in Table F-3 continues to be largely accurate.

In Lubec as in Washington County, the majority of workers in 2000 reported commuting to work by private vehicle (72% in Lubec as compared to 76% in the county as whole). Notably, higher

percentages of Lubec residents reported walking to work or working from home than in the rest of the county. Due to the fact that such a large portion of employed Lubec residents found work in town in 2000, the mean commute time in Lubec is only 16.5 minutes, well below the Washington County average (19.2 minutes) and well below the state average (22.7).

Table F-4 LUBEC COMMUTING TO WORK: 2000

Commuting to Work: 2000	Lubec		Washington County	
	Number	Percent	Number	Percent
Workers 16 Years and over	579	100%	13,743	100%
Drove alone	415	72%	10,444	76%
In carpools	63	11%	1,657	12%
Using public transportation	4	>1%	64	>1%
Using other means	4	>1%	162	1%
Walked	51	9%	722	5%
Worked at home	42	7%	694	5%
Mean travel time to work (minutes)	16.5	-	19.2	-

Source: US Census

EMPLOYERS

Despite negative population growth and an overall decline in the labor force, Census figures indicate that over the ten year period between 1990 and 2000, total employment in Lubec grew by 40% from 579 individuals in 1990 to 821 in 2000. Growth in employment over this time is reflective of both of the late-1990’s boom in aquaculture and the urchin fishery; and of broader economic growth and high rates of labor force participation in Lubec and Washington County during the same time. Although more recent employment statistics are not available at the town-level, anecdotal evidence suggests that due to significant local jobs loss in 2001, the 1990 employment figures more closely reflect the current employment in Lubec than the 2000 figures.

Table F-5 EMPLOYMENT IN LUBEC, 1990-2000

	1990	2000
Lubec residents	450	466
Non-residents	129	355
Total Employment	579	821

Source: US Census

There is a general feeling that employment opportunities within the Town of Lubec are limited. The largest employers in Lubec include: Regional Medical Center at Lubec, Lubec Consolidated School, and Oceanview Nursing Home.

Table F-6 PARTIAL LIST OF EMPLOYERS IN LUBEC, JULY 2009

Employers in Lubec	Approx # of Employees
Regional Medical Center at Lubec	50+
Lubec Consolidated School	~50
Oceanview Nursing Home	~50
Lyon's Market	10-20
Peacock's	10-20
Correy & Correy	0-10
Uncle Kippy's	0-10
Cohill's Restaurant	0-10
The Village Restaurant	0-10
Atlantic House Coffee Shop	0-5
Customs & Border patrol	10-20
Post Office	0-10
Lubec Town Office	0-5
Bar Harbor Bank & Trust	0-10
Quick Shop Gas Station	0-10
McFadden's Gas Station	0-5
Eastland Motel	0-5
Due East Realty	0-5

Source: Lubec Comp Plan Update Committee

In addition to employers listed above there are a significant number of micro-businesses and self-employed individuals in Lubec, including fishermen, contractors, electricians, plumbers, property managers, small retail operations, smokehouses and seasonal businesses. As elsewhere in Washington County, the relative importance of small businesses has partially off-set declining employment in manufacturing and “shift-work” over the last three decades.

Education, health and social services

In Lubec, as in Washington County as a whole, education, health and social service is the largest sector of the local economy, employing more than a quarter of the local workforce in 2000. The largest employers in Lubec – Regional Medical Center at Lubec, Lubec Consolidated Schools, and Oceanview Nursing Home – are all in this industry. Since 2000, employment in this industry has been stable, with some growth in healthcare employment at RMCL and other regional healthcare employers. Over the planning period, there is some uncertainty about the future of the Lubec High School. Closure of the High School would result in some loss of employment within the local economy.

Commercial Fisheries

The Town of Lubec supports a vibrant commercial fishery. The most economically significant species in Lubec in terms of employment are scallops, urchins and lobster. Commercial fishing licenses are one measure of the fisheries importance within the local economy. According to data from the Department of Marine Resource, Lubec residents hold the greatest number of commercial fishing licenses for any town in Washington County. This speaks to the importance

of commercial fisheries within the local economy. (Note that the following tables do not add up to the same total number of licenses because individuals can hold more than one license).

Table F-7 FISHING PRESENCE IN WASHINGTON COUNTY

Community	State License	Clam License	Total Per town
Addison	151	40	191
Beals	191	12	203
Calais	12	0	12
Cutler	87	43	130
East Machias	50	27	77
Eastport	43	4	47
Edmunds Twp.	8	n/a	8
Harington	109	57	166
Jonesport	191	73	264
Jonesboro	79	44	123
Lubec	209	59	268
Machias	88	0	88
Machiasport	150	79	229
Milbridge	144	70	214
Pembroke	58	35	93
Perry	39	22	61
Robbinston	8	0	8
Roque Bluffs	41	58	99
Steuben	138	21	159
Trescott Twp.	7	n/a	7
Whiting	16	6	22
Totals	2007	667	2674

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

Over the last several years, though, employment in the fishing industry as measured by the number of residents holding licenses has declined by 40% from 210 harvesters in 2002 to 150 licensed harvesters in 2007. During the time period the most significant declines were seen in the number of residents licensed for commercial fishing as a single operator (from 105 licenses in 2002 to 83 in 2007) and for commercial shellfish harvesting (from 69 licenses in 2002 to 44 licenses in 2007). However, the decline in resident licenses is not necessarily a reliable gauge of declining employment in the industry. In particular, local fishermen indicate that the drop-off in shellfish licenses held by Lubec residents in 2005 most likely occurred because long-time license holders failed to renew licenses as a result of red-tide.

Table F-8 COUNT LUBEC RESIDENTS HOLDING MARINE RESOURCE LICENSES

Year	2002	2003	2004	2005	2006	2007
Dealers	10	6	3	5	6	7
Harvesters	210	203	184	148	153	150

Source: Maine Department of Marine Resources, 2008

Lubec fishermen are currently dealing with the impacts of the national economic downturn and increased regulatory oversight on a highly competitive global market for their products. It is expected that changes in regulations and weak prices for lobster and scallops will force some local operators out of the industry for the next couple of years.

Over the years the Town of Lubec has recently made significant investment to support the local marine industry including construction of marine infrastructure; and direct support of fisheries businesses through the Lubec revolving loan fund. For more discussion of marine fisheries in Lubec, see *Chapter G: Marine Resources*.

Manufacturing

At one point manufacturing was a major economic force in Lubec. Sardine factories provided jobs for generations of Lubeckers, from the late 19th century through 2001. As late as 1990, manufacturing accounted for 18% of employment in Lubec; and 14% of employment in 2000. With the closure of the Town's last sardine factory in 2001 (as well as a small salmon processing factory in the previous year), Lubec lost 200 jobs and the relative importance of manufacturing in Lubec's economy declined sharply.

The loss of employment in manufacturing has had a significant impact on the local economy. Notably, the loss of manufacturing jobs – and the stable income they provide – is a contributing factor in the loss of young families. A few small manufacturing operations remain in Lubec, mostly producing food products.

Retail Trade

Taxable sales are one measure of the vibrancy of the retail trade. Table F-9 presents information on taxable sales of consumer goods by sector in Washington County and the total amount of taxable sales for Lubec. All figures are in real dollars, not adjusted for inflation, and represent only taxable sales.

Lubec had an increase in total taxable sales (9%) for the period of 2002 to 2005 while the county saw an increase of just 6.1%. Declines in General Merchandise and Other Retail were off-set by growth in other categories. It is worth noting that Restaurant and Lodging sales accounted for nearly half of taxable sale in Lubec in both 2002 and 2005, compared to the rest of Washington County where Restaurant and Lodging sales account for only 1/8 of taxable sales. This speaks to the relative importance of tourism in the local economy.

Table F-9 TAXABLE SALES (in thousands of dollars)¹

Selected Retail Sectors	Washington County			Lubec		
	Annual Total Sales 2002	Annual Total Sales 2005	2002-2005 % Chg	Annual Total Sales 2002	Annual Total Sales 2005	2002-2005 % Chg
Business Operating	15,210.4	16,959.5	11.5%	134.2	252.4	88.1%
Building Supplies	25,988.9	32,778.2	26.1%	415.5	491.3	18.2%
Food Store	32,591.4	33,462.6	2.7%	1,517.6	1,787.3	17.8%
General Merchandise	53,255.5	55,283.7	3.8%	22.8	2	-91.2%
Other Retail	10,613.5	13,324.4	25.5%	395.2	339.5	-14.1%
Auto Transportation	30,972.5	29,211	-5.7%	367.3	419.6	14.2%
Restaurant/Lodging	27,026.2	26,612.9	-1.5%	2499	2,538.5	1.6%
Total Consumer Sales	180,403.1	190,672.8	5.7%	5,217.4	5,578.2	6.9%
Total Taxable Sales	195,658.4	207,632.3	6.1%	5,351.6	5,830.6	9.0%

Source: Maine Revenue Service, 2007

While growth in retail has been strong over the past several years, Lubec's retail sector remains small as compared with other communities in Washington County. The retail index listed below is given as an indicator of retail sales importance to the local economy. Figures higher than 1 indicate that communities have more taxable sales than would otherwise be predicted based on their population; whereas figures below indicate lower levels of taxable sales than would be predicted based on population. With a value of 0.47, Lubec had a smaller retail sector in 2000 than would otherwise have been predicted based on population.

¹ Below are the definitions of each retail sector:

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

Table F-10 SPECIALIZATION IN RETAIL SALES, 2000

	2000 Per capita Sales	Retail Index
Calais	\$20,657.88	4.14
Eastport	\$3,152.56	0.63
Lubec	\$2,351.02	0.47
Whiting	\$2,876.12	0.58
Machias	\$13,286.20	2.67
County Average	\$4,985.30	

Source: US Census, Maine Revenue Service

Tourism

Tourism plays a significant and growing role in Lubec's economy. Lubec benefits economically from the presence of two major attractions in the local area: West Quoddy Head Light at the easternmost point in the United States (in Lubec); and Roosevelt International Park on neighboring Campobello Island, New Brunswick. In addition, the SummerKeys music education program draws a growing number of longer-term and return visitors to Lubec each summer.

Direct employment in tourism includes bed-and-breakfasts, gift shops, galleries, a motel, a privately-owned campground and employment at the International Park. Tourism and summer residents also provide an economic boost to businesses that local residents depend on including restaurants, grocery stores and tradesmen.

Tourism in Lubec is seasonal with most visitors and summer residents arriving in July and August. This is reflected in sales tax data that show an average 34% of taxable sales occurring in the third quarter (July, August, and September). Over the years Lubec has encouraged growth in the tourism industry by supporting businesses through the revolving loan fund and by promoting local attractions through the Town's website.

Local businesses report that new travel restrictions imposed by the Homeland Security Administration have had an impact on local tourism. The Town anticipates that growth in the local tourism industry will be modest over the planning period.

OTHER LOCAL ECONOMIC CONSIDERATIONS

Income and Loss of Employment

The over-riding economic consideration in Lubec is the economic impact of the long-term decline in employment in manufacturing and fisheries with the associated impact on employment and income. Remaining large employers in Lubec are heavily concentrated in the education, health and social services sector, and limited employment opportunities in other sectors (most notably manufacturing) is a major factor forcing younger workers (including families with young children) to leave town. This trend is reflected in population data (see *Chapter C. Population*).

Younger workers have been affected by the loss of employment in manufacturing in particular because the small businesses that have replaced larger, regional employers offer fewer opportunities for career advancement; and because younger workers are less likely than middle-ages workers to have acquired the skills and financial resources necessary to succeed as entrepreneurs.

Simply put there are not enough jobs that provide a stable income to retain younger workers in the local economy.

A further issue affecting younger workers and their families is the prevalence of poverty in Lubec. Even before the loss of employment that occurred in 2000 and 2001, many Lubec residents were struggling economically. This is reflected in household income data from the 2000 Census that show median household income in Lubec 20% below the county level and 45% below the state median income.

Table F-11 MEDIAN HOUSEHOLD INCOME

	U.S. Census	
	1989	1999
Lubec	\$14,398	\$20,565
Washington County	\$19,967	\$25,869
Maine	\$27,896	\$37,240

Source: U.S. Census

Perhaps the most worrying trend shown in economic data from the 2000 Census is the high level of poverty in Lubec – and in particular the prevalence of poverty among families with young children. Overall poverty rates in Lubec were higher than in Washington County as a whole in 2000. According to the Census, 27% individuals in Lubec and 20% of families reported income level below the federal poverty level (as compared to 19% of individuals and 14% of families in Washington County). Moreover these rates of poverty are nearly double the statewide average.

More worrying even than the overall rate of poverty in Lubec though, is the prevalence of poverty of among families with children. In 2000, 43% of Lubec families with children under the age 18 and 45% of Lubec families within children under the ages of 5 had incomes that fell below the federal poverty level.

Table F-12 POVERTY STATUS IN 1999

Poverty Status in 1999	Lubec		Washington County	
	Number	Percent	Number	Percent
Below poverty level				
Individuals	450	27%	6,272	19%
Persons 18 years and over	303	23%	4,524	18%
Persons 65 years and over	69	19%	1,076	19%
Families	84	20%	1,319	14%
With related children under 18 years	66	43%	861	20%
With related children under 5 years	21	45%	312	24%

Source: U.S. Census

Cumulatively, the relatively lack of stable employment opportunities for younger workers, lower income levels within the community and the prevalence of poverty have led many younger workers and their families to seek employment elsewhere. This in turn contributes to a sense of despair that many younger residents feel with regards to the future of their community.

Location

A second over-riding economic consideration with regard to Lubec's economy is the impact of geography. Lubec sits on the end of a peninsula (actually several peninsulas) as the easternmost edge of the United States. In the 19th century, Lubec's location near major shipping channels between Boston and Atlantic Canada provided a ready market for sardines and other locally manufactured goods.

These days Lubec is figuratively – if not literally – at the end of the road. It is over 100 miles from Lubec to the nearest interstate highway. The region has not been served by freight rail since the mid-1980s. Poor connections by land and sea to the nearby community of Eastport and to neighboring New Brunswick contribute to the community's relative isolation.

The Town of Lubec supports efforts to enhance access to the region through restoration of rail and improvements at the Port of Eastport. The Town also supports efforts to enhance the community's visibility through roadway improvements and enhanced signage. Other improvements to the transportation system that would improve connections for people and goods moving to and from Lubec are discussed in *Chapter I. Transportation*.

Seasonal Economy

A third over-riding economic consideration in Lubec is the seasonal nature of many types of economic activity within the community. As noted above, tourism in Lubec is highly seasonal with 34% of taxable sales occurring the third quarter and most visitors present in the months of July and August. Many businesses (bed-and-breakfasts, restaurants, galleries) that are geared toward tourism are either only open in the summer or operate on much reduced hours during winter months.

Downtown

A final over-arching economic consideration affecting Lubec is the community's downtown. Much of the infrastructure in Lubec's downtown dates from era when Lubec was a larger community than it is today. The historic houses and buildings in downtown Lubec are a source of pride for local residents and contribute to Lubec tourism industry. However, as discussed *Chapter D. Public Facilities*, the community struggles to maintain existing infrastructure (notably public sewer and water systems) that are operating below their designed capacity and with fewer rate payers than in previous years.

Water Street was the historic commercial center of Lubec. It was were people worked (in canneries), shopped, and ate. In that sense, Water Street is Lubec's traditional "Main Street," and it continues to be an important center of community life.

In recent years commercial development has increasingly occurred along Washington Street – in an area still within the existing downtown. With greater availability for parking and high traffic volume, commercial development along Washington Street increasingly includes those business geared toward residents day-to-day needs (banks, supermarket, gas stations); and commercial development on Water Street is increasingly geared toward "destination businesses" (e.g. bed-and-breakfast, gift shops, restaurants, bars). In this sense, Lubec's "Main Street" has moved.

COMMUNITY ECONOMIC DEVELOPMENT PRIORITIES

Lubec's priorities for economic development are to increase employment – in particular to encourage the growth of business that will provide employment opportunities or younger residents – and to retain employment in existing natural resource-based industries. In recent years, Lubec has been successful in promoting and retain micro-businesses through use of the communities revolving loan funds and through cooperation with regional economic development agencies (such as Sunrise County Economic Council and the Washington County Development Authority). Lubec's priorities are well reflected in regional economic development plans that also stress job growth and retention of jobs in natural resource-based industries.

The Town of Lubec does not anticipate that any major capital investments will be needed to accommodate new commercial development. Municipal water and 3-phase are widely available. There is ample capacity within the water and sewer systems to accommodate any reasonably projected level of commercial development. Access to broadband internet continues to be an issue in parts of the community; but on-going regional efforts to expand broadband access should improve access in the near-term.

Regional transportation investments are the most significant investment that will facilitate business investment in Lubec. In addition to improvements to Route 189, these would include investment in Route 1 and connector roads to facilitate freight transportation from coastal Washington County to I-95. Lubec would also benefit economically from the proposed freight connections serving the Port of Eastport (which include an extension of rail service from New

Brunswick to Perry and an accompanying truck-rail trans-loading facility).

Poor cell phone service is a second issue. There is one cell phone service provider offering coverage through out most of the Town and reception is poor or non-existent in many places. In other places, cell phones pick up signals from international towers, incurring roaming charges for users. As the availability and reliability of cellular phone service become more and more universal throughout the rest of the country, these issues with cell coverage in Lubec contribute to the perception that Lubec is not adequately “business friendly.”

Tax Incentives

Pine Tree Zones are a tax incentive program created by the State to reduce state taxes for eligible businesses for up to ten years. The goal is to create quality jobs in targeted industries within target geographic areas. Expanding participation in this program, possibly in conjunction with development of a municipal business park could help spur new business investment in Lubec.

TIF (tax increment financing) allows a municipality to return a portion of any new property investments to the owner over a pre-determined period (up to 30 years). The TIF works when one or more property owners choose to make substantial improvements to their properties. Within pre-defined rules of the TIF district, a portion of the additional tax revenue generated by those investments may be returned to the owner to assist with improvement costs or be directed by the municipality to improve local infrastructure.

Lubec does not currently have any TIF districts. Possibilities for using a TIF District to support local economic development include use of tax increment financing to fund downtown revitalization. A TIF District used in conjunction with development of a municipal business park could be used to off-set the cost of new infrastructure (such as new roads and waterlines) to the municipality. The town will consider working with interested businesses to develop TIF districts that will invite investment in the downtown.

79% of respondents to the Community survey think that the Town of Lubec should adopt policies and take actions to encourage businesses to locate in Lubec. Consistent with Community Survey responses and the Community Vision, the Future Land Use Plan identifies areas appropriate for larger scale business development (including industrial) along Route 189.

Existing economic development policies and strategies

Town policies relative to economic development as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table F- 14: ECONOMIC DEV. POLICIES & STRATEGIES FROM 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to support actively and participate in appropriate State and Regional economic and business development programs which enhance the Town's economic well being and increase job opportunities for local residents.	<i>This policy continues to align with municipals goals and should be continued.</i>
It is the policy of the Town of Lubec to encourage and promote the development of small businesses and light manufacturing within its jurisdiction.	<i>This policy continues to align with municipals goals and should be continued.</i>
Strategy	
Compile a data base concerning technical assistance for residents interested in starting a small business within the Town. Sources of information should include but not be limited to the Washington County Planning Commission [<i>sic</i> : now Washington County Council of Governments] and appropriate state offices.	<i>This strategy has been largely implemented. The Administrator of the town's revolving loan fund provides references to other services.</i>
Designate appropriate areas in Town for the development of commercial enterprises.	<i>This strategy has not been implemented.</i>
Participate in regional economic development efforts which benefit the Town's economy, yet do not negatively affect its environment.	<i>This strategy has been implemented. Lubec participates in WCCOG, SCEC and others regional efforts. This strategy should be continued.</i>

In addition to the policies and strategies listed above, the 1992 Comprehensive Plan laid out a detailed economic development program with specific implementation strategies designed to meet the following objectives:

- Increase the efficiency of existing businesses.
- Encourage business formation from within the community.
- Attract new employers
- Improve the ability to capture dollars.

Information on various economic development programs is available through the Town Office and the revolving loan fund. Various implementation strategies within the broader economic development program have been implemented, typically at the regional level. The Comprehensive Plan update Committee feels that the level of detail in the economic development programs set forth in the 1992 Comprehensive Plan is more appropriate at the regional level; and that the Town doesn't need to duplicate services offered by regional economic development agencies.

Policies and implementation strategies to relative to economic development in Lubec are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION

Goal: Promote an economic climate that increases job opportunities and the overall well being of Lubec.			
Policy	Implementation Strategy	Responsibility	Timeframe
Encourage and promote the development of small businesses and light manufacturing within its jurisdiction.	Identify sites suitable for redevelopment and/or new business development through the Future Land Use Plan and subsequently work with land owner to pre-approve sites for development.	Selectmen	Immediate
	Continue to use the Town's revolving loan fund to support small businesses in Lubec.	Revolving Loan Fund	On-going
	Develop and adopt incentives to attract new business to Lubec, such as the creation of TIF district.	Selectmen	Immediate
Promote the economic impact of tourism.	Continue to use the Town website to promote tourism in Lubec.	Selectmen	On-going
	Improve the availability of information about local businesses available at trailhead, state parks and other tourism-related facilities.	Selectmen	Immediate
Support actively and participate in appropriate State and Regional economic and business development programs which enhance the Town's economic well being and increase job opportunities for local residents.	Work with regional business development organizations (EMDC ² , SCEC, Coop Ext'n, IWW) on providing assistance to new and existing business owners. This assistance could include newsletters, seminars, and open forums.	Selectmen	On-going
	Participate in regional transportation planning efforts to seek continued improvement to regional transportation infrastructure on which Lubec depends, and to improve signage directing visitors to Lubec.	Selectmen	Ongoing
	Participate in regional economic development efforts which benefit the Town's economy, yet do not negatively affect its environment.	Town Staff	On-going

² EMDC – Eastern Maine Development Corporation
 SCEC - Sunrise County Economic Council
 Coop Ext'n – University of Maine Cooperative Extension
 IWW - Incubators without Walls (Washington Hancock Community Agency)

G. MARINE RESOURCES

The purpose of this section is to:

1. Describe marine resources, marine water quality and fisheries in Lubec and Washington County;
2. Describe threats to marine resources and in fisheries in Lubec;
3. Describe coastal land use, maritime facilities and harbors in Lubec; and
4. Identify coastal access locations in Lubec and strategies for their protection.

KEY FINDINGS AND ISSUES

The importance of commercial fisheries to Lubec cannot be overestimated. Protecting public shore and water access and maintaining a healthy balance of the industry and natural beauty is crucial. The town will seek to ensure that traditional use of lands and access to water are protected as development pressures increase over the planning period. Lubec currently offers protection to its maritime resources with locally adopted shoreland zoning regulations, land use and subdivision regulations in addition to state and federal regulations. Ordinances will be updated to be consistent with the minimum requirements of state and federal regulations as is mandated.

FISHERIES

Fisheries currently landed in Lubec include urchins, scallops, lobster, clams, sea cucumber, crab, quahog, mussel, sea weed, and elver. Indeed with a year round population of 1,652 there are a total of 157 commercial harvesters representing 17% of Lubec's workforce. Associated businesses include seafood dealers, a seafood processor and fuel dealers. All species are also harvested by resident and non-resident fishermen.

Table G-1 MARINE RESOURCE LICENSES HELD BY LUBEC RESIDENTS

License Type	2002	2003	2004	2005	2006	2007
30 DAY URCHIN DIVING TENDER	1	2	0	0	2	0
COMMERCIAL FISHING SINGLE OPERATOR	105	91	77	57	58	83
COMMERCIAL FISHING WITH CREW	11	9	12	10	9	3
COMMERCIAL SHRIMP WITH CREW	2	2	2	1	1	1
COMMERCIAL SHELLFISH	69	74	71	47	55	44
ELVER-1 FYKE NET	2	2	1	1	3	3
ELVER-2 FYKE NETS	1	1	1	1	1	1
GREEN CRAB	1	1	1	1	1	1
LOBSTER/CRAB APPRENTICE >18	6	6	6	5	3	1
LOBSTER/CRAB CLASS I	12	13	17	14	11	18
LOBSTER/CRAB CLASS II	20	21	19	20	19	19
LOBSTER/CRAB CLASS III	5	5	3	3	3	2

License Type	2002	2003	2004	2005	2006	2007
LOBSTER/CRAB NON-COMMERCIAL	14	12	12	10	9	10
LOBSTER/CRAB OVER AGE 70	2	2	2	2	2	2
LOBSTER/CRAB STUDENT	3	7	6	4	1	0
LOBSTER TRANS (OUT OF STATE)	1	1	1	0	0	0
LOBSTER TRANS SUPP	1	1	1	0	0	0
MUSSEL-DRAGGER	1	3	5	5	4	7
QUAHOG (MAHOGANY)	1	1	1	0	1	0
RETAIL SEAFOOD	4	3	0	1	3	1
SCALLOP-DIVER	2	2	2	1	1	3
SCALLOP-DRAGGER	36	31	30	33	30	36
SCALLOP – TENDER	0	1	0	0	0	1
SCALLOP, NON-COMMERCIAL	5	2	4	0	1	1
SEA URCHIN- DIVER	3	2	3	3	3	3
SEA URCHIN-DRAGGER	33	32	31	33	32	32
SEAWEED	1	0	0	0	1	0
SHELLFISH TRANS SUPP	1	1	0	0	0	0
SHELLFISH TRANS OUT-OF-STATE	1	1	1	0	0	0
WHOLESALE NO LOBSTERS	3	1	1	2	2	4
WHOLESALE NO LOBSTERS, SUPP	3	1	1	1	0	1
WHOLESALE WITH LOBSTERS	3	2	2	2	1	3
WHOLESALE WITH LOBSTERS, SUPP	3	2	2	1	1	1

Source: Maine Department of Marine Resources, 2008

Landings data (pounds and value) for lobster are not available from the Department of Marine Resources (DMR) by town. However, in measuring the economic significance of fisheries within the local community, the count of Lubec residents holding a marine license (or licenses) is a reasonable gauge of fishing presence. Over the last several years, the number of Lubec residents holding licenses has declined by 40% from 210 harvesters in 2002 to 150 licensed harvesters in 2007.

During the time period the most significant declines were seen in the number of residents licensed for commercial fishing as a single operator (from 105 licenses in 2002 to 83 in 2007) and for commercial shellfish harvesting (from 69 licenses in 2002 to 44 licenses in 2007).

While this is a significant decline, local fishermen indicate that the drop-off in shellfish licenses held by Lubec residents in 2005 can be in large part attributed to long-time license holders who failed to renew licenses as a result of red-tide.

Table G-2 COUNT OF LUBEC RESIDENTS HOLDING MARINE RESOURCE LICENSES

Year	2002	2003	2004	2005	2006	2007
Dealers	10	6	3	5	6	7
Harvesters	210	203	184	148	153	150

Source: Maine Department of Marine Resources, 2008

FISHERIES MANAGEMENT

The Cobscook Bay Resource Center, an independent non-profit organization located in Eastport, hosts an annual forum for Cobscook Bay fishermen; provides technical assistance; and conducts research on several cross-cutting issues affecting marine harvesters in Cobscook Bay (including commercial access to marine waters and marine water quality). However, no bay management plan for the area has been undertaken to date.

Fisheries management that occurs in Lubec and Cobscook Bay is undertaken on a species by species basis. Over the past several years, fisheries management practices undertaken by the Department Marine Resources had significantly and negatively impacted the local economy. The ability to develop a multi-species bay management approach to fisheries management in Cobscook Bay is complicated by:

- the complexity of the marine environment,
- inter-species affects of fisheries management practices,
- non-fisheries uses of marine resources (e.g. the Federal Marine Terminal, on-going tidal power demonstration projects, and the potential of a liquefied natural gas (LNG) terminal in the bay), and
- issues associated with the international border that bisects the region.

Nonetheless, the Town of Lubec is open to exploring a multi-species approach to bay management planning.

Scallops

Scallops remain one of the most commercially significant species harvested in Cobscook Bay. From the 1970's through the 1990's statewide scallop landings consistently exceeds 1,000,000 meat pounds. Beginning in 1997, landings began to fall off significantly reaching a low of 21,390 meat pounds in 2004. Despite the fall-off in statewide landings, scallops remain a commercially important species for Lubec fishermen, as witnessed by the 40 Lubec residents holding scallop licenses over the most recent five-year period for which data is available.

Although landings data are not yet available, DMR abruptly terminated the 2008/2009 scallop season in the middle of the harvest with little or no warning for fishermen. According to local fishermen, this decision significantly reduced landings levels and resulted in an un-anticipated loss of income for marine harvesters and financial damage for other local businesses.

The Town of Lubec strongly supports a stable, predictable fisheries management strategy for scallops in Cobscook.

Aquaculture

Since the 1990's aquaculture has come to play an important role in Lubec's economy. According to the Department of Marine Resources in 2007 there were 10 aquaculture lease site located wholly or partially in Lubec waters, 8 of which were considered active.

Table G-3 AQUACULTURE LEASES IN LUBEC & SURROUNDING COMMUNITIES

ID	Primary Species	Location	Acres
Lubec Waters			
COB GS	Atlantic salmon	Off the NE side of Gove Point	26
COB FH	Green sea urchins	Between Hog and Long Is	6
COB CC	Atlantic salmon	Comstock Point	5
COB CC	Atlantic salmon	Comstock Point	10
COB LU2	Atlantic salmon	Eastern Johnson Bay	32
COB FH	Green sea urchins	Between Hog and Long Is	5
COB SB	Atlantic salmon	South Bay	32
COB RN2	Atlantic salmon	North of Rodgers Island	32
COB FH	Green sea urchins	Between Hog and Long Is	9
Nearby Communities			
COB TE	Atlantic salmon	Southeast of Treat Island	15
COB MI2	Atlantic salmon	South of Matthews Island	30
COB SH	Atlantic salmon	Off Shackford Head	8
COB BC	Atlantic salmon	Broad Cove	45
COB PC	Atlantic salmon	Prince Cove	26
COB DC	Atlantic salmon	Deep Cove	25
COB TW	Atlantic salmon	Southeast of Treat Island	15
COB JK	Atlantic salmon	South of Kendall Head	22
COB HP	Atlantic salmon	Harris Cove	10
COB BP	Atlantic salmon	Birch Point	33

Source: DMR

Aquaculture leases in and near Lubec are located primarily in Cobscook and Johnson Bay. Three leases in South Bay include one finfish aquaculture site (Atlantic salmon) and two adjacent shellfish leases (green sea urchins). Aquaculture in the Cobscook Bay area is dominated by finfish aquaculture; the primary species is Atlantic salmon.

After a boom in the 1990's, finfish aquaculture in Cobscook Bay was affected by management issues including the occurrence of Infectious Salmon Anemia (ISA) within pens and federal listing of Atlantic salmon as an endangered species. The industry contracted rapidly in the early part of the decade. Since that time finfish aquaculture in Lubec aquaculture, which is now dominated by single New Brunswick-based company, has regained some ground – though employment and production both remain well below peak levels.

Shellfish Management

Lubec has approximately 3700 acres of clam flats. Four areas in Lubec – totaling a little over 600 acres in area – are closed to shellfish harvesting (see *Map 8: Marine Resources*).

DMR randomly tests over a dozen sites in Lubec for marine water quality. Most sites are tested several times annually. Contamination affecting shellfish closure areas is associated with poorly functioning septic systems, a cluster of over board discharges (OBDs) in North Lubec, and waste water outfall from the Lubec Treatment Plant. These sources of contamination are slowly being corrected; however, chronic contamination is expected to result in continued closure of these areas for the foreseeable future.

Lubec has a Shellfish Conservation Ordinance which contains provisions for shellfish management and for commercial and recreational licensing. A Shellfish Conservation Committee, working with the Warden and Department of Marine Resources, strives to improve the flats.

The Annual Shellfish Management Review for 2006, provided by the Department of Marine Resources concludes that enforcement of the town shellfish management ordinance is satisfactory and indicates that enforcement could be improved with more PSP sampling.

The shellfish management goals of Lubec include:

- provide a harvesting opportunity for the maximum number of participants
- increase the clam resource through various enhancement activities
- provide for commercial harvesting in preference to recreational harvesting
- maintain a constant production to provide a steady but variable income

These goals are achieved through management controls that restrict times and areas of harvest. Current management activities include establishing conservation areas for flat rotation, reseeded from high density areas or with hatchery stock, and enhancing natural seeding through brushing, roughing and other means. Shellfish conservation activities are undertaken by harvester volunteers with the assistance of municipal employees.

G-4 LUBEC CLAM MANAGEMENT ACTIVITIES BY FLAT

Location	Management Activity / Year
Federal Harbor West	Brushing rough (2005)
Glove Cove	Conservation Closure (2005)
Lawrence Factory / Rogers Is`	Conservation Closure (2005)
South Lubec / S-Turns	Conservation Closure (2005)
Federal Harbor /Denbow Neck	Conservation Closure (2005)
Morrison Cove	Brushing rough (2006)
South Lubec / S-Turn	Brushing rough (2006)
Globe Cove	Conservation Closure (2006)
Lawrence Factory / Rogers Is	Conservation Closure (2006)

Source: DMR, Lubec Annual Review 2006

Rockweed

Large-scale, commercial harvesting of rockweed in Cobscook Bay is a relatively recent economic activity. A number of local fishermen, conservation groups and coastal property owners have expressed concern over the potential impacts that rockweed harvesting may have on the marine ecology and other commercial harvested species. And in 2008, the Lubec selectmen requested a moratorium on rockweed harvesting. As a result of local concerns, in 2009 the Maine Legislature enacted a law to regulate the rockweed harvest in Cobscook Bay.

Key provisions of the bill are the institution of a seaweed buyer's license; an annual surcharge of not more than \$5 per wet ton to be paid by seaweed buyers into the existing Seaweed Management Fund; designation by the DMR of areas closed to rockweed harvesting; creation by DMR of harvest management sectors; the requirement that harvesters file management plans with DMR annually by March 1st; a limit on the annual removal of rockweed to 17% of the harvestable biomass in each sector; and reasonable efforts to remove and return marine organisms harvested with the rockweed alive back into Cobscook Bay as soon as practicable. The seaweed buyer's license and surcharge apply statewide, while the bill's other provisions are limited to Cobscook Bay. The bill also requires DMR to report on "harvester compliance with regulations and the Quoddy Regional Land Trust voluntary no-harvest registry." The Legislature is anticipated to review the current legislation on rockweed harvesting based DMR's report.

MARINE WATERS

Lubec was founded on fisheries and continues as a commercial fishing community dependent on the ocean's resources. *Map 8: Marine Resources* depicts the location of Department of Marine Resources-identified shellfish beds including softshell clams and sea scallop, areas closed to shellfish harvest in 2003, marine worm habitat, and access points to the water, and submerged vegetation in Lubec. These habitats and the other fisheries of commercial significance are described in greater detail below.

Marine Water Quality

The Maine Department of Environmental Protection classifies surface waters according to their desired use and water quality necessary to support that use. Tidal water in two areas of Lubec (in the Grand Manan Channel off West Quoddy Head and in Cobscook Bay west of Young's Point) as classified SA, the highest level of seawater quality. Recreational and commercial operations in these areas involve little risk of contamination since activities such as waste discharge and impoundment are prohibited.

The remainder of tidal waters in Lubec are classified Class SB. Quality in these waters should be suitable for recreation in or on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation, and as the habitat for fish and other estuarine and marine life.

Discharges of pollutants to Class SB waters are regulated by state DEP wastewater permitting process.

The marine water quality surrounding Lubec is affected by land uses in the town and surrounding towns. Threats to water quality come from point sources (pollution is discharged directly from a specific site such as a municipal sewage treatment plant or an industrial outfall pipe) and non-point discharges.

According to the DEP there are seven active (7) overboard discharge (OBD) permits in Lubec. Permitted OBDs require annual inspection to ensure that secondary treatment systems are properly functioning. Nonetheless, OBDs represent a potential source of marine water contamination and are gradually being phased out. Grant programs are available through the DEP to assist with replacement of OBDs. In the past, Lubec has participated in the Small Community Grant Program that provides financial and technical assistance for solving wastewater disposal problems.

In addition to the seven active overboard discharge permits, DEP has issued 9 wastewater outfall permits for industrial and municipal facilities that discharge into Lubec waters.

COASTAL LAND USE

Water dependent uses in Lubec are thriving. In recent years, there has been rapid growth in the recreational water dependent uses such as kayaking and recreational boating. Commercial fishing and other traditional water dependent uses (e.g. seafood dealers) continue to maintain a presence on the waterfront. Lubec's waterfront today includes a mix of maritime and other business. Over the next 10 years, it is probable that the waterfront will continue to support a mix of water dependent and non-water dependent uses.

To date, Lubec has managed most maritime affairs with basic ordinances and common courtesies. Commercial fishermen continue to enjoy access to the water through a mix of public access and traditional access.

The Town of Lubec actively promotes continued access to the coast for commercial fisheries uses through a variety of mechanisms, including a use a General Development zone around the harbor. (See **Public Access to Marine Waters**, below). A comprehensive list of the various state, federal and local regulations governing coastal land use is included in the Lubec Maritime Plan and summarized in *Chapter D. Natural Resources*.

Harbor Management

Harbor management has not been a major issue in Lubec. Lubec has a Harbor Ordinances and an elected Harbor Board that manages the harbor under the supervision of the Selectmen. Mooring areas are cooperatively managed by the Harbormaster and users. The largest mooring area in Lubec is located immediately adjacent to the Town Pier near downtown Lubec and includes a mix of commercial and recreational vessels. There is

ample room to accommodate additional boats within the existing mooring area; and there are no current or anticipated needs for dredging in Lubec.

Public Access to Marine Waters

Lubec retains close ties to the sea. Public access to marine waters is vital to the local economy. Public access to marine waters also plays an important role in maintaining Lubec maritime heritage and providing recreational opportunities for local residents.

The Town Pier and associated facilities is the most heavily use public access point in Lubec. The Town Pier is very heavily used by an active commercial fleet (fishing skiffs, lobster boats, draggers, tenders, and aquaculturists) and a growing number of recreational users (sightseeing/kayaking, sailing and power craft). Facilities at the pier are in relatively good shape; the town will continue to prioritize maintenance of the pier as needed and work with the State to address maintenance at the boat ramp.

Map 8: Marine Resources shows the most recent inventory of public access to the water in Lubec. All public access points that are known (through deed research and town owned land or rights of way) are depicted by numbers on Map 8 and listed in Table G-5 below. The focus is on access for commercial use with consideration for recreational use of public access points. There is no existing inventory of visual access; and the need for one is not anticipated at this time.

Table G-5 PUBLIC ACCESSES IN LUBEC

Map ID	Name	Type	Surface / Access type
1	Town Pier	Public Pier	Pier & paved ramp with docks
2	Stockford Park	Park	Walk-down to shore
3	Main Street	Public road extends to water	Paved
4	Lower Water Street	Public road extends to water	Paved/gravel road
5	Mowry Beach	Water down, trail to water	Gravel road
6	“The Gravel Pit”	Gravel road to water	Gravel road
7	The Sand Bar	Public road extends to beach	Beach
8	Lyons Road	Public road adjacent to water	Walk down
9	Straight Bay Road	Public road adjacent to water	Walk down
10	North Lubec	Path from public road	Walk down

Source: Town of Lubec

Maintaining public access to the water is of vital significance to commercial fishermen and other marine harvesters. In addition to the public access points listed above, there are a variety of other access points to maritime waters that are used by fishermen in Lubec. Described as traditional access points these include private wharves and piers as well as beaches, boat launches and paths to the shore used by shellfish harvesters. Traditional accesses are on private land and are used through a variety of informal arrangements between marine harvesters and individual property owner.

Many traditional access points provide the only means of reaching important clamming flats or harbors. Traditional accesses are considered to be “at risk” because experiences elsewhere in Maine has shown that when properties change hands, these critical links to seas are not always maintained.

The Town of Lubec supports retention of traditional access points for use by commercial marine harvesters through promotion of voluntary enrollment in the Working Waterfront Current Use Taxation program and – if necessary – voluntary acquisition of rights of way from willing sellers.

EXISTING POLICIES REGARDING MARINE RESOURCES

Town policies relative to marine resources as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table G-6 MARINE RESOURCES POLICIES FROM THE 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to continue to protect and enhance the quality of its marine resources.	<i>This policy continues to align with municipal goals and should be maintained.</i>
It is the policy of the Town of Lubec to continue to encourage and promote the development of water dependent uses in the appropriate areas, which will contribute to the economic well-being of the town.	<i>This policy continues to align with municipal goals and should be maintained.</i>
It is the policy of the Town of Lubec to monitor actively the harvesting of shellfish within its jurisdiction.	<i>This policy continues to align with municipal goals and should be maintained.</i>
Strategy	Notes
Develop and adopt a Harbor Management Plan. This would be the first activity of the new Harbor Management Committee and would be done with the Harbor Master.	<i>This strategy was successfully implemented.</i>
Require or encourage landowners with overboard discharge permits or malfunctions septic systems in areas identified as polluted to find and implement alternatives or improvements to these systems.	<i>This strategy has been largely implemented. The Town is continuing to address remaining issues on a case by case basis.</i>
Construct a new breakwater to protect commercial and recreational boats in and around the Town Dock.	<i>This strategy has not been implemented.</i>

Policies and implementation strategies relative to marine resources are presented on the next page. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION

Goal: Lubec will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town’s heritage and quality of life.			
Policy	Implementation Strategy	Responsibility	Timeframe
Continue to protect and enhance the quality of Lubec’s marine resources.	Work with land owners, the DEP and neighboring communities to identify and eliminate OBD and non-point source pollution.	Selectmen	On-going
	Encourage owners of marine businesses to participate in clean marina/boatyard programs.	Selectmen; Harbor Board	On-going
Encourage and promote the development of water dependent uses in the appropriate areas, which will contribute to the economic well-being of the town.	Enforce shoreland zoning provisions and provide adequate training to the code enforcement officer.	CEO; Selectmen	On-going
To maintain and, where warranted, improve harbor management and facilities.	Monitor condition of the wharf and coordinate with the State to make improvements as necessary.	Harbor Board	On-going
Actively monitor the harvesting of shellfish within its jurisdiction.	Continue to support the work of the Shellfish Conservation Committee, including flat management work, and reseeded efforts.	Warden; Shellfish Committee	On-going
To protect, maintain and, where warranted improve, access to the community’s marine resources for all appropriate uses including fishing, recreation and tourism.	Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private land owners to secure these accesses will include: <ul style="list-style-type: none"> • Acknowledgement of landowners who continue the centuries old practice of allowing public use of their lands; • Informal agreements allowing public use of lands; • More formal agreements allowing public use of lands until & unless problems arise from disrespectful use of private land; • Providing property tax incentives to property owners who grant written, revocable rights of access across their property; • Purchasing permanent easements or fee title to access points or property of critical importance to the fishery. 	Selectmen; Planning Board	Immediate (1-2 years)
	Provide information about the current use taxation programs to owners of waterfront land used to provide access to or support the conduct of commercial fisheries.	Selectmen; Assessor	On-going

Lubec Comprehensive Plan Update

Washington County, Maine

MAP 8: Maritime

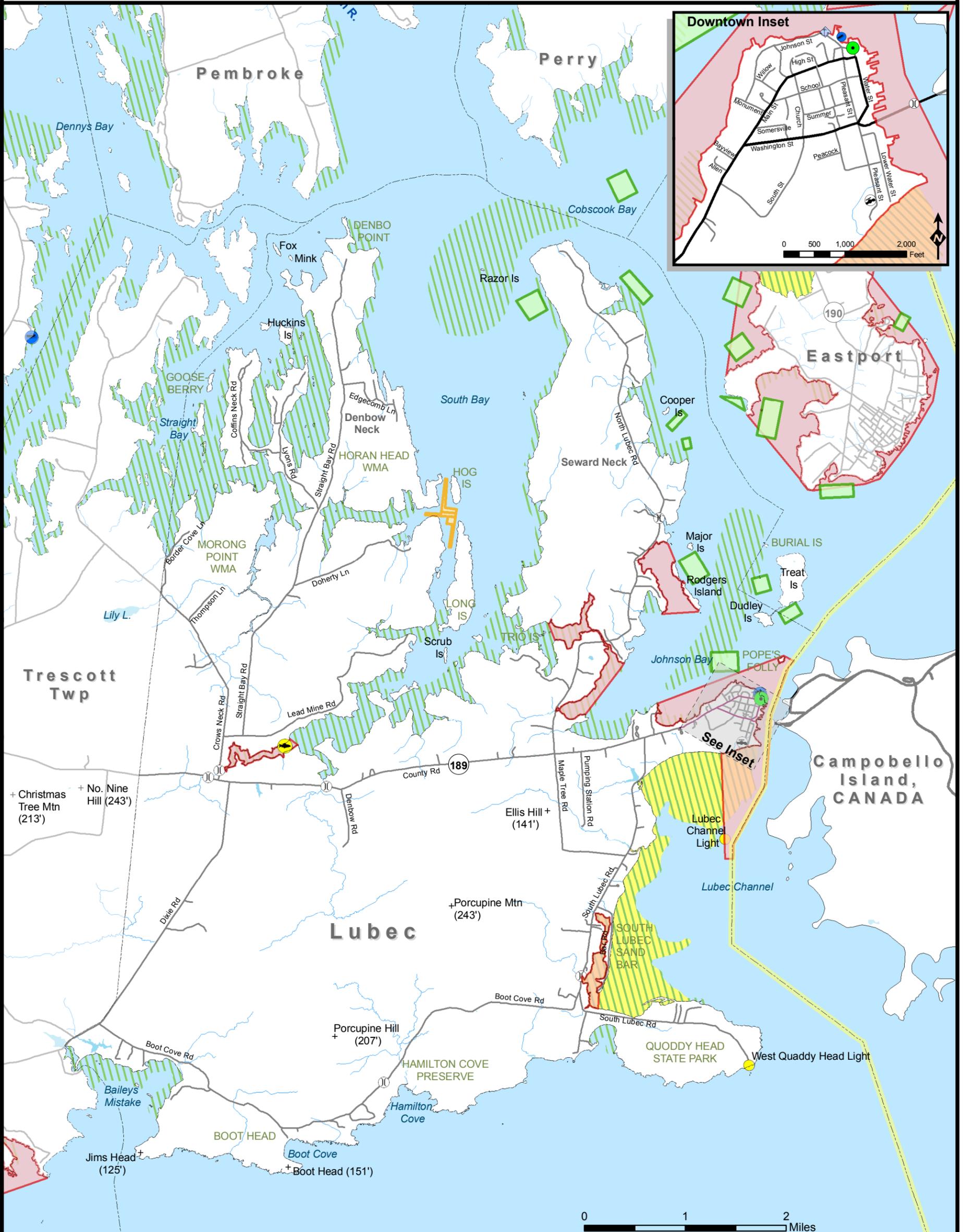
Data Sources:
 Maine Office of GIS
 Garmin GPS Receiver
 Universal Transverse
 Mercator- Zone 19N
 North American Datum- 1983

- State Road
- Town Road
- - - Path/Unpaved Way
- Perennial Stream
- International Boundary

- Lighthouses
- ◆ Marina / Harbormaster's Office
- Boat Launch
- ⊖ Waste Water Treatment
- Dechlorination Facility
- ⊖ Bridges

- Marine Habitat**
- ⚡ Diadromous Fish Rivers
 - 🐛 Marine Worm
 - 🌿 DMR Mapped Shellfish Habitat (Includes, clam, scallop, quahog, blue mussel)

- Aquaculture Lease Sites**
- 🟩 Atlantic salmon
 - 🟨 Green Sea Urchins
 - 🔴 Shellfish Closures



H. HOUSING

The purpose of this section is to:

1. Describe the characteristics and changes of the housing stock and its demand and affordability in Lubec and the region;
2. Identify the relationship between housing characteristics and demand in Lubec and the region; and
3. Predict the size, characteristics, and affordability of housing needed to meet the demands of the future population

FINDINGS

The total number of housing units grew by 5% in the 1990's. A similar rate of growth is anticipated over the planning period. Housing available in Lubec is dominated by single family houses, but it includes a mix of owner-occupied and rental units, as well as apartments, mobile homes and senior housing.

Overall, there appears to be an adequate supply of affordable housing. Affordable housing is defined as not costing more than 30% of household income. However, housing affordability is an issue for a significant portion of Lubec residents. In particular, the limited availability of affordable rental properties is an issue for young families. There are also significant substandard housing issues. Both of these trends are related to the age of Lubec's housing stock (45% of units were built prior to 1939). The Town has had some success in addressing substandard housing; and should continue these efforts.

HOUSING UNITS

In 2000, the total number of housing units in Lubec was 1,072. During the 1990s, the number of housing units in Lubec grew by 5 percent. This was compared to almost 15 percent for Washington County and 11 percent for the state. The Town feels that Census data may not fully reflect the level of development in seasonal homes that actually occurred during the 1990's. Lubec does not issue building permits for activities occurring outside the shoreland zone, so no comprehensive statistics are currently available for the first decade of this century. Anecdotal accounts suggest that there was an increase in development in the late 1990's and early 2000's, but that overall the rate of growth in housing units reflected in Census figures is reasonably accurate.

As noted in *Chapter C. Population*, in the 1990s Lubec experienced an 11% decline population. It's worth noting that even as Lubec's population declined, the number of households grew. Given population forecasts that predict continued declines in population and an average household size that was already well below the state average, Lubec does not anticipate the need for a great number of additional housing units to accommodate its population over the planning period. It is anticipated that ratio of population to total housing units will continue to fall slightly

as average household size declines, year-round homes are converted to seasonal use, and seasonal homes continue to be built.

Table H-1 TOTAL NUMBER OF HOUSING UNITS

	1990	2000	% Change
Calais	1,773	1,921	8%
Eastport	1,046	1,061	1%
Lubec	1,014	1,063	5%
Machias	1043	1,125	8%
Washington County	19,124	21,919	15%
Maine	587,045	651,901	11%

Source: US Census

If the present trend of declines household size is projected into the future, Lubec would need additional 40 housing units to accommodate its projected population in 2020. This projections seems in line with the level of development currently occurring in Lubec.

HOUSING STOCK

Maine's housing stock reflects the state's history and climate. Nationwide, Maine ranks first in the proportion (29%) of the housing stock that was built prior to 1940. In Lubec, 45% of housing units were built prior to 1939. This is a very high proportion. The high proportion of older housing stock in Lubec includes a large number of historic homes that contribute to the character and sense of place in Lubec's downtown and other parts of town. At the same time, the high proportion of old housing stock has implications for lower income households and households with children since many older housing units have substandard heating and plumbing systems, poor insulation and exposed lead paint.

Table H-2 YEAR STRUCTURE BUILT

Years	Lubec		Washington County		Maine
	Number	%	Number	%	%
1999 to March 2000	15	1%	344	2%	2%
1995 to 1998	48	5%	1,197	6%	6%
1990 to 1994	47	4%	1,604	7%	7%
1980 to 1989	111	10%	3,203	15%	16%
1970 to 1979	149	14%	4,038	18%	16%
1960 to 1969	49	5%	1,856	9%	9%
1940 to 1959	162	15%	2,503	11%	15%
1939 or earlier	482	45%	7,174	33%	29%
Total housing stock	1,063	100%	21,919	100%	100%

Source: U.S. Census

Structure Type

The distribution of housing unit types is an important indicator of affordability, density, and the character of the community. In 2000, one-unit structures (single-family houses) represented 82% of Lubec's housing units while mobile homes and trailers accounted for 12% percent. The increase in the percentage of single family homes in Lubec between 1990 and 2000 can be attribute both to an increase in the number of single family homes during that time period and a decrease in the number of housing units classified as "Other" or not classified.

The share of mobile homes in Lubec relative to the entire housing stock is comparable with the rest of Washington County. Between 1990 and 2000, the number of mobile homes and trailers in Lubec remained stable. In Lubec mobile homes and trailers are located primarily on individual lots, not in mobile home parks. Although not disproportionate, many of these homes are inhabited by elderly people. Overall, mobile homes in Lubec are in good condition. Mobile homes provide an affordable home-ownership option for many residents. Accordingly, it is the policy of the Town of Lubec does to not discriminate against mobile homes or mobile home parks. Those mobile home units constructed pre-1976 which are located in town must meet the requirements of the Building Code and the State Electric Code.

Table H-3 HOUSING UNITS IN STRUCTURE

	Lubec				Washington County			
	1990		2000		1990		2000	
	Num.	%	Num.	%	Num.	%	Num.	%
One-unit	785	77%	870	82%	14,397	75%	17080	78%
Multi-unit	78	8%	65	6%	1,473	8%	1,931	9%
Mobile Home trailer	125	12%	123	12%	3,254	17%	2,786	13%
Total units**	1,014	100%	1,063	100%	19,124	100%	21,919	100%

Source: U.S. Census

Note: * Total units include: boat, RV, van, etc., not itemized in table

HOME OCCUPANCY

Home ownership is a good indicator of the overall standard of living in an area. One way to track home ownership change over time is to compare owners and renters as a proportion of total occupied housing, as illustrated in Table H-4. A high rate of owner-occupied housing is typical of predominately residential communities like Lubec. In 1990 and 2000, the proportions of owner and renter-occupied housing units remained fairly stable at both the town level and in the county as whole.

It is noteworthy, though, that in line with the population decline experienced in Lubec during the 1990s, the number of occupied housing units (including both owner and renter occupied units) declined in Lubec, whereas the county as whole saw an increase in all three categories.

Table H-4 HOUSING TENURE

	Lubec				Washington County			
	1990		2000		1990		2000	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupied housing units	782	100%	756	100%	13,418	100%	14,118	100%
Owner-occupied housing units	613	78%	591	78%	10,568	79%	10,969	78%
Renter-occupied housing units	169	22%	165	22%	2,850	21%	3,149	22%

Source: US Census 2000

VACANCY RATE

The decline in occupied housing units noted above is directly related to the decline in housing occupancy during the same period. In 1990, 23% percent of Lubec's housing units were "vacant," which includes those that are truly vacant as well as those that are used seasonally. By 2000, 30% of housing units in Lubec were classified as vacant, a lower proportion than in the county as a whole. Homes in Lubec classified as vacant by the Census are overwhelmingly comprised of seasonal homes. Local real estate agents and town officials indicate seasonal homes account for more than 30 percent of homes. Overall, the data suggest an adequate supply of housing for purchase; however, there are issues with the availability of rental housing as discussed below.

Table H-5 HOUSING OCCUPANCY

	Lubec				Washington County			
	1990		2000		1990		2000	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
All housing units	1,014	100%	1,072	100%	19,124	100 %	21,919	100.0%
Occupied housing units	782	77%	755	70%	13,418	70%	14,118	64%
Vacant housing units	232	23%	317	30%	5,706	30%	7,801	36%

Seasonal homes

In part, the increased vacancy rate can be attributed to conversion of year homes to seasonal use. According the Census, the number of seasonal homes in Lubec increased from 125 in 1990 to 170 in 2000, an increase of 16%. The rate of increase in Lubec's seasonal housing was less than the increase in Washington County as whole. Although the Town does not keep track of home conversion from year-round to seasonal use, as noted in *Chapter C. Population*, this trend seems to be in line with the Town's best estimate of growth in the seasonal population. The Town anticipates that year-round homes will continue to be converted to seasonal use; and that a significant portion of new home development over the planning period will be for seasonal use.

Table H-6 TOTAL NUMBER OF SEASONAL UNITS, 1980 - 2000

	1990	% of Total Units (1990)	2000	% Change	% of Total Units (2000)
Lubec	125	12%	170	36%	16%
Washington County	4,046	21%	5,374	33%	25%
Maine	88,039	21%	101,470	15%	16%

Source: U.S. Census

HOUSING ISSUES

Availability of rental properties

Reports from local real estate agents and others indicate that there are not enough year-round rental properties available at afford prices to accommodate demand. In part this is related to the limited availability of multi-family housing in Lubec. In part, the limited availability of affordable rental housing is also related to the market for seasonal rentals: in recent years an increasing number of property-owners have made the calculation that making their properties available only for seasonal rental in the summer months provides a better return on investment.

The Town feels that meeting the need for affordable rental properties is critical to retaining young families in support of municipal economic development goals. The town would work with developers interested in developing multi-family housing to meet this need.

Substandard housing

Substandard housing is an issue that has already been touched upon. In part, substandard housing issues in Lubec are related to the prevalence of older housing units within Lubec housing stock. Older homes are more likely to have substandard heating and plumbing systems, poor insulation and exposed lead paint. In addition, according the Census 90% of homes in Lubec were built prior to 1980; and are therefore likely to contain lead paint. These issues are of particular concern for lower income households and households with children.

Since the previous Comprehensive Plan was adopted, Lubec has taken measures to help address substandard housing issues. Between 1996 and 2000, Lubec was awarded three Housing Assistance Grants totaling \$900,000 to assist low income household with housing rehabilitation. Since that time, similar assistance has been made available to Lubec residents through housing rehabilitation programs administered through Washington Hancock Community Agency (WHCA). The Town should continue to provide information to local residents about these programs and partner with WHCA to remedy sub-standard housing conditions where they exist in Lubec.

Table H-7 HOUSING CHARACTERISTICS

	Washington County		Lubec	
	Number	Percent	Number	Percent
Total housing units in 2000	21,919	100%	1,063	100%
ROOMS IN 2000				
1 room	708	3%	6	1%
2 rooms	1,263	6%	50	5%
3 rooms	2,411	11%	120	11%
4 rooms	4,096	19%	185	17%
5 rooms	4,896	22%	244	23%
6 rooms	3,794	17%	228	21%
7 rooms	2,211	10%	120	11%
8 rooms	1,330	6%	60	6%
9 or more rooms	1,210	6%	50	5%
SELECTED CHARACTERISTICS IN 2000 (of occupied housing units)				
Occupied Housing Units (1999)	14,118	100%	756	100%
Lacking complete plumbing facilities	299	2%	21	3%
Lacking complete kitchen facilities	204	1%	18	2%
No telephone service	330	2%	27	4%
HOUSE HEATING FUEL IN 2000 (of occupied housing units)				
Utility gas	3	>1%	0	0%
Bottled, tank, or LP gas	473	3%	26	3%
Electricity	562	4%	26	3%
Fuel oil, kerosene, etc.	11,708	83%	647	86%
Coal or coke	8	>1%	0	0%
Wood	1,333	9%	57	8%
Solar energy	5	>1%	0	0%
Other fuel	23	>1%	0	0%
No fuel used	3	>1%	0	0%

Source: U.S. Census

Senior Housing and Assisted Living Housing

The availability of senior housing and assisted living housing is a concern for long time residents who wish to remain in the area. There are currently three MaineHousing (Maine State Housing Authority) Complexes in Lubec: Bayview Park (103 Main Street), Quoddy View Apartments (1 Emery Circle), and Sunrise Apartments (25 Hallett Circle). All three facilities are under the same management; and provide housing for elderly people and/or people with disabilities.

In addition to these facilities, there are number of other senior housing facilities within the region, most notable in Machias and Calais where there is a greater availability of medical care. Demographic trends indicate a growing need for senior housing over the planning period. The Town anticipates that this need will be met through some mix of local and regional solutions. As our population ages, the Town will working with senior housing developers and regional partners to identify solutions that meet the needs of local residents.

As with affordable rental properties, demand for senior housing and assisted living in Lubec exceeds the available supply. Town is interested in working with developers to meet the needs for additional senior and/or assisted living in Town.

HOUSING AFFORDABILITY

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

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

Definitions of Affordability

Affordable housing means decent, safe, and sanitary living accommodations that are affordable to very low, low, and moderate-income people. The State of Maine defines an affordable owner-occupied housing unit as one for which monthly housing costs do not exceed approximately 30% of monthly income, and an affordable rental unit as one that has a rent not exceeding 30% of the monthly income (including utilities). The kinds of housing that are affordable at these income levels are often small homes on small lots and can include manufactured housing, multi-family housing, government-assisted housing, and group and foster care facilities. Increased density and reduced frontage requirements can contribute to a community's affordable housing stock.

Based on MSHA figures, in 2007 the median household income was \$30,530 in Washington County. Using state guidelines, three income groups are considered for 2007: extremely low and very low income, low income and moderate income. Income and affordable monthly housing payments are shown in Table H-8 for these income groups.

Table H-8 INCOME AND AFFORDABLE MONTHLY HOUSING PAYMENTS

Households	Washington County		
	Income Range	Percent of Households	Affordable monthly rent or mortgage payment
Extremely Low & Very low income	Up to \$15,265	25.3%	Up to \$382
Low income	\$15,266 to \$24,424	15.6%	\$383 to \$611
Moderate income	\$24,25 to \$45,796	27.5%	\$612 to \$1,145

Source: MSHA

Housing Selling Prices

Table H-9 shows that the median value of housing in 2000 was \$58,000 in Lubec suggesting that housing is affordable for some Lubec households in the low income groups and above. However, it should be noted that the value of housing in Lubec for the year 2000 from the Census shown in Table F-10 is a small sampling.

Table H-9 VALUE IN 2000: SPECIFIED OWNER-OCCUPIED HOUSING UNITS

	Lubec		Washington County	
	Number	Percent	Number	Percent
Less than \$50,000	165	40%	1945	28%
\$50,000 to \$99,999	190	46%	3825	54%
\$100,000 to \$149,999	22	5%	741	11%
\$150,000 to \$199,999	21	5%	294	4%
\$200,000 to \$299,999	11	3%	171	2%
\$300,000 or more	3	1%	54	1%
Owners Specified Units	412	100%	7,030	100%
Median (dollars)	\$58,000	-	\$68,700	-

Source: U.S. Census

Additional data on housing affordability is available at the housing market level. Lubec is part of the larger Machias Housing Market. MSHA reports that in 2007, the median home sale price was **\$98,000** in the Machias Housing Market, while the median income was \$31,245. Accordingly, the housing affordability index in this housing market for the year 2007 was 0.93 (under 1.00 equals unaffordable; while over 1.00 equals affordable). While not affordable, in 2007 housing was more affordable in the Machias Housing Market than in Washington County as a whole (with affordability index of 0.81) or the state as whole (with an affordability index of 0.74).

A recent review of current real estate listings (2009) revealed over a dozen homes in Lubec listed for sale at or below \$98,000; with several homes available in the range affordable to households earning 80% of the median income.

Owner Costs

Table H-10 shows selected monthly owner costs as a percentage of household income owner-occupied housing units in Lubec. In 1999, 38% of Lubec household paid over 30% of household income in owner costs. This is a significantly higher than the county average; and suggests that housing affordability is an issue that affects a significant portion of local residents. Given the age of Lubec's housing stock and the local dependence of fuel oil as a heat source, changes in energy costs can significantly impacts home ownership costs and home affordability for many Lubec residents.

Table H-10 SELECTED MONTHLY OWNER COSTS IN 1999

Percent of Household Income	Lubec		Washington County	
	Owner Occupied	Percent	Owner Occupied	Percent
Less than 20 %	193	47%	4147	59%
20 to 24 %	39	9%	815	12%
25 to 29 %	24	6%	498	7%
30 to 34 %	33	8%	368	5%
35 % or more	114	28%	1096	16%
Not computed	9	2%	106	2%
Total Owner Occupied Units	412	100.0%	7,030	100%

Source: U.S. Census

Renter Occupied Housing Affordability

Table H-11 shows rental costs as a percentage of household income. Only year round rentals are considered, as seasonal housing rentals are not reported. The rents shown are reported by the tenants and take into account the subsidies some receive in the form of the federal Section 8 housing subsidy to low income residents. For 46 renter occupied units in Lubec (27% of household that rent) more than 30% of household income was spent on housing costs. Based on these figures, rental housing is unaffordable for a greater portion of Lubec residents than in the county as whole.

Table H-11 GROSS RENT AS A % OF HOUSEHOLD INCOME IN 1999

Percent of Household Income	Lubec		Washington County	
	Number	Percent	Number	Percent
Less than 20 %	42	25%	829	23%
20 to 24 %	14	8%	370	12%
25 to 29 %	27	16%	420	14%
30 to 34 %	13	8%	234	8%
35 % or more	33	20%	690	23%
Not computed	36	22%	473	16%
Total Renter Occupied Units	165	100.0%	3016	100.0%

Source: U.S. Census

Among the 165 year round rental units in Lubec reported in the 2000 Census, for approximately 80% of units, gross rent was affordable for those in the moderate income group; and at least 60% were affordable to those in the low income group. See Table H-8 for affordable rent figures. As with housing, this suggests that other costs of renting – in particular volatile fuel prices – contribute significantly to housing affordability in Lubec.

As noted above, local real estate agents report a decline in the number of available year-round rental properties in Lubec; and rents for those properties that are available for year-round rental have risen significantly in recent years. There are currently very few rental units available that are affordable to low income earners. The Town is interested in working with developers to better meet this need.

Table H-12 GROSS RENT IN 1999

Rent	Lubec		Washington County	
	# of Rentals	Percent	# of Rentals	Percent
Less than \$200	37	22%	600	20%
\$200 to \$299	21	13%	313	10%
\$300 to \$499	53	32%	864	29%
\$500 to \$749	20	12%	719	24%
\$750 or more	2	1%	8	>1%
No cash rent	32	19%	447	15%
Total Renter Occupied Units	165	100.0%	3016	100.0%
Median	\$352	-	\$408	-

Source: U.S. Census

Affordability and the Growth Management Act

A minimum policy required by the Maine Growth Management Act is for every municipality "...to seek to achieve at least 10% of all housing built or placed during the next decade be affordable."

During the 1990's, Lubec added 39 housing units. The Town does not require building permits for activities occurring outside of the shoreland zone, but the level of development that occurred in the 1990's seems to be in line with more recent trends. At the level of development, Lubec would meet the requirement of the Act if the town sought to provide approximately 4 low-income units per decade. The Town does not maintain records on actual sale prices or move-in costs associated with new construction. However, the Town is aware of at least five mobile home placements within the last decade that are believed to meet the affordability requirements. In addition, use of the town revolving loan fund to address substandard housing issues has resulted in the retention of affordable housing units that would otherwise have become uninhabitable.

The Committee recommends that the Town implement a building permit or an intent-to-build filing. This will enable the Town to more accurately track new housing development in the future. It will also improve fairness of the property tax, but allowing the town to better track taxable property.

Seasonal and Year Round Housing Differences

There are effectively two housing markets in Lubec: seasonal and year round. Seasonal housing is concentrated along waterfront areas. The units tend to be larger and while many are seasonal and function primarily as vacation homes for non-residents, they are built for year round occupancy. There is a concern in Lubec and the surrounding area that long term residents are losing their ability to stay in their houses because of significantly increasing property taxes caused by an overall increase in town valuation.

Affordable Housing Remedies

While meeting the letter of the Growth Management Act has not proved difficult for the town of Lubec, there is a desire by residents to maintain and provide affordable housing, as needed, beyond the state minimums. The state recommends that the town consider ways of helping meet

this need. This can be very difficult for small communities like Lubec because the traditional recommendations may *not* apply, including:

1. The relaxation of zoning ordinance and building code requirements that tend to increase building costs.
 - **Lubec does not have town wide zoning. If a zoning ordinance is established for Lubec, it will be sensitive to the need to lessen the potential costs imposed on low-income residents.**
2. Take steps to allow mobile homes and modular homes in more areas.
 - **At present the town does not limit the location of these types of units. There are no official mobile home parks in Lubec, but the Town does not restrict where within Lubec mobile home parks may be located.**
3. Provide town sewer, water and roads to new parts of town thus “opening up” land for new homes.
 - **There continues to be an adequate amount of land available for development within the area served by public water and sewer. The Town does not anticipate any extension of public water or sewer service at this time.**

The Town of Lubec has implemented a number of programs to address housing affordability issues. Notably, the Town has consistently made use of its revolving loans funds to assist low-income home owners with repairs that address substandard housing issues. Between 1996 and 2000, Lubec was also awarded three Housing Assistance Grants totaling \$900,000 to assist low income household with housing rehabilitation. Since that time, similar assistance has been made available to Lubec residents through housing rehabilitation programs administered through Washington Hancock Community Agency (WHCA).

The Town believes that these local and regional solutions effectively address housing affordability by maintaining the ability of local residents to make necessary repairs that improve the housing stock available for low to moderate income Lubecers. In addition, limited land use regulation in Lubec allows for a wide variety of solutions that typically result in affordable housing such as accessory apartments, so-called ‘mother-in-law’ apartments.

Housing Programs

In addition to continuing a regulatory framework that does not significantly increase construction costs, the town also provides information on affordable housing programs for residents to consult at the town office. This resource is updated on a regular basis and includes information on such programs as those offered through the Maine State Housing Authority, e.g. Rental Loan Program, Section 8, SHARP, Supportive Housing, and Vouchers, DEP septic and wells grants, and USDA Rural Development, among other organizations.

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

The United States Department of Housing and Urban Development (HUD) is the primary federal agency dealing with affordable housing. Rural Development (RD), formerly Farmers Home Administration (FmHA), part of the United States Department of Agriculture (USDA), also deals with affordable housing. The Maine State Housing Authority (MSHA) is the State's agency for such issues. Lubec has neither a local housing authority nor a public welfare department to oversee general assistance.¹

Subsidized units are built with state or federal monies for the express purpose of providing housing to lower income individuals and families. A housing project or development may be entirely formed by subsidized units, or the project may be of mixed uses. Subsidized units are typically available to individuals below certain income guidelines, and residents are expected to pay a fixed percentage of their income as rent.

Housing is also subsidized through certificates and vouchers. Especially when subsidized units are not available, the MSHA will provide monies for citizens to use as payment for rent for non-public units. The town is also reimbursed by the State for general assistance money that may be given to citizens with short-term immediate needs for housing. Finally, low interest loans through the federal or state governments are also a form of subsidy.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to housing, the Comprehensive Plan adopted by the Town of Lubec in 1996 found that housing in Lubec including a high percentage of homes constructed prior to 1940 as well as a high percentage of mobile homes. The 1996 Comprehensive Plan found that population trends indicated little need for additional housing construction. Available data indicate that this has in fact been the case. Based on these findings, the Comprehensive Plan established policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

¹ General assistance requests are handled through the Town Office.

Table H-13. HOUSING POLICIES & STRATGIES FROM THE 1992 COMP PLAN

Policies	Notes
It is the policy of the Town of Lubec to encourage and promote affordable, appropriate, and adequate housing for its residents.	<i>This policy continues to align with municipals goals and should be continued.</i>
It is the policy of the Town of Lubec to continue to not discriminate against manufactured housing, mobile home parks, elderly housing or low income housing projects within its jurisdiction.	<i>This policy continues to align with municipals goals and should be continued.</i>
Implementation Strategies	Notes
Study the feasibility and desirability of developing additional elderly housing in town. Study will include evaluating the applicability the HUD Elderly Housing Program.	<i>This policy is felt to be obsolete; and should not be continued.</i>
Monitor the conversion of seasonal to year-round homes to ensure that septic systems are adequate to handle the increased demand and that water quality is not threatened.	<i>The Town has not adopted a Mobile Home Park and Trailer Ordinance but continues to encourage siting of mobile home parks in appropriate areas.</i>
Establish a Lubec Housing Authority to acquire tax default houses in Town. Use Town’s revolving loan funds (town to create jobs), get matching dollars, renovate the buildings, and create rental properties.	<i>This policy no longer aligns with municipal goals; and should not be continued.</i>

Policies and implementation strategies to relative to housing in Lubec are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION STRATEGIES

The Comprehensive Plan Update committee recommends the following policies and implementation strategies relative to housing.

Goal: Lubec will encourage and promote affordable, decent housing opportunities for its residents.			
Policy	Implementation Strategy	Responsibility	Timeframe
Encourage and promote affordable, appropriate, and adequate housing for its residents.	Continue to utilize the Town Revolving Loan Funds, regional housing assistance grants and other sources of funding to address substandard housing issues.	Selectmen	On-going
Ensure that land use controls encourage the development of quality affordable housing, including rental housing.	Keep minimum lot size and road frontage requirements small to encourage residential density in growth areas and maintain access to affordable housing throughout Lubec.	Selectmen	On-going
	Continue to allow the types of development that result in affordable housing, such as the addition of accessory apartments.	Selectmen	On-going
	Encourage senior citizen housing opportunities and work with developer and regional partner to permit and develop addition senior housing as necessary and appropriate.	Selectmen; Planning Board	On-going
Continue to not discriminate against manufactured housing, mobile home parks, elderly housing or low income housing projects within the Town's jurisdiction.	Ensure that land use regulation continue to allow mobile homes through the Town's jurisdictions.	Selectmen	On-going
	Designate locations in growth areas where mobile home parks are allowed pursuant to 30-A MRSA §4358(3)(M).		
Pursue programs and grants that can assist in ensuring that at least 10% of new residential development meets the definition of affordable housing.	Continue to participate in program and grants (CDBG housing assistance and rehabilitation programs) for the use of residents.	Selectmen; Town Administrator	Immediate
	Institute a building permit or intent to build filing so that the Town can track new development occurring outside of the shoreland zone.	Planning Board	Short Term (1-2 years)
	Monitor the conversion of seasonal to year-round homes to ensure that septic systems are adequate to handle the increased demand and that water quality is not threatened.	Planning Board	On-going
Support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.	Continue to support the efforts of WHCA and other regional organizations to address affordable housing and substandard housing issues.	Selectmen	On-going

I. TRANSPORTATION

The purpose of this section is to:

1. Describe Lubec's roadway and transportation systems in terms of extent, capacity, & use;
2. Assess the adequacy of those systems in handling current use demands;
3. Assess the conditions of existing pedestrian and transit facilities and services; and
4. Predict major transportation improvements needed to address identified deficiencies and accommodate the projected demand for transportation in Lubec and Washington County.

FINDINGS

There are more than 60 miles of roadway in Lubec, including 33.1 miles of local roads, 13.3 miles of state highway and state aid roads and over 14 miles of private roadways (not counting woods roads and agricultural access roads. Lubec's road network is large as compared to its population, tax base and in comparison with other nearby community. As a result both of its large road network and a backlog of deferred maintenance, the Town anticipates that maintaining the existing network of public roads in Lubec will require careful planning and prudent fiscal management over the planning period.

The major traffic flows in Lubec are found along Route 189 with the highest traffic counts in the downtown area where local traffic overlaps with through traffic to Campobello Island. However, traffic volumes as a whole are relatively low, with no roadways exceeding 4,000 vehicles per day as measured by AADT data taken in 2004.

ROADS INVENTORY

Many roads in Lubec originated in the early days as pathways or carriage trails. These roads followed the easiest routes and were not concerned with sight distances, sharp corners, the weight load of trucks, or intersection design. Some of our roads were improved over the years to accommodate increased traffic, higher speeds and larger vehicles. In the last decade, the Maine Department of Transportation (MDOT) through its Local Roads Assistance Program has assisted municipalities in improving further these roads to meet state and national safety design standards.

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

1. Arterials are roadways that serve long distance, high-speed through-traffic between communities, and are maintained by the state. The most important travel routes in the state, state highways, are arterials. Interstate highways may function as arterials. Arterials are major roadways which serve long distance through-traffic. Access to adjacent land is often provided.

2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and often are maintained in part by the state. Collector roads are roadways which connect local streets to arterials, and generally provide access to adjacent land.
3. Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas and usually carry low volumes of traffic.

Lubec has 36.4 miles of public roadway, made up of 13.3 miles of collector roads, and 33.1 miles of local roads. There are no roadway segments in Lubec classified as “arterial” by the Maine DOT. In addition to the 36.4 miles of public road, there are approximately 14 miles of private roads in Lubec with no public maintenance. A listing of all roads in Lubec with their classification, length, maintenance responsibility and overall condition can be found in Table I-1 and Table I-3, their geographic location is illustrated on *Map 2: Public Facilities and Services*.

Maine DOT is responsible for 13.3 miles of roadway in Lubec, which include: Routes 189 (County Rd / Washington St), Route 191 (Dixie Rd) and the South Lubec Rd. Maine DOT's jurisdiction includes permitting of curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction and widening.

Table I-1 PUBLIC ROADWAY INVENTORY

Road Name	Length	Jurisdiction	Surface	Condition ¹	Comments
Dixie Rd/Rte 191	3.1 mi	State aid	Asphalt	-	
South Lubec Rd	4.6 mi	State aid	Asphalt	-	
County Rd/Rte 189	5.3 mi	State highway	Asphalt	-	
Washington St/Rte 189	0.4 mi	State highway	Asphalt	-	
Airport Rd	0.1 mi	Townway	Gravel	A/B	
Bar Rd	0.4 mi	Townway	Gravel	B	
Bayview St	0.1 mi	Townway	Asphalt	C	
Boot Cove Rd	6.4 mi	Townway	Asphalt	B	~3 mi. still need surfacing
Border Cove Ln	0.7 mi	Townway	Asphalt	B	
Carrying Place Cv	0.4 mi	Townway	Asphalt	B	
Church St	0.2 mi	Townway	Asphalt	A/B	
Crows Neck Rd	2.0 mi	Townway	Asphalt	B	
Denbow Rd	0.6 mi	Townway	Asphalt	B	
Dewey-Mowry St	0.2 mi	Townway	Asphalt	C	Significant drainage issues
Doherty Ln	1.3 mi	Townway	Asphalt	B	No longer maintained.

¹ Grade Classification System:

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

Road Name	Length	Jurisdiction	Surface	Condition ₁	Comments
Doran Ln	0.3 mi	Townway	Asphalt	B	
Eureka St	0.1 Mi	Townway	Asphalt	C	Needs work at lower end
Hamilton St	0.1 Mi	Townway	Asphalt	B	Unpaved part connect to 189
High St	0.1 Mi	Townway	Asphalt	B	
Hobson St	0.1 Mi	Townway	Asphalt	B	
Jims Head Rd	0.5 Mi	Townway	Gravel	C/D	Needs grading and fill
Johnson St	0.5 Mi	Townway	Asphalt	B	
Jones Rd	>0.1 Mi	Townway	Asphalt	B	
Klondike Ln	0.2 Mi	Townway	Gravel	B	
Lead Mine Rd	2.4 Mi	Townway	Gravel/Asph	B	Paved part: A ; gravel part: C
Lower Water St	0.2 Mi	Townway	Asphalt	B	
Lyons Rd	1.6 Mi	Townway	Gravel	B	
Main St	0.9 Mi	Townway	Asphalt	B	
Maple Tree Rd	1.5 Mi	Townway	Asphalt	A/B	
Monument St	0.1 Mi	Townway	Asphalt	B	
North Lubec Rd	5.8 Mi	Townway	Asphalt	B	
Pleasant St	0.5 Mi	Townway	Asphalt	D	
Pumping Station Rd	0.7 Mi	Townway	Asphalt	B	
Sardine Wy	0.1 Mi	Townway	Gravel	C	No longer maintained.
School St	0.3 Mi	Townway	Asphalt	B	
Somersville Av	0.1 Mi	Townway	Asphalt	B	
South St	0.4 Mi	Townway	Asphalt	B	
Spring St	0.1 Mi	Townway	Asphalt	B	
Straight Bay Rd	4.9 Mi	Townway	Gravel/Asph	B	
Summer St	0.2 Mi	Townway	Asphalt	B	
Thompson Ln	0.4 Mi	Townway	Asphalt	B	
Water St	0.2 Mi	Townway	Asphalt	B	
Willow St	0.1 Mi	Townway	Asphalt	B	

Source: MDOT and Town of Lubec

Overall, local roads in Lubec are in fair condition. Included in the 33.1 miles of local roads maintained by the town of Lubec are approximately 4 miles of unpaved roadway. The Town of Lubec does not consider paving those unpaved section of town road to be a municipal priority.

Based on the road conditions assessment (see Table I-1), the Comprehensive Plan Update committee recommends the following priorities for road improvement over the next 5 years:

- **Dewey-Mowry St** (~0.2 mi) – Address drainage issue.
- **Boot Cove** (6.4 mi) – Complete surfacing of rebuilt section (~3.0 remaining)
- **Bayview St** (~0.1 mi) – Repave

Anticipated roadway improvements are included in the Capital Investment Plan, see *Chapter J: Fiscal Capacity*.

MAINTENANCE AND CONSTRUCTION OF PUBLIC ROADS

The town public works department oversees road maintenance. The town works diligently with limited resources to maintain local roads. However, as a result of the town's unique geography Lubec has a large network of public roads as compared with other nearby communities.

Table I-2 shows that the miles of State highway and State aid roads in Lubec are comparable to other communities in the area. However, the miles of locally owned and maintained roadway in Lubec exceed the total number of miles of roadway in many nearby communities.

**Table I-2: COMPARISON OF MILES OF ROADWAY
FOR SELECTED WASHINGTON COUNTY COMMUNITIES**

	State & State Aid	Local	Total	Ratio of Local to State
Addison	22 mi.	15 mi.	37 mi.	0.7 : 1
Alexander	15 mi.	12 mi.	27 mi.	0.8 : 1
Dennysville	4 mi.	10 mi.	14 mi.	2.3 : 1
Harrington	16 mi.	12 mi.	28 mi.	0.8 : 1
Jonesport	15 mi.	11 mi.	25 mi.	0.7 : 1
Machias	14 mi.	13 mi.	27 mi.	0.9 : 1
Machiasport	12 mi.	12 mi.	24 mi.	1.0 : 1
Whiting	13 mi.	8 mi.	21 mi.	0.6 : 1
Cherryfield	15 mi.	21 mi.	36 mi.	1.4 : 1
Lubec	13 mi.	33 mi.	46 mi.	2.5 : 1

Source: WCCOG, Town Comprehensive Plans

This large network of public roads – and in particular the large network of local roads for which the town is solely responsible – place a significant economic burden on the Town as compared with the more compact road network in nearby communities.²

Damage that occurs to our roads is largely the result of inadequate road design, base material and drainage. A combination of harsh weather, frost, spring thaw and truck activity is another cause of road deterioration. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw, which is also a time of year when many natural resource-based products are transported to market.

The town conducts its own snow plowing, salting and sanding each year for town and State-aid roads. Costs are covered from tax appropriations. The state reimburses Lubec for the majority of the actual costs to the town for the State-Aid Roads that the town is mandated to maintain. In recent year, reimbursement for costs to the community in maintaining State-Aid Roads has not

² Another way to demonstrate this phenomenon is by comparing the miles of local roadway in each community to the available property tax base. Among the selected communities, there is an average of \$7.2M of valuation for each mile of local road way, as compared to only \$5M in valuation for each mile of local roadway in Lubec. This means that if roadway maintenance costs per mile of roadway are comparable among the 10 communities, there will either be fewer dollars per mile of road in Lubec or taxes will be correspondingly higher. (Among the 10 communities, only Cherryfield and Alexander had fewer dollars of valuation backing each mile of local roadway).

kept up with rising costs. The shifts the financial burden of road maintenance for State Aid Roads onto the Town. The Town of Lubec strongly recommends that the Maine Department of Transportation review the formula under which State Aid reimbursement payments are made in order to reflect the actual cost of to the municipality.

The Maine DOT Local Roads Center provides a “Road Surface Management for Maine Towns” training program, including Road Surface Management System (RSMS)³ software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, it is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and “defend” their road maintenance budgets. The system is generic and provides an objective tool that a municipality can “customize” with its own repair techniques and local costs. The town of Lubec does not currently utilize the RSMS software, but is considering its use in the future.

PRIVATE ROADS IN LUBEC

In addition to 13.3 miles State and State-aid road and 33.1 miles of local roads, there are additional ~14 miles of private roads in Lubec (not counting woods roads and agricultural access roads). These roads, which are not publicly maintained, provide access to private homes and businesses. A list of private roads derived from E911 data is included in Table I-3.

Lubec does not currently have municipal design standard for private roads or policies to guide the acquisition of private roads. With the high cost of maintaining Lubec’s existing public roads, the cost associated with accepting any additional public roads only increases the burden on Lubec taxpayers.

To help manage and minimize the cost of adopting additional public roads, the Town should adopt a road adoption ordinance requiring that any additional private roads meet standards for the type of roadway as recommend by the Maine Local Roads Center in order to be considered for municipal adoption (MDOT – see Figure H-4). Road design standards also should be included any future land use ordinance (see *Chapter K. Land Use*).⁴ Any road design standards should differentiate between growth areas and rural areas, by encouraging paper roads that would allow for connectivity with future development as part of subdivision plans in designated growth areas.

³ **Road Surface Management System (RSMS)** is a road network pavement management system implemented using a computer based software package. RSMS provides information on the condition, traffic, and importance of roads in a network to create a long-term maintenance program. This helps municipalities apply limited budget resources where they will provide the greatest road quality benefits.

⁴ Model subdivision ordinances with road adoption standard are available online at <http://www.smrpc.org/landuse/subord/subord.htm>.

Table I-3 INVENTORY OF PRIVATE E911 ROADS

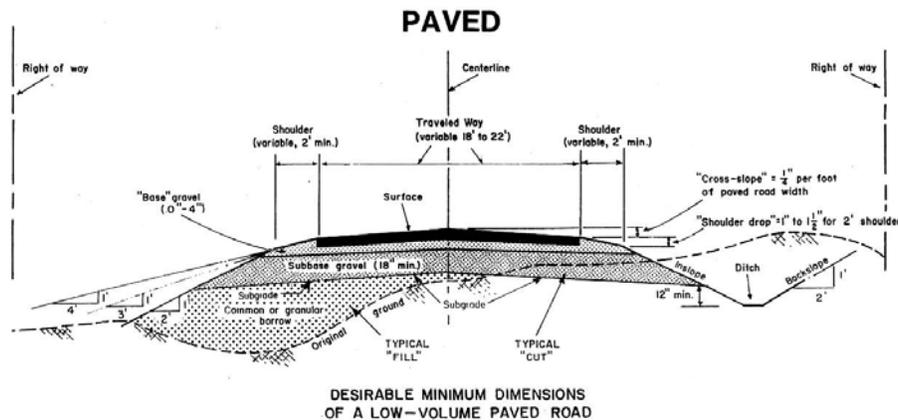
Road Name	Length
Allen Ln	0.1 Mi
Apple Tree Ln	0.2 Mi
Barker Ln	>0.1 Mi
Bassett Creek Ln	0.1 Mi
Bayview Park	0.1 Mi
Birch Point Ln	0.3 Mi
Blanch Ln	0.2 Mi
Border Cove Ln	0.7 Mi
Bridges Ln	0.1 Mi
Captains Lady Ln	0.1 Mi
Case Dr	0.1 Mi
Cecelias Wy	0.3 Mi
Clark Ln	>0.1 Mi
Coffins Neck Rd	1.3 Mi
Comstock Ln	0.1 Mi
Corey Ln	0.1 Mi
Cove Dr	0.1 Mi
Cox Ln	0.1 Mi
Cumberland Ln	>0.1 Mi
Diamond Point Rd	0.3 Mi
Easy St	0.1 Mi
Edgecomb Ln	0.7 Mi
Emery Cir	0.1 Mi
Fleming Ln	>0.1 Mi
Forest Ln	0.3 Mi
Glidden Wy	0.1 Mi
Green St	0.1 Mi

Road Name	Length
Grey Feathers Dr	>0.1 mi
Hallett Cir	0.1 mi
Harbor Heights Ln	0.1 mi
Horror Hill Ln	0.1 mi
Hunter Av	0.1 mi
Julia Cove Ln	0.5 mi
Katies Cove Ln	0.2 mi
Lawrence Ln	0.1 mi
Ledge Ln	0.2 mi
Legion Rd	0.1 mi
Lighthouse Ln	0.2 mi
Locke Ln	0.1 mi
Loon Ln	0.2 mi
McConnell Ln	0.2 mi
Mill Creek Ln	0.3 mi
Morang Cove Ln	0.2 mi
Mulholland Ln	0.1 mi
Museum Ln	0.1 mi
Newman Ln	>0.1 mi
North Shore Rd	0.8 mi
Nutters Cove Rd	0.3 mi
Old Campground Ln	0.2 mi
Paradise Ln	0.1 mi
Peacock Ln	0.1 mi
Petes Ln	0.1 mi
Pike Ln	0.1 mi
Plaster Mill Ln	0.1 mi

Road Name	Length
Pop Joy Ln	0.1 Mi
Pork Hill Ln	0.1 Mi
Quoddy Farm Rd	0.2 Mi
Retreat Ln	0.1 Mi
Reynolds Ln	0.1 Mi
Riggs Ln	0.1 Mi
Saltus Cove Ln	0.2 Mi
Sawtelle Ln	0.2 Mi
Scoville Ln	0.1 Mi
Simpkins Ln	0.1 Mi
Spark Plug Ln	0.3 Mi
Split Hill Ln	0.1 Mi
Stanley Rd	0.2 Mi
Sunset Rd	0.2 Mi
Supeg Ln	0.1 Mi
Tavern Dr	0.1 Mi
Thistlewood Ln	>0.1 Mi
Townsend Ln	>0.1 Mi
Tucker Ln	>0.1 Mi
Wallace Cove Rd	0.2 Mi
Weir Ln	0.1 Mi
Westside Ln	>0.1 Mi
Woodward Cove Rd	0.1 Mi
Yates Ln	0.4 Mi

Source: Town of Lubec, MEGIS

Figure I-4. CROSS SECTION OF LOW-VOLUME, PAVED ROAD BUILT TO STANDARDS



Source: MDOT, Maine Local Roads Center (<http://www.state.me.us/mdot/mlrc/documents/CrossSection.pdf>)

TRANSPORTATION PLANS

The MDOT prepares a Six-Year Plan, updated every two years, to link their policy based Twenty-Year Plan to the project-based and fiscally constrained Biennial Transportation Improvement Program (BTIP). The most recent Six-Year Plan was issued in 2008 covering the period 2010-2015. BTIPs are issued every fiscal biennium. Other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies. The Town of Lubec actively participates in regional transportation planning efforts, and provides input to MDOT regarding local transportation investment priorities for inclusion in MDOT's Six-Year Plan and BTIPs.

MDOT has proposed one bridge replacement project in the Six-Year Transportation Improvement Plan for 2010-2015. No projects in Lubec were included in the current Biennial Transportation Plan; in addition, Maine DOT utilized ARRA (federal stimulus) funding to resurface a portion of Route 189 from Whiting Corner during the 2009 construction season.

Table I-5 LUBEC PROJECTS IDENTIFIED IN 6-YEAR PLAN

Project Type	Functional Class Route #, Length	Description	Estimated Cost/ Fund Source
Bridge Replacement	Route 189, 875 ft.	FDR Memorial Bridge (#5978) over Lubec Narrows, located 0.11 of a mile northerly of Water Street.	\$15,000,000.00/ Unknown

Source: MDOT

According to the Maine Department of Transportation's Bridge Management Office the FDR Memorial bridge replacement project is currently scheduled for 2014; however MDOT has not conducted detailed scoping for the project and anticipates that the timeline may change based on funding and other considerations.

The Town of Lubec has a number of concerns about the potential impact that construction of a replacement bridge may have on Lubec's downtown and community character. Some specific concerns that the Town of Lubec has regarding this project have to do with:

- disruption of traffic during construction
- potential impacts on downtown businesses
- the risk of displacement of residences and businesses
- a desire to insure that the waterway remain open to boat traffic during construction

As the Maine Department of Transportation moves ahead with refining the project scope, the Town of Lubec requests that the process include early and frequent opportunities for the local community to provide input.

Some design considerations that the Town of Lubec would like to bring to the table early in the planning process include the following:

- Support pillars should be further apart than they are on the current bridge to allow for safer movement of fishing vessels.
- The access ramps for the replacement bridge should be aligned in a way that does not disrupt traffic to the downtown.
- A pedestrian walkway should be included as part of the bridge design.

In addition to the suggestion regarding the bridge construction project, the Town also has several suggestions for roadway improvements to increase safety for turning traffic (see Table I-8).

Other regional transportation plans that address transportation facilities in Lubec include the 2007 SIPCRES report. Development of a Multi-Modal Corridor Management Plan for the Downeast Coastal Corridor is currently under development. The Town of Lubec supports and is actively engaged in regional transportation efforts in eastern Washington County.

LEVEL OF SERVICE

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

MDOT has noted an LOS of C on Route 189 from the North Lubec Road to junction the FDR Memorial Bridge, along Water Street and portion of Main Street. MDOT has noted a LOS of B on the remainder of Route 189, along the North Lubec Road from Route 189 north for approximately one mile, and on Maple Tree Road. MDOT notes a LOS of A on all other roads within the town (see *Map 9: Transportation*).

Lubec is a rural community and traffic volumes are low except along portions of Route 189. As indicated by the level of service data, traffic flow through in and around downtown Lubec is somewhat impeded due to the density of development, multiple roadway functions and the reduced speed limit. However, reduced traffic speed is consistent with the land use pattern and roadway function in these areas. The Town does not consider that traffic delays are excessive or burdensome in any areas of Lubec.

TRAFFIC VOLUMES AND PATTERNS

Although the population of Washington County has decreased during the 1990s, MDOT reports that the total number of vehicle miles traveled has increased by 13 percent. MDOT estimates the average annual daily traffic volume (AADT) of most state and state aid roadways. Traffic counts taken every few years help the state calculate changes in traffic volume so that road

improvements can be designed and built accordingly to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. Instead, AADT volumes help us understand the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks.

Table I-6 shows AADT counts for the most recent year (2004) for which data is available for state highways, state aid roads and town road in Lubec. The volumes shown below represent both through traffic and local activity.

AADT data show low traffic volumes through most of Lubec. In 2004, traffic volume did not exceed 4,000 vehicles per day for any segments of roadway in Lubec. Not surprisingly, the AADT data indicate that highest traffic volume in Lubec is along Route 189 between the North Lubec Road and the FDR Memorial Bridge – where local, downtown traffic overlaps with international and tourist traffic crossing into and out of Campobello (see Table I-6).

Table I-6 TRAFFIC VOLUMES (Average Annual Daily Traffic – AADT, 2004)*

Route	Location	AADT
RTE 189	Main St SW of trans lines @ cul	4,000
RTE 189	Main St SW of Washington St	3,950
RTE 189	Washington St E/O Main St	3,310
RTE 189	SW of N Lubec Rd	3,220
RTE 189	E of Rte 191	2,920
RTE 189	Washington St W of Pleasant St	2,670
RTE 189	BR# 2527	2,310
WATER ST	E of Pleasant St	1,520
MAIN ST	NE of Rte 189 (Washington St)	1,450
WATER ST	S of School St	1,380
WATER ST	N of School St	1,330
RTE 189	Washington @ Customs on Br	1,260
N LUBEC RD	NW of Rte 189	770
MAIN ST	NE of School St	650
MAIN ST	SW of Eureka St	630
RTE 191	S of Rte 189	620
MAIN ST	Main St E of Eureka St	610
MAIN ST	Main St E of Forest Ave	610
MAIN ST	Main St W of Water St	440
RTE 191	NE of Boot Cove Rd	420
MAPLE TREE RD	SE of Rte 189	400
MOMUMENT ST	NW of Main St	400

Source: Maine Department of Transportation, 2008

* For roadway segments with average annual daily traffic volume greater than 400.

LAND USE AND ENVIRONMENTAL CONSIDERATIONS

Aside from State-required minimums, the Town of Lubec has a limited set of regulations to affect the nature and pattern of development. Regarding transportation in particular, the Town of Lubec does not currently have municipal ordinances regulating roadway design or standards for the acquisition of public ways. Similarly, town land use regulation does not address standards for transportation-related noise, provision of on-site parking, parking lay-out or design, internal circulation.

Limited land use regulation in Lubec is a consequence of the rural nature of the community and a response to limited development over the last couple of decades. Residential and commercial development has largely occurred in a piecemeal fashion over the last several decades. It has been influenced by the existing land use regulation and market demand for quiet, rural lots. In particular, road frontage requirements and state access management requirements have tended to direct new commercial development to areas outside of the traditional village. New residential development has likewise taken place largely outside of the traditional village along existing roadways or on relatively short dead-end roads that serve small subdivisions.

As a result of these and other changes, Lubec's "Main Street" has moved. That is to say that a greater proportion of commercial activity now occurs on Washington Street than on Water Street. The community has looked at several ideas on how to move more traffic back onto Water Street, but a lack of parking, and "traffic calming" measures that make it difficult for large vehicles to navigate Water Street are widely seen as impediments.

Access Management

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

MDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: mobility arterial corridors⁵, retrograde arterials⁶, and all other state and state-aid roads. Due to the low volume of traffic on our roadways, our town has no roads in the retrograde category of roadways, which come under stricter access management standards.

5 A Mobility Arterial is a non-compact arterial that has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day of at least 50% of its length or is part of a Retrograde Arterial Corridor located between Mobility Arterials.

6 A Retrograde Arterial is a Mobility Arterial where the access related crash-per-mile rate exceeds the 1999 statewide average for Arterials of the same-posted speed limit.

In a few instances, access management issues contribute to traffic hazards. Those locations are noted in **Table I-8**.

Environmental & Noise-Related Concerns

The Town is not aware of any noise-related concerns or significant environmental degradation within Lubec that is being caused by state or local transportation facilities or operations.

Impacts on Scenic, Historic and Cultural Resources

The Town is not aware of any significant scenic, historic or cultural resources that are being negatively impacted by state or local transportation facilities or operations at this time. The Town has not identified any scenic, historic or cultural resources that would be impacted as a result of roadway expansion or other transportation improvements.

DANGEROUS INTERSECTIONS AND STRETCHES OF ROADS

Maine DOT maps and record statewide collision data based on public safety reporting in order to determine High Crash Location, which are defined at place where eight or more collisions occur within a given three year period. As may be expected – given the relatively low traffic volume in Lubec – Maine DOT did not identify any high crash locations in Lubec in 2006 (the most recent year for which data is available).

Statewide collision data show that there were 259 collisions involving motor vehicles in Lubec in the ten-year period from 1996-2006. Other 259 reported collisions, 88 collisions resulted in injuries and one collision results in a fatality. The most common type of traffic accident during this time period were vehicles running off the road (89 occurrences, the majority of which occurs in winter), followed by rear end/sideswipe collision (52 occurrences) and intersection movement collisions (42 occurrences).

**Table I-7: TRAFFIC ACCIDENTS IN LUBEC
BY TYPE, 1996-2006**

Type	Number
Ran-off road	89
Rear end/sideswipe	52
Intersection movement	42
Deer collisions	29
Head on/sideswipe	16
Roll-over	4
Object in road	3
Pedestrian collisions	2
Moose collisions	2
Fire	2
Bicycle collision	1
Other	11

Source: Maine DOT

Mapping of crash data (included as Appendix J) shows that the overwhelming majority of traffic accidents in Lubec occur along Route 189, with particularly noteworthy concentrations of vehicle collisions near the intersections of Route 189 with:

- Dixie Road (Route 191) & Crows Neck Road
- North Lubec Road & Maple Tree Road
- South Lubec Road

A significant portion of accidents involving vehicles running off the road also occurred on the North Lubec Road and the South Lubec Road. Based on crash information and local knowledge of driving conditions, the town of Lubec has identified the specific locations in which road conditions result in traffic safety issues – see Table I-8.

Table I-8 LOCALLY IDENTIFIED TRAFFIC HAZARD AREAS

Road/Intersection	Safety Issue	Cause of Safety Issue	Possible Solutions
Rte 189/N. Lubec Rd	Short sight distance for left onto Rte 189 from N Lubec Rd	Buildings; service vehicle obstruct view of roadway	<i>None recommended.</i>
Rte 189/Crows Neck Rd	Short sight distance for left turn onto Route 189; on-coming traffic moves at >50 mph	Banking and vegetation	Improve roadway geometry
“Morton’s Corner” N. Lubec Road	Sharp curve on a hill; narrow roadway; frequently run off road	Roadway design: roadway too narrow	<i>None recommended.</i>
Pleasant St/School St	Short sight distance for traffic crossing School St on Pleasant	Roadway geometry: steep hill	Improve roadway geometry on School St
Washington St / @ Pleasant, Water, & bridge	Confusing intersection.	Five-point corner with traffic moving at different speeds	Improve intersection in association with bridge replacement project.
Washington St / Dewey-Mowry St	Short sight distance turning onto Washington Street	Signage and vegetative encroachment	
Boot Cove Road	Cars run off road	S-Curves	Paved shoulders

Source: Lubec Comprehensive Plan Update Committee

TRANSPORTATION FACILITIES AND SERVICES

Traffic Control Devices

There are no traffic control devices in Lubec. It is not anticipated that any traffic control devices will be needed in Lubec during the next several years.

Shoulders

With the exception of Washington Street, the shoulders along Route 189, Route 191 and the South Lubec Road are narrow; in many places, there are no shoulders at all. Many town roads are narrow, two-rod roads. On the North Lubec Road for example there are no paved shoulders; in some places soft shoulders are higher than the roadway, contributing to run-off and roadway deterioration.

Paved shoulders make the road safer, allow an area that is more useful for temporary maintenance of vehicles, provide increased opportunities for faster vehicles to pass slow-moving vehicles, offer safer opportunities for pedestrian travel, and allow easier and safer travel for the increased numbers of bicyclists touring the town. Lubec will have an increased need for paved shoulders as the community grows and as traffic on these minor arterial roads increases. The Town should work with MDOT to include the addition of paved shoulders in roadway maintenance and reconstruction plans.

Culverts and Bridges

The town's road commissioner and Selectmen are responsible for inspecting and maintaining culverts/bridges. Lubec has seven bridges, four of which the State is responsible for, and three that are owned and maintained by the town. The bridge information in Table I-9 below describes these bridges. The bridges and culverts in town are in generally good condition. As discussed above, MaineDOT plans to replace the FDR Memorial Bridge (#5978), which received a federal sufficiency rating of 51.7% in the most recent assessment of bridge conditions conducted by Maine DOT in 2007. MaineDOT currently has no plans to replace Kelley Bridge (#2426) on Route 189 which received a federal sufficiency rating of 60.9%.

Table I-9 BRIDGES IN LUBEC

Bridge Name (Br#)	Location	Capital Responsibility/ Maintenance Responsibility	Feature Under	Structure Type/ Year Built	Sufficiency Rating
South Lubec (5496)	S Lubec Rd	MDOT/MDOT	Tidal inlet	18' Alum. culvert (1990)	98.6%
McCurdy's (5308)	Crow Neck Rd	Lubec/Lubec	Mays Brook	12' Steel culvert (1951)	73.6%
Kelley (2426)	Rte 189	MDOT/MDOT	Kelly Brook	21' Concrete slab (1956)	60.9%
FDR Memorial (5978)	Rte 189	MDOT/MDOT	Lubec Narrows	875' Steel Girder (1962)	51.7%
Mill Hill (3075)	N Lubec Rd	Lubec/Lubec	Mill Stream	10' Alum. culvert (1970)	77.4%
Mays (2527)	Rte 189	MDOT/MDOT	Mays Stream	12' Steel culvert (1956)	74.2%
Hamilton Brook (1163)	Rte 191	Lubec/Lubec	Hamilton Bk	8' Concrete culvert (UNK)	75.7%

Source: MDOT

The town anticipates that Kelley bridge (#2426), which is owned and maintained by Maine DOT will need to be replaced within the next 5 to 10 years. The town will continue to assess that the condition of municipally owned bridges and major culverts; at this time municipally owned bridges are functioning satisfactorily. However the town anticipates that McCurdy's (#5308), built in 1951; Mays (#2527), built in 1956; Mill Hill (#3075) built in 1970 will all need to be replaced or significantly repaired during the planning period.

In addition to major culverts, there are a number of small culverts under town roads. The town also has standards for driveway culverts along town roads and assumes responsibility for their replacement and repair or properly installed driveway culverts. Minor culvert maintenance replacement is normally included as part of the town's road maintenance budget. Given the level of residential development outside of the traditional downtown during the 1990 and early years of the 21st century, the cost of minor culvert replacement is anticipated to rise during the planning

period.

Parking Facilities

Lubec is a rural community. Land use regulations in Lubec do not address parking requirements for either residential or commercial development. Outside of downtown Lubec, parking is associated with individual land uses and the availability of parking is not a significant issue of concern.

Within the downtown area, there are a number of public buildings and facilities that have associated off-street parking, including: Lubec Consolidated School, Lubec Fire Station/Town Office, the boat launch (on Johnson Street), the Bandstand (on High Street), the Public Library (on Water St), and the Post Office (on Water Street) and town parking lot located behind the Library. In addition, marked, on-street parking is provided along the whole length of Water Street. On-street parking also occurs on other downtown streets. Although, on-street parking sometimes reducing roadways in the downtown to a single lane, traffic volumes are light and this is not felt to be a significant concern.

Parking availability is occasional an issue for downtown businesses particularly those located on Water Street. In particular, parking for the post office is inadequate and contributes to the confusion at the intersection of Water Street and Washington Street (Route 189). Overall, though, there seems to be sufficient public parking on and near Water Street; and issues with parking availability could be addressed through improved signage directing traffic to the Town parking lot. Respondents to the Community Survey also supported development of off-street parking requirements for new commercial development downtown.

Pedestrian Facilities

In October 2008, the Washington County Council of Governments conducted a photo inventory of pedestrian facilities in Lubec that assessed the condition of each segment of sidewalk in terms of: a) surface type, b) surface condition, c) any apparent accessibility issues. Table H-10 summarizes the findings of the photo inventory. (The full report is included as Appendix D). Based on current sidewalk conditions, the Lubec Comprehensive Plan Update Committee recommends the following improvements to existing facilities:

- Seek any available funding to install curb cuts where necessary;
- Work with the Maine Department of Transportation to address pedestrian safety issues associated with the crossing at the junction of Washington St. and Main St;
- Provide mark crossings at the following locations:
 - on Main Street (connecting sidewalk segment 9 and segment 10);
 - at the junction of Washington Street and South Street
 - from the north side of Washington Street (at “flat iron corner”) to the south side of Washington Street.

The Committee also recommends that the Town seek any available to funding to extend sidewalks along the south side of Washington Street from South Street to the junction with Main Street as well as a pedestrian connection from Washington Street to the school (which may include a sidewalk along South Street or a paved trail). These improvements will provide safer pedestrian access to businesses along Washington Street and between downtown residential areas and Lubec Consolidated School.

Table I-10: SIDEWALK INVENTORY

Id	Location	Length	Surface	Condition
2	Church St.	290'	Concrete	C
3	Church St.	250'	Asphalt	C
4	Church St.	320'	Asphalt	A
5	Johnson St.	150'	Concrete	B/C
6	Lower Water St.	170'	Concrete	F
7	Main St.	430'	Concrete	A
8	Main St.	160'	Concrete	A
9	Main St.	340'	Concrete	A
10	Main St.	310'	Concrete	A
11	Main St.	70'	Concrete	A
12	Main St.	260'	Concrete	A
13	Main St.	180'	Concrete	A
14	Main St.	90'	Concrete	A
15	Main St.	910'	Concrete	A
16	Pleasant St.	320'	Concrete w/asphalt overlay	C
17	Pleasant St.	350'	Concrete w/asphalt overlay	C
18	Pleasant St.	300'	Concrete w/asphalt overlay	B
19	School St.	390'	Concrete w/asphalt overlay	C
20	School St.	370'	Concrete w/asphalt overlay	B
21	School St.	370'	Concrete	B
22	School St.	190'	Largely missing	F
23	Spring St.	310'	Concrete	A
24	Summer St.	330'	Concrete w/asphalt overlay	A/B
25	Summer St.	140'	Concrete w/asphalt overlay	B
26	Summer St.	250'	Concrete w/asphalt overlay	A
27	Washington St.	280'	Asphalt	A
28	Washington St.	40'	Asphalt	A
29	Washington St.	490'	Asphalt	A
30	Washington St.	210'	Asphalt	A
31	Washington St.	370'	Asphalt	A
1	Water St.	580'	Concrete	A
33	Water St.	110'	Brick with granite berm	A
34	Water St.	520'	Brick with granite berm	A
35	Water St.	240'	Asphalt	B
36	Water St.	690'	Brick with granite berm	A
37	Water St.	290'	Brick with granite berm	A

Public Transportation

Lubec has very limited public transportation options.

West Bus Service offers round-trip bus service to Machias on the first Wednesday of each month. During summer months, West also operates an on-demand bus service available daily from Lubec to Whiting where passengers can transfer to the Coastal Connector Bus operating between Calais and Bangor.

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

There are currently no taxi operators that provide service in Lubec.

There are no dedicated public transit facilities in town.

In the context of rising fuel prices, the lack of public transportation in Lubec is an increasing concern. The Town should actively participate in regional planning efforts through Washington County One Community and WHCA to develop additional transportation options; and seeking funding to develop facilities that would support public transportation (such as a Park-and-Ride lot or GoMaine! commuter van, see below).

Air Facilities

Lubec has a small municipal air strip used by small, private planes. It has no scheduled air service. The Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. It was last rated by the state in good condition. The Town of Lubec does not currently have any plan to upgrade or improve facilities at the airport. Other regional airports include:

1. Bangor International Airport, provides national and international commercial passenger and freight services, as well as civil defense operations. 11,441-foot main runway. Car rental services are available.
2. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no beacon or fueling services. Last rated by the state in poor condition.
3. Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services. Beacon and fueling services. Last rated by the state in good

condition.

4. Hancock County - Bar Harbor Airport in Trenton is the nearest airport with regularly scheduled passenger commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available. 5,200-foot main runway.
5. Machias Airport has a 2900-foot runway and is used by private plane owners and in an emergency, by air ambulance services. It has a beacon, but no fueling services and was last rated by the state in good condition.
6. Princeton Municipal Airport has two runways, the larger of which is 3999 feet, and is used primarily by private businesses and recreational fliers. Beacon, but no fueling services. Last rated by the state in poor condition.

Rail Facilities

There has never been direct passenger or freight rail service to Lubec. Abandoned rail lines stretch across Washington County and are generally in poor condition, as passenger service stopped nearly fifty years ago and freight service stopped in the mid-1980s.

Ports

There are no port facilities in our town. The deep water Port of Eastport is the closest port. It has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate a ship up to 900 feet in length.

Multi-Modal Facilities

There are currently no park-and-ride or multi-modal facilities in Lubec.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to transportation, the Comprehensive Plan adopted by the Town of Lubec in 1992 found that most residents felt that the bulk of maintenance and road work was carried out by the Public Works Department. In the preceding five-year period, Town expenditures on this Department had remained relatively stable. The 1992 Comprehensive Plan notes that most tax payers felt that snow plowing and road sanding was generally acceptable but that pothole repair and grading of gravel roads was in need improvement. The Plan also noted the need for a new sand and salt storage shed “within the next 10 years.”

Based on these findings, the Comprehensive Plan established policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Table I-11. TRANSPORTATION POLICIES FROM THE 1992 COMP PLAN

Policy	Notes
It is the policy of the Town of Lubec to plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adoption and implementation of a capital improvement program.	<i>.This policy continues to align with municipals goals and should be continued.</i>
It is the policy of the Town of Lubec to plan for optimum use, construction, maintenance and repair of roads in conjunction and cooperation with neighboring towns, given available resources.	<i>This policy continues to align with municipals goals and should be continued.</i>
It is the policy of the Town of Lubec to prepare and maintain a long range Town Road Maintenance and Improvement Program.	<i>This has not been fully implemented, but it continues to align with municipals goals and should be continued.</i>
It is the policy of the Town of Lubec to maintain, expand and improve its road system in accordance with its adopted long range Road Maintenance and Improvement Program.	<i>The Town does not anticipate any planning expansion of the municipal road system over the planning period. The word “expand” should be struck.</i>
Implementation Strategies	Notes
Develop a long range town road maintenance and improvement program which anticipates diminishing funding the Maine Department of Transportation and includes road standards for town roads, subdivisions and other private roads.	<i>This implementation strategy continues to align with municipals goals and policy and should be continued.</i>

Source: Town of Lubec Comprehensive Plan, 1992

Policies and implementation strategies to relative to transportation in Lubec are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION

In order to encourage, promote and develop efficient and safe transportation facilities and services that will accommodate our town's anticipated growth and economic development we have developed the following policies and implementation strategies:

Goal: Lubec will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town's anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adoption and implementation of a capital improvement program.	Purchase and implement use of Road Surface Management System (RSMS) or similar software maximize efficiencies road maintenance budget.	Selectmen/Road Commissioners	Short Term (2-5 years)
Prepare and maintain a long range Town Road Maintenance and Improvement Program.	Develop a long range town road maintenance and improvement program which anticipates diminishing funding the Maine Department of Transportation and includes road standards for town roads, subdivisions and other private roads.	Selectmen/Road Commissioners	On-going
Maintain, expand and improve its road system in accordance with its adopted long range Road Maintenance and Improvement Program.	The town will consider a local roads ordinance that harmonizes the access of driveways and entrances with the state access management regulations. New state regulations will be available at the town office for property owners.	Selectmen	Long Term (5-10 years)
	When State roads require reconstruction or repair the town will request that shoulders be added to improve public safety.	Selectmen/Road Commissioners	Long Term (5-10 years)
The town will ensure that new development does not negatively impact the capacity or safety of existing roadways.	Consider additional parking requirements in future commercial development planning.	Planning Board	Short Term (2-5 years)
	The town will consider increasing center line setbacks on collector roads outside of the village area from 35 feet to 50 feet to accommodate future drainage, utility and safety concerns.	Selectmen/ Planning Board	Short Term (2-5 years)
Improve the pedestrian environment including adequate parking, pedestrian and inter-modal facilities serving the village center.	Implement the recommendations of the sidewalk inventory as outlined above.	Planning Board	Immediate (1-2 years)
	Submit an application to the Safe Route to School Program to fund new sidewalks along Washington and South Streets	Selectmen	Short Term (2-5 years)

Establish an integrated transportation plan	Develop a comprehensive transportation plan to include traffic flow, pedestrian links, sidewalk, scenic turnoffs, etc.	Selectmen or their designee	Short Term (2-5 years)
Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Enact or amend local ordinances as appropriate to be consistent with local, regional and state transportation policies identified in this plan.	Selectmen	Short Term (2-5 years)
	Enact or amend local ordinances as appropriate to address or avoid conflicts with: a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b) State access management regulations pursuant to 23 MRSA §704; and State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.	Selectmen	Short Term (2-5 years)
	Work with the MaineDOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system.	Selectmen	Ongoing
Promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	Enact ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Selectmen	Short Term (2-5 years)
Plan for optimum use, construction, maintenance and repair of roads in conjunction and cooperation with neighboring towns, given available resources.	Participate in regional transportation planning efforts facilitated by MaineDOT, WCCOG and other groups interested in improve regional coordination of transportation.	Selectmen	Ongoing
	The town will participate in CEDS (Community Economic Development Strategy) Transportation sub-committee policy committee.	Selectmen	On-going

Lubec Comprehensive Plan Update

Washington County, Maine

MAP 9: Transportation

Data Sources:
 Maine Office of GIS
 Garmin GPS Receiver
 Universal Transverse
 Mercator- Zone 19N
 North American Datum- 1983

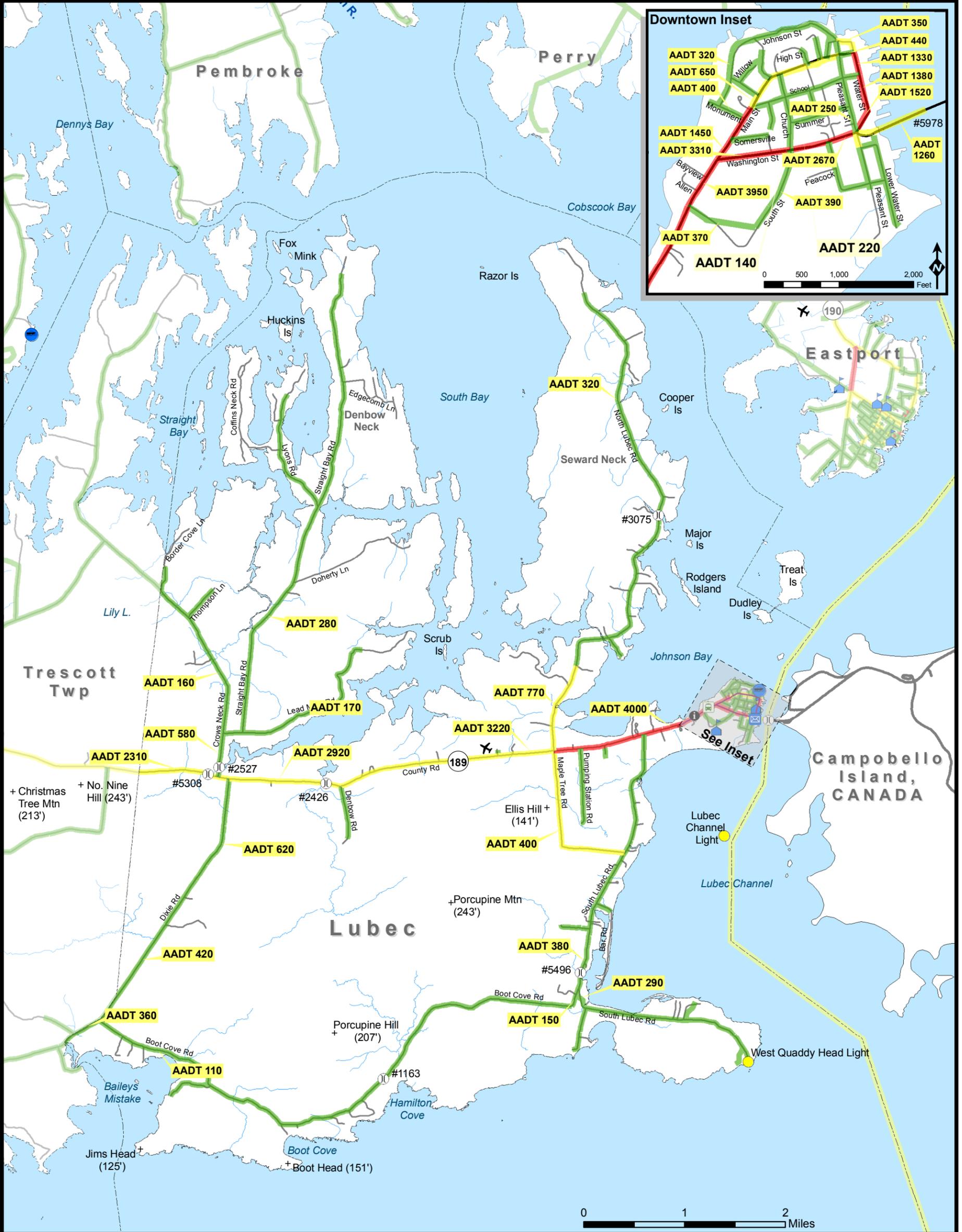
- State Road
- Town Road
- Path/Unpaved Way
- Perennial Stream
- International Boundary

- Town Office / Fire Station
- Town Garage
- Lubec Water District
- Waste Water Treatment
- Water Towers
- Lubec Consolidated School
- Recycling Center
- Lubec Airport
- Marina / Harbormaster's Office

- Lighthouses
- Health Ways / RMCL
- Customs / Post Office
- Welcome Center
- Boat Launch
- Bandstand
- Former Town Dump
- Bridges

- Town Parks
- A - Veteran's Park
- B - Water Street Park
- C - Stockford Park

- Conserved Land**
- Land-Trust Owned
 - State Owned



J. FISCAL CAPACITY

The purpose of this section is to:

1. Summarize recent changes in Lubec' fiscal condition and predict how these changes might affect the Town in the future;
2. Project future revenues and expenditures trends;
3. Identify major capital expenditures projected for Lubec over the next ten years; and
4. Assess Lubec' capacity to pay for these expenditures.

KEY FINDINGS AND ISSUES

Between 2004 and 2008, municipal general fund revenues increased from \$2,538,265 to \$2,743,946 and expenditures increased from \$2,336,234 to \$2,841,493. During that time, Public Works, General Government and Education showed the greatest dollar expenditure increases, totaling over \$420,000. In 2009, the school budget increase by 18% and is projected to increase by another 50% in 2010/2011. Property tax revenue increased 12% percent between 2004 and 2008; and the valuation of the town rose nearly 43% percent over the same period.

At the same time, intergovernmental revenue declined by 32%. Between 2004 and 2008 to portion of the Town budget collected through property taxes rose from 75% to 81% at the same time as the total budget itself increased. The Town of Lubec faces real fiscal constraints on its ability to finance the current level of government services over the planning period given the level of real and growing frustration with property taxes and the prospect for limited growth in the municipal tax base over the next five to ten years.

The Capital Improvement Plan at the end of this Chapter reflects these fiscal constraints and summarizes anticipated capital expenses over the planning period. Capital investments in Lubec are financed through general taxation, the use of capital reserve accounts, borrowing and by pursuing state and federal grants. To date, the Town of Lubec has remained within LD1 spending limits.

VALUATION

The primary method of generating revenue within the Town is through property taxes. These taxes are assessed on local property owners according to the value of their real estate and personal property. This assessment is known as the municipal valuation (the estimated value of all taxable property in Town) and is determined by the local tax assessor. According to the State of Maine Municipal Valuation Return Statistical Summary, Lubec' total real and personal property valuation nearly doubled from \$67.6 million in 2000 and \$128.5 in 2008. Although residential development played a role in the increase, the driving factor behind Lubec rise in municipal valuation over this period is felt to be rising property values (particularly for coastal properties).

The state also places a total valuation on the town known as the State Valuation. Every year the Maine Revenue Services Property Tax Division reviews all arms length sales¹ that have occurred in each community. These sales are compared to the town’s local assessed values to determine the assessment ratio or the percentage of market value that the town is assessing. The state’s valuation is used to determine the amount of revenue sharing the town will receive and the portion of the county tax that the municipality will pay.

Table J-1 LUBEC MUNICIPAL AND STATE VALUATION, 2000 - 2009

	Municipal Valuation	% Growth	State Valuation	% Growth	Municipal Valuation Ratio
2008	128,526,699	21%	158,950,000	8%	81%
2007	106,461,767	11%	147,050,000	24%	72%
2006	96,141,810	6%	118,300,000	19%	81%
2005	90,799,338	2%	99,550,000	11%	91%
2004	88,999,442	5%	89,750,000	10%	99%
2003	84,876,970	11%	81,650,000	10%	104%
2002	76,379,943	0%	74,300,000	5%	103%
2001	76,520,678	13%	70,550,000	3%	108%
2000	67,614,333	-	68,300,000	-	99%

Source: Lubec Town Reports & Municipal Valuation Returns

The state indicates that a town should be revalued at least once in every 10-year period. However, they also indicate that a revaluation must be performed when the assessment ratio falls below 70% of market value. Lubec state certified assessment ratio which was at 104% in 2003 had fallen to 81% by 2008, as the State valuation rose more rapidly than the municipal assessment.

MUNICIPAL TAX BASE

Over the last several years, the Town of Lubec’s municipal tax base has consistently grown. Lubec’ total valuation nearly doubled from \$67.6 million in 2000 to \$128.5 million in 2008. Over the most recent three-year period for which data are available, the land valuations and building valuations have comprised nearly equal parts of the Town of Lubec’s municipal valuation. Over the same time period, land valuations and building valuations have risen at approximately the same rate, as well.

Table J-2 VALUATION BY PROPERTY CLASS

	Land Valuation		Building Valuation		Total Valuation
2008	\$67,777,535	53%	\$60,749,164	47%	\$128,526,699
2007	\$51,592,636	48%	\$54,869,131	52%	\$106,461,767
2006	\$4,7670,002	50%	\$48,471,808	50%	\$96,141,810

¹ A sale that occurs between a willing seller and a willing buyer without any extenuating circumstances. Examples of non-arms length sales could be estate sales, interfamily transfers, foreclosure sales and auctions.

Source: Lubec Town Reports

The largest driver of growth in the municipal tax base over the last five years has been rising real estate values, rather than new development. Increases in the tax base through rising real estate values have been off-set by enrollment of coastal and island properties in tax –exempt or tax-reduced conservation programs; as well as recent declines in the regional real estate market.

Development that has occurred in Lubec since 2000 has been largely comprised of seasonal residences along the coast and commercial development, largely concentrated near downtown. Services needed to support new development (in-town sewer & water, road maintenance, et cetera) have been absorbed within existing capacity. As such tax revenues from new development have more than offset the costs additional services and capital investments. Anticipated capital investments are identified in other parts of the Plan are included in the Capital Investment Plan (see below); they do not include any additional services or capital investments needed to support recent or future development.

Over the next five to ten years, three factors that will impact the municipal tax base are changes in the regional real estate market, new residential and commercial construction, and continued enrollment of properties in tax –exempt or tax-reduced conservation programs. The Town of Lubec anticipates that gains in the municipal tax base expected from a modest level of new residential and commercial construction will be off-set by steady or declining real estate values and continue enrolment of coastal and island properties in conservation programs. Overall, the Town anticipates that the municipal tax base will remain constant or decline somewhat over the next five to ten years.

Tax exemptions

State law provides for tax exemptions for certain types of property, such as: charitable and benevolent, religious, literary and scientific, and governmental. Generally, the previously mentioned properties would be totally non-taxable by exemption. Partial exemptions also exist for veterans of foreign wars or their widows that have not re-married; individuals who are legally blind and homestead exemptions for the homeowner's primary residence. The state does provide some reimbursement to the municipalities for veteran and homestead exemptions.

Table J-3 LUBEC PROPERTY TAX EXEMPTIONS, 2006 - 2008

<i>Type of Exemption</i>	2008		2007		2006	
	<i>Assessed Value</i>	<i>% of Val.</i>	<i>Assessed Value</i>	<i>% of Val.</i>	<i>Assessed Value</i>	<i>% of Val.</i>
Veterans	\$ 450,000	0.4%	\$ 316,635	0.3%	\$ 490,590	0.5%
Parsonage	\$ 80,000	0.1%	\$ 80,000	0.1%	\$ 80,000	0.1%
Homestead	\$ 4,680,000	3.6%	\$ 4,012,564	3.8%	\$ 4,841,163	5.0%
Property	\$ 15,818,470	12.3%	\$ 15,550,313	14.6%	\$ 15,550,313	16.2%
Farmland	\$ 11,232	0.0%	\$ 29,295	0.0%	\$ 29,295	0.0%
Tree Growth	\$ 192,166	0.1%	\$ 161,880	0.2%	\$ 197,381	0.2%
Open Space	\$ 547,891	0.4%	\$ 457,895	0.4%	\$ 432,977	0.5%
<i>Current Use (Subtotal)</i>	<i>\$ 751,289</i>	<i>0.6%</i>	<i>\$ 649,070</i>	<i>0.6%</i>	<i>\$ 659,653</i>	<i>0.7%</i>
Total	\$ 21,779,759	16.9%	\$ 20,608,582	19.4%	\$ 21,621,719	22.5%

Since 2006, the total assessed value of property tax exemption in Lubec has remained grown by less than 1% (\$158,040). With the rise in total valuation over the same time period, the assessed valuation of exempt property as percent of total valuation actually declined over the same time period (from 22.5% in 2006 to 16.9% in 2008).

Among exemptions, the homestead and property exemptions declined as a percentage of total valuation. Over this time period, 3 additional parcels covering 409 acre were enrolled in Open Space; and 1 additional parcel cover 126 acres was enrolled in Tree Growth. Number of parcel enrolled in Farmland remained constant.

In 2008, enrollment in current use taxation programs in Lubec included:

- **Open Space:** 30 parcels covering 2,084 acres with an assessed value of \$547,891
- **Tree Growth:** 53 parcel covering 3,672 acres with an assessed value of \$192,166
- **Farmland:** 1 parcel covering 82.5 acres with an assessed value of \$11,232

Tax-exempt properties are located through out town, but the largest concentrations of tax-exempt properties are in South Lubec along the coast and in the area around Straight Bay. In 2009, the municipal assessor estimated the reduced valuation “for Open Space land resulted in an increase of approximately 9.7% in Lubec’s 2008 mil rate.”

Given Lubec’s already high tax burden and the projected high cost of maintaining Lubec’s existing infrastructure, the expansion of tax-exempt properties in recent years has become a significant issue of concern for many local residents.

MIL RATE

After the town’s budget has been approved and all applicable state and local revenues are deducted from the approved expenditures, the town arrives at the dollar amount that will be raised through tax revenues. This amount is called the net commitment or appropriation. The local assessor arrives at a valuation for each taxable property in the town and the taxpayers are assessed their share of the tax burden through a mathematical calculation. The total appropriation is then divided by the total taxable or assessed valuation of the town to arrive at the minimum tax rate.

This rate is usually expressed in dollars (of property tax) per thousand-dollars of valuation, or in decimal form, commonly referred to as the mil rate. The difference between the amount that is actually committed to the collector and the total appropriation is called overlay. Overlay is commonly used to pay any tax abatements that are granted during that tax year. Any overlay that remains at the end of the year is usually placed into the general fund. The overlay cannot exceed 5% of the total appropriations. Since the mil rate is a direct result of a mathematical calculation, fluctuations in this rate will occur from year to year if there is a change in the total valuation or the tax commitment.

In Lubec the mil rate in 2006 was \$0.02150 and in 2009 was \$0.01930. The decline in the mil rate over this period can be attributed to the fact that assessed property values have risen more rapidly than municipal expenditures.

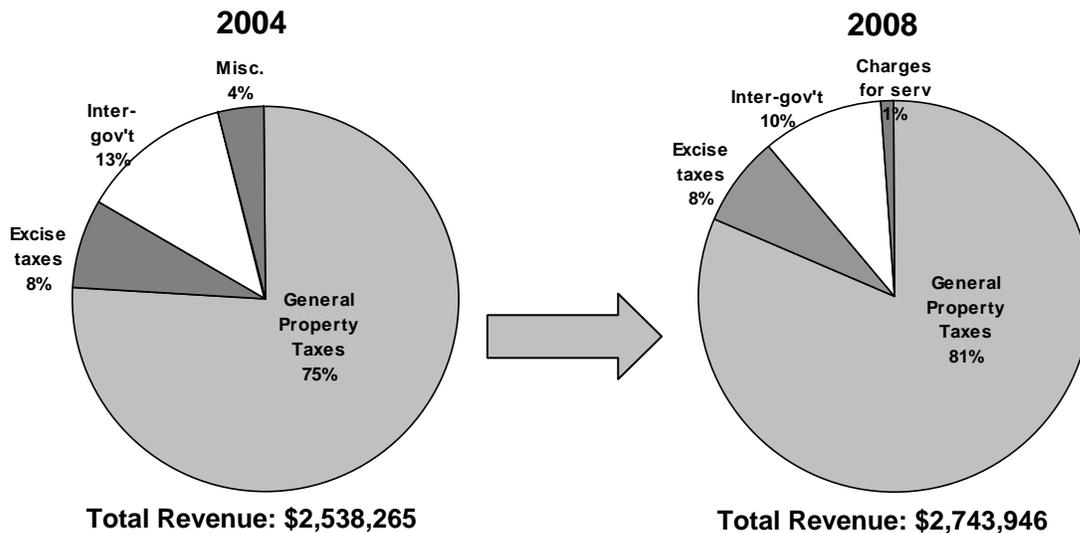
MUNICIPAL REVENUES AND EXPENDITURES

Table J-4 provides a summary of the combined general fund revenues for the town of Lubec from 2004 through 2008. Total revenue rose from \$2.54 million in 2004 to \$2.74 million in 2008. The largest revenue increase came from general property taxes which grew 12% from \$1.92 million to 2.15 million. Revenue from other sources – notably intergovernmental revenues, which include state aid for education and road assistance – actually declined over the same period. As a result, property taxes now account for a greater share of municipal revenue than they did just five years ago: 81% in 2008 versus 75% in 2004.

Table J-4 TOWN OF LUBEC, REVENUES 2004-2008

Revenues	2004	2005	2006	2007	2008
General Property Taxes	1,921,562	1,847,519	1,926,694	2,112,390	2,154,926
Excise taxes	195,717	196,747	195,107	211,814	198,966
Intergovernmental ¹	321,274	301,810	366,487	241,916	265,172
Charges for service ²	-	29,055	34,408	21,110	30,604
Miscellaneous	99,712	69,536	151,965	145,037	94,278
Total revenues	2,538,265	2,444,667	2,674,652	2,732,267	2,743,946

Source: Town Of Lubec, Annual Reports, 2004/2005 through 2008/2009



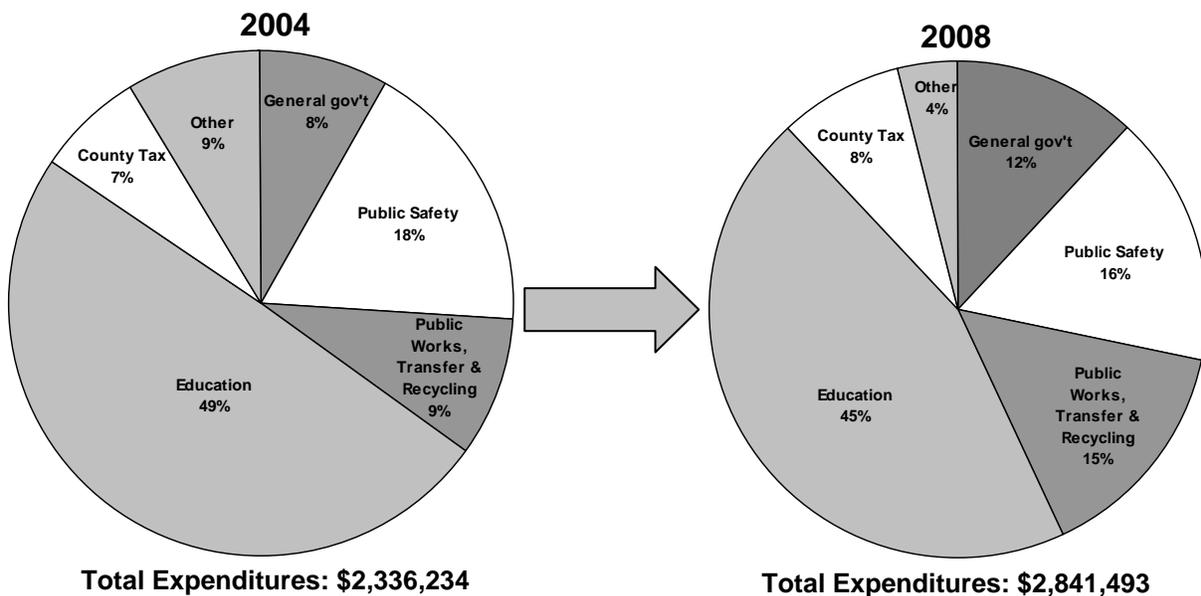
¹Intergovernmental revenues consist of road maintenance funds and state park, tree-growth, veteran and homestead reimbursements.

²Charges for services and other are those dollars that are received through departmental user fees, photocopy charges and application fees. Charges for services figure for 2004 are included in the "Miscellaneous" line.

Expenditures in the same five year period climbed from \$2.34 million in 2004 to \$2.84 million in 2008, an increase of 22%. Public works, with a dollar increase of over \$178,508 represents the largest dollar expenditure increase, followed by General Government at \$131,992 and then Education \$113,273.

Table J-5 TOWN OF LUBEC EXPENDITURES 2004-2008 includes capital expenditures)

Expenses						Change 2004 - 2008	
	2004	2005	2006	2007	2008	Amount	Percent
Current							
General government	185,944	250,425	250,209	225,789	317,936	131,992	+ 71%
Public Safety	386,919	379,306	442,535	386,164	437,041	50,122	+ 13%
Public work	132,154	130,405	210,526	184,616	310,662	178,508	+ 135%
Transfer & recycling	65,505	63,367	53,598	68,594	83,829	18,324	+ 28%
Third party requests	16,713	17,100	16,361	9,900	9,778	(6,935)	- 41%
Parks, Rec. & Library	20,500	32,696	45,778	13,500	3,776	(16,724)	- 82%
Education	1,092,322	1,147,055	1,183,224	1,279,776	1,205,595	113,273	+ 10%
County Tax	152,110	165,074	17,5519	183,827	214,369	62,259	+ 41%
Other ¹	149,327	141,477	92,221	184,365	83,597	(65,259)	- 44%
Depreciation	130,904	135,676	155,179	159,371	168,025	37,121	+ 28%
Interest	3,837	4,150	8,673	11,500	6,885	3,048	+ 79%
Total expenditures	2,336,234	2,466,731	2,633,823	2,707,402	2,841,493	505,259	+ 22%
Change in net assets	202,031	(22,064)	40,829	18,969	(97,547)		
Transfer of Fixed Assets	3,671,113	-	621,317	-	-		
Net Assets – July 1	3,873,144	3,8731,44	3,851,080	4,513,226	4,532,195	659,051	+ 17%
Net Assets – June 30	387,144	3,851,080	4,513,226	4,532,195	4,434,648		



¹Includes the expense categories: Unclassified, Paving, Shellfish conservation, Town Clerk, Street Lights and Trick for thears 2004 and 2005; and the category "Unclassified for the the years 2006, 2007 and 2008.

As a result of these increases, Public Work grew as a percent of the total municipal budget from 9% in 2004 to 15% in 2008; and General Government grew from 8% to 12%. Education, which accounted for 49% of municipal expenditures in 2004 actually declined as a percent of total expenditures – though it remained the largest portion of municipal expenditure at 45% in 2008.

It is particularly noteworthy that the increase in expenditures on Public Works, General Government and Education – which together increase more that \$420,000 between 2004 and 2008 – came at a time when Intergovernmental revenues declined by \$56,000.

2009/2010 Budget and Projected 2010/2011

Full figures on the 2009/2010 budget have not yet been audited and presented. However, the summary figures on the 2009/2010 budget provided by the Lubec Town Office show that the Lubec school budget for 2009/2010 show 18% growth over the previous year, while Lubec portion of the County Budget decreased by 6% and the remainder of the Town Budget decreased 7% as compared with the previous year.

Table J-6 2009/2010 BUDGET & PROJECTED 2010/2011 BUDGET

	2009/2010 (Actual)	% Chang e	2010/2011 (Projected)	% Chang e
School Budget	\$1,421,075.52	18%	\$2,130,075.50	50%
County Budget	\$ 202,572.00	-6%	\$ 202,572.00	0%
Town Budget	\$1,317,890.12	-7%	\$1,317,890.12	0%

Source: Lubec Town Office

For fiscal year 2010/2011, the school budget is projected to increase by 50% over the current year’s budget. Rapid growth in education spending over the past five years – coinciding with a period of declining school enrollment – has been a major source of growth in municipal spending. It is project to be only source of growth in municipal expenditures in the coming fiscal year.

Given the Town of Lubec’s already high tax burden and the projected growth in educational expenditures, the Town of Lubec needs to actively explore options to reduce the growth in educational expenses. One such option currently under review involves closing Lubec High School.

Restricted/Capital Reserve Funds

As of August 4, 2009, the Town of Lubec maintained three capital reserve funds with balances as shown below. The Municipal building roof reserve was spent down as part of the 2009/2010 budget. Fund balances in the other two accounts have not been used.

Table J-7 RESTRICTED FUND BALANCES CARRIED FORWARD, 2009

Account	Balance
Capital Reserve II	16,258.80
Harbor Insurance Reserve	13,112.55
Municipal building roof reserve	106,107.27

Source: Lubec Annual Report, 2008/2009.

Long Term Debt

State law limits the amount of debt a municipality may incur. This cap is set at seven (7) percent of the municipality’s State valuation. In addition, a 15 percent limit is applied to the combined total of the town’s debt plus all overlapping debt from quasi-municipal districts, including the school district, water and sewer districts, and county government.

In 2008, the Town of Lubec was responsible for \$396,561.76 in outstanding long-term debt – 0.2% of Lubec 2008 State valuation. Of that amount, Sewer Department debt account for \$226,434.25. The Lubec Water Company is responsible for \$213,632.19 in outstanding debt.

FISCAL CAPACITY POLICIES & STRATEGIES FROM 1992 COMP PLAN

Town policies relative to fiscal capacity as established by the 1992 Comprehensive Plan are summarized in the table below as are recommended implementation strategies and notes on the status of each recommendation. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Policy	Notes
It is the policy of the Town of Lubec to provide the most efficient and cost effective operation and finance of existing and future public facilities and services.	<i>This policy continues to align with municipals goals and should be amended to incorporate LD 1 spending limit requirements.</i>
Strategy	
Develop a five year Capital Improvement Program prioritizing the projects listed in the Capital Investment Plan in Section V of this Plan.	<i>The strategy was implemented following adoption of the 1992 Comprehensive Plan. It should be continued.</i>
Develop a strategy for assessing impact fees of developers according to the Capital Improvement Program.	<i>The Strategy has not been implemented. It should be continued.</i>

Source: Lubec Comprehensive Plan (1992)

Policies and implementation strategies to relative to fiscal capacity in Lubec are presented at the end of this chapter. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

CAPITAL IMPROVEMENT PLAN

The comprehensive plan recognizes planned growth and a diverse mix of land uses within the town as an important aspect of fiscal planning. The primary implementation strategy for the fiscal capacity section is the development of a capital improvement plan (CIP). The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought.

Capital improvements are investments in the repair, renewal, replacement or purchase of capital items which can include equipment and machinery, buildings, real property, utilities and long-term contracts. Capital improvements differ from operating expenses or consumables which are ordinarily budgeted as operations. Capital improvements are funded through the establishment of financial reserves and generally have an acquisition cost of \$5,000 or more; usually do not recur annually; have a useful life of 3 or more years; and result in fixed assets.

For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. Each year the town Manager and the town Selectmen review and approve the funding requests. Projects previously mentioned and identified throughout this comprehensive plan and existing reserve accounts are the basis for this capital improvement plan and have been incorporated into Table J-8.

The town of Lubec typically funds capital improvements through general taxation, borrowing and pursuit of state and federal grants. There are current no special mechanism for funding capital improvements in Lubec (such as impact fees or Tax Increment Financing). However, the town has established several capital reserve accounts in anticipation of future capital expenditures, as summarized in Table J-7.

Future capital equipment needs for the foreseeable future are listed in Table J-8. Given these anticipated needs, it is in the town's best interest to make significant yearly contributions to all capital reserve accounts. Table J-8 should be evaluated as the town considers future yearly contributions. It is also recommended that the town keep significant balances within the reserve account to cover the cost of any unauthorized capital needs.

Table J-9 TOWN OF LUBEC CAPITAL IMPROVEMENT PLAN

DEPARTMENT/ AREA	ITEM	COST	PRIORITY ¹	POTENTIAL FUNDING SOURCES
Public Works	Public Works Garage	+\$200k	C	CDBG; Town Funds
Public Works	Equipment (pick-ups & loader)	~\$100k	D	Town funds
Public works	Address drainage issues on Dewey-Mowry St. (0.2 mi)	Unk	C	Town funds
Public works	Complete surfacing of Boot Cove Road (~3 mi)	Unk	B	Town Funds
Public works	Bayview St repairs (0.1 mi)	Unk	C	Town funds
Public works	Washington St / South St sidewalks	~\$150k	B	MDOT (Safe Routes to School); CDBG Community Enterprise
Education / Public Works	Address drainage issues at Ball field	\$70k	A	CDBG

¹ The capital improvements identified in Table J-8 were assigned a priority based on the listed rating system. Logically, “A” improvements would be implemented prior to “B” and so on. A lower priority item may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if other sources of revenue (such as donated funds) become available. In order to fund some capital improvements projects, it may be necessary to begin to identify funding sources and set aside funds in advance of the projected time of funding.

A - Immediate need. A capital improvement rated in this category would typically remedy a danger to public health, safety and welfare.

B - Necessary, to be accomplished within two to five years. A capital improvement rated in this category would typically correct deficiencies in an existing facility or service.

C - Future improvement or replacement, to be accomplished within five to ten years. A capital improvement rated in this category would be desirable but is of no urgency. Funding would be flexible and there would be no immediate problem.

D - Desirable, but not necessarily feasible within the ten year time frame of the current plan.

POLICIES AND IMPLEMENTATION STRATEGIES

Goal: Lubec will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Finance public facilities and services in a cost effective manner and reduce Maine's tax burden by staying with LD 1 spending limits.	Implement the capital investment plan by developing a capital improvement program prioritizing the projects listed in the Capital Investment Plan.	Selectmen	On-going
	Actively work SAD 19 to explore ways to reduce educational expenses. The option of closing Lubec High School should be considered; along with plans for re-use of the High School facilities.	Selectmen; School Board	Immediate
	Develop a strategy for assessing impact fees of developers according to the Capital Improvement Program.	Selectmen; Planning Board	Short-term (1-2 years)
	Review and/or update the capital improvement program biennially.	Selectmen	On-going
	Explore grants available to assist in the funding of capital investments within the community.	Selectmen	Short Term (1-2 years)
	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	Selectmen	On-going
	Work with neighboring communities and WCCOG to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Selectmen	On-going
Pursue all legal means to seek full and timely reimbursement from the State for revenues promised to the Town; and to off-set revenues lost as a result of Current Use Taxation Programs.	Advocate with state legislators and appropriate departments to make full and timely payments of revenues promised to the Town.	Selectmen	Ongoing
	Publish the names of property owners benefitting from Current Use Taxation programs in the Town's Annual Report.	Selectmen; Tax Assessor	Ongoing



K. LAND USE

The Purpose of this section is to:

1. Identify and understand the amounts and location of various land uses in Lubec;
2. Identify and understand changes in land use patterns;
3. Identify land areas suitable and unsuitable for growth and development predicted for the next ten years;
4. Identify and describe the purpose and location of the proposed land use districts; and
5. Identify growth, rural and critical resource areas.

FINDINGS

The Town has undergone limited increased residential growth over the past twenty years. Growth that did occur was largely residential development along the shore. Limited commercial growth has, for the most part, occurred in and near the Village.

The Town of Lubec is primarily concerned with encouraging development that will result in improved job opportunities for local residents, expand the municipal tax base and support existing infrastructure. In line with a strong tradition of respecting property owners' rights, the Town of Lubec has limited land use controls, most notably including Shoreland Zoning. Some changes in local land use regulations will be necessary to address concerns raised in this comprehensive plan and any new state requirements. This chapter outlines a future land plan for Lubec that will encourage development consistent with Lubec's rural character.

COMMUNITY CHARACTER & EXISTING LAND USE PATTERN

Lubec's character as a rural community is defined by the community's economic reliance on natural resource-based industries (most notably marine industries), its natural scenic beauty, and a historic pattern of development characterized by compact, mixed use development within the Village and the presence of dispersed, rural hamlets separated from each other by more expansive areas of forest and agricultural land.

This historic pattern of rural land use – aptly described by Lura Beam in *A Maine Hamlet* (Tilbury House, 2000) – is characteristic of coastal Washington County. As in other nearby communities, residential development has occurred outside of traditional village/hamlet areas and away from the main roadways in recent years; however, the underlying historic pattern of development and the areas scenic natural beauty remain visible.

Recent development in Lubec includes both lot-by-lot development and larger subdivisions. Most of the residential development occurring the last twenty years has taken place along or near the coast and outside of traditional village. Lot-by-lot residential development has also continued occurred within and adjacent to existing village areas over

the same time period, in a pattern that basically continues the historic pattern of village land use in Lubec – medium lot size (~20,000 to 40,000) dispersed residential development.

Commercial development and institutional development since the last Comprehensive Plan, includes a new fire station in West Lubec, a bank, marine fisheries business, and seafood processing businesses. Commercial development over this time period has concentrated in the Village and along Route 189.

Current land use regulations are largely seen to promote the type of development consistent Lubec's community vision statement and rural character.

DEVELOPMENT PRESSURE & FUTURE DEVELOPMENT TRENDS

In 2000, there were 1,072 homes in Lubec. The Town experienced relatively modest residential development during the 1990's followed by a burst of residential development in the first five years of the 21st century. Over the planning period, the town expects a modest increase in the number of homes as existing subdivisions are built out.

The Town anticipates modest, continued residential development, particularly along the coast, to accommodate a growing seasonal population. It is anticipated that most residential development will occur near the water, outside of traditional village areas. The Town anticipates that demand for affordable housing will continue to be met through manufactured and pre-fabricated homes situated on single-parcel, small-lot subdivisions along state and municipal roadways.

Most, if not all, of the commercial development that has occurred in recent years has been concentrated in the Village and along Route 189. The Town has identified maintaining the commercial viability of commercial fisheries, aquaculture and seafood processing businesses in Lubec as a municipal goal. Based on recent trends, the Town anticipates that a modest level of new commercial development will occur over the next 15 years in the same parts of town.

Lubec has lost population in the last two Censuses; and the Town struggles to maintain existing infrastructure with a declining year-round population. As such, the Town anticipates existing public facilities will be more than adequate to accommodate any level of residential and commercial development likely to occur over the next 15 years. There is one public school in Lubec: Lubec Consolidated School. In step with the overall decline in year population, enrollment at the school has declining in recent years. There is a possibility that the high school will not remain open over the 15-year planning period. In the event that significant population growth does occur in Lubec, there is ample space available for the school to accommodate higher enrollment with existing facilities.

PRESENT LAND USE REGULATIONS

Apart from the State required minimums, the Town of Lubec has a limited set of regulatory measures to affect the nature and pattern of development. Subdivision and site plan review are required town-wide and building permits and subdivision review are required for development occurring within the Shoreland Zone. The Town does not currently require building permits outside of the Shoreland Zone. Building and subdivision permits are issued by the Planning Board. Land use regulations are enforced by a part-time code enforcement officer who also serves as the municipal plumbing inspector.

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

MDOT Access Management - The Act specifically directs the MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials". There are no such retrograde arterials in all of Washington County.

Shoreland Zoning Ordinance - Shoreland areas include those areas within 250 feet of the normal high-water line of any great pond, river or saltwater body, within 250 feet of the upland edge of a coastal or freshwater wetland, or within 75 feet of the high-water line of a stream. The purposes of these controls are to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect archaeological and historic resources; to protect commercial fishing and maritime industries; to protect freshwater and coastal wetlands; to control building sites, placement of structures and land uses; to conserve shore covers, and visual as well as actual points of access to inland and coastal waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

The community also adheres to the Maine State Plumbing Code which requires that the installation of plumbing fixtures and septic systems be in accordance with the Maine State Law and the Subsurface Wastewater Disposal Rules and Regulations.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to land use, the Comprehensive Plan adopted by the Town of Lubec in 1992 found that "proper planning [would] be necessary to preserve the rural nature and character of Lubec and encourage commercial development in Lubec Neck to support the town's small downtown area." The 1992 Comprehensive Plan noted a number of recent subdivision that occurred during the real estate expansion in coastal Maine during the late 1980's and early

1990’s. The Plan also noted “several types of areas which occur naturally which are either threatened environmentally by development, or pose a threat to development itself due to their natural instability.” These included flood plains and shorelands.

The Future Land Use component of the 1992 Comprehensive Plan established one Growth Area located on Lubec Neck. The Plan also established a Critical Resource Area that included areas in Shoreland Zoning and the State Park. The Remainder of Town was designated as a Rural Area (see *Map 10: Current Land Use*).

Based on these findings, the Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Lubec Comprehensive Plan, 1992*. A full copy of the previous plan is on file in the Town Office.

Table K-1. LAND USE POLICIES FROM THE 1992 COMP PLAN

Policies	Notes
The Town of Lubec will adopt and periodically update an Official Land Use Map which designates areas suitable for future growth and development and areas where the rural character of the community will be protected and enhanced.	<i>The Official Land Use Map has never been updated. The Town is currently redrawing its Shoreland Zoning Map as part a revision of the Shoreland Zoning Ordinance.</i>
The Town of Lubec will adopt and enforce land use regulations which direct future growth and development in areas identified as suitable and appropriate for such growth.	<i>This has been partially implemented.</i>
Implementation Strategies	Notes
Prepare and maintain an official Land Use or Zoning Map designating the recommended areas contained in the Comprehensive Plan.	<i>This was implemented in 1992, but the Map has not been maintained.</i>
Revise the Town’s existing ordinances to implement the dimensional, location and performance recommendations contained in the Proposed Land Use Plan.	<i>This has not been implemented. The Town of Lubec does not have any ordinances that govern dimensional, location or performance recommendations for development outside of the Shoreland Zone.</i>

Policies and implementation strategies related to land use in Lubec are presented at the end of this Chapter. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

FUTURE LAND USE PLAN

The remainder of this Chapter outlines the future land use plan for the Town of Lubec. Lubec is rural community with a traditional of strong respect for the rights of individual land owners. Consistent with that tradition, there are currently few ordinances that regulate or restrict the development rights of property-owners in Lubec.

In general, current regulations and land use practices in Lubec effectively protect critical natural resources, encourage affordable housing and preserve the rural character of Lubec. The recommendations included in the future land use plan are guided by existing land use patterns with the aim of promoting the type of development that would be compatible with Lubec's community vision.

Nevertheless, there are areas within Lubec that require special consideration based on the potential environmental impact of land use activities. In these areas stricter regulation or, in some circumstances, prohibition may be called for to avoid problems for both people and the town's natural resources. These areas include:

Floodplains - Flood prone areas where flooding is frequent and can be severe. Use needs to be limited to activities unharmed by flooding, such as agriculture, forest and some types of recreation. By definition maritime activities and businesses located in flood prone areas and construction standards must take these risks into account.

Water Resources/Wetlands - Areas that fall under the Shoreland Zoning Laws. Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.

Wildlife Habitat/Conservation - Areas that fall under the provisions of the applicable mandated legislation. Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.

Unsuitable Soils - Areas with limited development potential because of poor soils. Larger lot sizes would be required in order to meet the requirements of the Maine State Plumbing Laws.

Slopes - Areas that have a slope greater than 25 percent that preclude extensive development because of problems with erosion, runoff, and construction limitations such as allowable road grades, suitability for septic sewage disposal, and stability of foundation. Also, the Maine Plumbing Code does not permit septic systems on a slope greater than 25 percent.

In addition to these natural constraints the Comprehensive Plan Committee considered the following elements in determining the configuration of proposed growth areas and rural areas outlined in the Future Land Use Plan (below) and on *Map 11: Future Land Use*:

- The need to encourage growth and development.
- Historic development patterns and land uses.
- Recent development patterns and existing land use regulations.
- Compatibility of present and future neighboring land uses.
- Residents' desire to maintain the Town's character and historic resources.
- Natural features and resources including soils, water bodies, and wetlands.
- Geographic location and role of Lubec in the regional economy.
- Existing infrastructure including water, electrical power, road system.
- Road transportation and the availability of 3-phase power.
- The importance of affordable housing.
- Requirements of the Comprehensive Planning and Land Use Regulation Act.

COMMUNITY VISION & COMMUNITY SURVEY RESPONSES

Prior to developing the recommendations outlined below, the Comprehensive Plan Update sought public input through a Community Vision Session and a Community Survey. This plan incorporates citizen input received through the Community Survey. Land use districts and recommendation for land use controls are designed to implement the Town's vision.

In January 2010, the Comprehensive Plan Committee held a visioning session to develop a Community Vision (see *Appendix C*). The Community Vision Statement, attending by 42 local residents, identifies Lubec as a rural community with strong ties to the water. The vision statement described a desire for a vibrant Villages / Downtown with a mix of land uses and the types of future land use desired in other parts of town.

The committee also considered responses to the community survey in formulating the Future Land Use Plan. The survey asked generally about 8 types of development: single family housing, multi-family housing, summer homes, single lot mobile homes, small business activity, large business activity and industrial activity. The types of development that respondents most wanted in Lubec were:

- Small Business activity ("Maximum growth" 91%, "Moderate growth" 21%)
- Single family housing ("Maximum growth" 25%, "Moderate growth" 54%)
- Large business activity ("Maximum growth" 38%, "Moderate growth" 38%)

The types of development that respondent wanted least in Lubec were:

- Mobile home parks ("No growth" 36%, "Negative growth" 26%)
- Single lot mobile homes ("No growth" 25%, "Negative growth" 20%)

Respondent to the survey in 2010 were markedly more in favor of small business activity than in 1992 (those responding "Maximum growth" increased from 46% in 1992 to 70% in 2010) and somewhat less in favor of large business activity (those responding "Maximum growth" decreased from 51% in 1992 to 38% in 2010). Respondents in 2010 were also

slightly more likely to favor Town incentives for businesses to locate in Lubec (83% up from 79% in 1992).

The Community Survey also asked questions about the configuration of growth and rural areas. The two most common responses for where respondent prefer designated growth areas were:

- “Along Route 189” (52%)
- “Anywhere where natural resources are not negatively affected” (45%)

Within designated growth areas, respondents were generally in favor of:

- Off street parking requirements for multi family housing (64% Favor)
- Off-street parking requirements for commercial development (58% Favor)
- Noise/vibration performance standards (54% Favor)
- Front lot line (road) setbacks (51% Favor)
- Side set backs (49% Favor)

Most respondents favored (41%) or were neutral (37%) maintaining a 40,000 sq ft minimum lot size within designated growth areas. Fewer respondents favored (18%) or were neutral (35%) to allowing a small minimum lot size within growth areas. In line with Lubec strong tradition of respecting property owners’ rights, fewer respondents favored all types of land controls in rural areas across the board.

Nevertheless, most respondents were in favor of some land use controls (particularly those that off set the potential costs to the town of new development, such as requiring site plan review for subdivisions (71% Favor), developing design standards for roads (63% Favor), established impact fees to off-set the costs of new development (61% Favor). Half of respondents favor requiring building permits for structures larger than 100 square feet.

Complete responses to the community survey are included in *Appendix F*.

MAINE’S GROWTH MANAGEMENT LEGISLATION

State growth management legislation requires that municipalities designate three types of land use districts in their Comprehensive Plan: growth areas, rural areas and critical resource areas.

This plan designates three growth areas (Village/Mixed Use, West Lubec Village, and a Floating Industrial District), one rural area (Rural Residential) and a critical resource area (Conservation District). The Future Land Use Plan treats the existing General Development and Waterfront Development Districts within the Shoreland Zone as Growth areas. Other areas within the Shoreland Zone are treated as Critical Resource Areas. All of the growth-related capital investments identified in the Capital Investment Plan can be accommodated within the proposed growth areas.

State requirements for the designation of growth areas, rural areas and critical resources areas are described below, along with a description of each proposed land use districts in Lubec. The approximate extent of each land use district is depicted on *Map 11: Future Land Use*. The proposed land use plan does not identify specific parcels. Only detailed site-specific analysis can determine land suitable for development and at what densities. In addition, the comprehensive plan has not assessed the individual landowner's desires to sell their land for development, to develop it or to leave it undeveloped.

GROWTH AREAS

Growth Areas are intended to direct development to areas most suitable for such growth and are therefore located close to municipal services to minimize the cost to the municipality for their delivery and maintenance. According to State Planning Office land areas designated as growth area must be consistent with the following provisions:

- (1) The Future Land Use Plan must designate as growth area those lands into which the community intends to direct a minimum of 75% of its dollars for municipal growth-related capital investments made during the planning period.
- (2) Built-out or developed areas that may not have capacity for further growth but require maintenance, replacement, or additional capital investment to support existing or infill development must also be designated as growth areas.
- (3) Growth areas must be limited to land areas that are physically suitable for development or redevelopment. Growth areas may include land areas that are physically unsuitable for development or redevelopment, such as a river, stream, floodplain, small natural hazard area, small lake or aquifer, or small critical natural resource, if the plan addresses how these areas will be protected to the greatest extent practicable or as prescribed by law.
- (4) Growth areas, to the greatest extent practicable, must be limited to an amount of land area and a configuration to encourage compact, efficient development patterns (including mixed uses) and discourage development sprawl and strip development.
- (5) Growth areas along arterials and mobility corridors must be configured to avoid strip development and promote nodes or clusters of development.

Lubec proposes three types of Growth districts to reflect existing conditions and enable expansion of commercial, residential and civic services. The districts proposed as growth areas are described below and illustrated on *Map 11: Future Land Use*.

Village/Mixed Use (VMU)

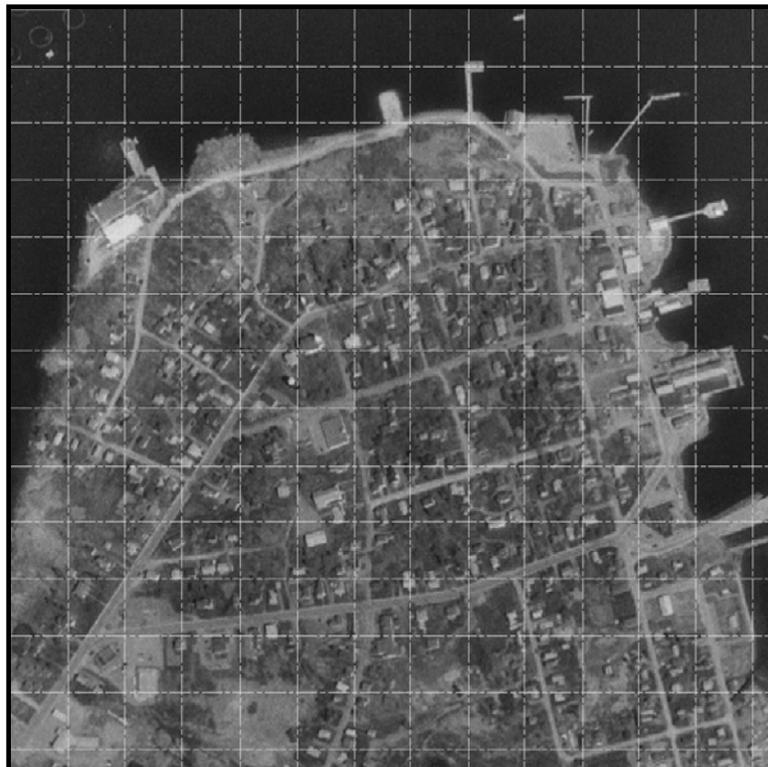
The purpose of this district is ensure that the village area of Lubec continues to function as center of community activity with a mix of residential, commercial (retail, commercial fisheries, seafood processing, hospitality) and institutional (municipal services, education) uses.

The Village/Mixed Use District includes the area in around the traditional downtown portion of Lubec (see *Map 11: Future Land Use*). The configuration of the Village District is shaped by the existing pattern of development and natural constraints (most notably the harbor). As a reflecting of development trends over the last 15 years and to allow adequate room for expansion of the types of uses accommodated within the village area, the proposed Village Mix Use are extends farther west along Route 189 than the Growth Area designated by the 1992 Comprehensive Plan.

This area is served by both public water and sewerage. It currently accommodates a mix of residential, institution, and commercial uses (including fisheries and working waterfront uses, retail, restaurants, B&B’s, banking, et cetera). Any future land use ordinance should include a similar mix of uses. Additional uses that do not currently exist in the Village/Mixed Use District, but that would be compatible include: day care facilities, professional services, and light manufacturing).

Throughout the proposed Village/Mixed Use District, the most areas are built up to 5 principal structures (home, business) per acre. The average density is around 3 principal structures per acre. Given the availability of municipal sewer and water and to allow for development at similar densities near the existing village, any future land use ordinance should eliminate the requirement for a minimum lot size within the Village/Mixed Use District, allowing property owners to develop at high densities than is presently allow (so long as the propose development adheres to the Maine State Plumbing Code). Within the Waterfront Development District, the Town should consider eliminating the minimum lot size for commercial uses, as allowed under State law.

Any future land use ordinance should also include off-street parking requirements for commercial and multi-



Detail of a 2004 aerial photograph of Lubec Neck super-imposed with a grid of boxes approximately 1 acre (~40,000 square feet) in size. Note most boxes contained more than one principal structure (home, business). Throughout this portion of Lubec, most areas are built up to approximately one principal structure per 8,000 square feet (or about 5 principal structures per acres).

family residential development, as well as noise and vibration standards for proposed light manufacturing uses. In order to encourage development and reduce the number of “nonconforming” properties, any future land use ordinance should include provision for front and side lot line setbacks consistent with the existing pattern.

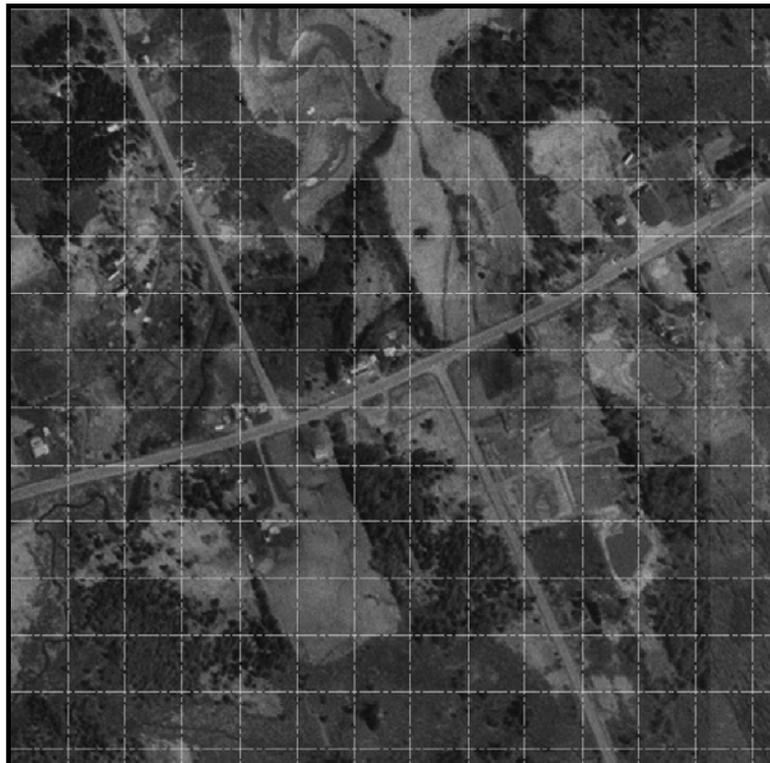
Given the concentration of employment opportunities in the area, development of workforce housing that would be affordable to young families may also be appropriate. Some uses that would not be compatible with the purpose of the Village/Mixed Use District include junkyards, X-rated adult entertainment facilities, and heavy manufacturing. Existing land uses that are not compatible with the purpose of the District will be grandfathered.

West Lubec Village

The purpose of this district is to promote development that is consistent with existing uses in the area of West Lubec. The West Lubec Village District includes the built-up village area known as “West Lubec” near the junction of Route 189 & Route 191 (see *Map 11: Future Land Use*). The configuration of the Village District is shaped by the existing pattern of development and natural constraints (most notably adjacent salt marshes).

A number of relatively small lots exist within West Lubec village and the same pattern will be continued. Throughout the West Lubec Village District, the average residential density is greater than 1 acre (~40,000 sq. ft.) per dwelling unit. Any future land use ordinance should specify a minimum lot size of 20,000 square feet (consistent with the current minimum).

The Village currently accommodates a limited variety of uses including single-family residential, institutional (West Lubec Fire Station), and commercial (retail). Any future land use ordinance should include a similar mix of uses. Additional uses that do not currently exist in the Village, but that would be compatible include: professional services, galleries, restaurant(s), and home-based businesses. With



Detail of a 2004 aerial photograph of West Lubec super-imposed with a grid of boxes approximately 1 acre (~40,000 square feet) in size. Note few boxes contained more than one principal structure (home, business).

appropriate noise and vibration standards, light manufacturing, manufacturing, industrial and mining/extraction uses would also be appropriate. Some uses that would not be compatible with the purpose of the West Lubec Village district include junkyards, X-rated adult entertainment facilities. Existing land uses that are not compatible with the purpose of the District will be grandfathered.

New development in the Village Commercial District should be consistent with the West Lubec's existing character. Any future land use ordinance should also include flexible parking requirements and coordinated access provisions for commercial development.

Floating Industrial District

Given the 15-year horizon of the Comprehensive Plan, the Town proposes future delineation and adoption of a commercial industrial district. The town chooses at this time only to specify that up to two future Commercial/Industrial District will be located in the areas along Route 189 and west of the Village Mix Use Area (see *Map 11: Future Land Use*). These areas was selected as the most appropriate location for a future Commercial-Industrial District(s) due to the availability of 3-Phase power, road access to Route 189, the availability of public water, limited natural resource constraints and generally favorable soil conditions to support development.

To provide optimum flexibility in its definition and to minimize land speculation, the district is proposed as a "floating" or Future Commercial/Industrial District. Specific delineation of the district's boundaries will be based on the following criteria:

- To ensure continued mobility along the Route 189, the district will be well defined and allow for one access point onto Route 189 or other secondary roads.
- Construction of roads that allow for internal circulation among lots/structures within the District will be required of future site developers.
- Access to and location of the district will be based on participation of municipal officials in Region 2 Transportation policy meetings as well as input to the MDOT 6 year and 20 year plans.
- District boundaries and uses will be identified through broad consultation with members of the public, any existing Economic Development Committees of the Town or region, biologists with LURC and Inland Fish and Wildlife (or their successor agencies) and be pursuant to all applicable shoreland zoning laws.

Allowable activities in the proposed Commercial/Industrial District might include warehousing, food processing and other commercial and industrial uses consistent with constraints associated with the specific location chosen for the district. If no coordinated water or septic disposal is provided or proposed among site developer(s) then the ordinance will specify a minimum lot size of 20,000 square feet within this district.

Capital investment needed to support the proposed land uses in this district will likely include the construction of roads and/or extension of utilities. Any future land use ordinance should include specific standard for road construction, and access management

within this district. The Town of Lubec will consider support capital investment of this nature through the use of Tax Increment Financing or other incentives.

RURAL AREAS

Rural Areas consist of those areas in Lubec where new development will be limited to support the town's important natural resources including its coastal areas, agricultural land, forested land, wetlands, scenic areas, and critical habitat. In these areas the Town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to State Planning Office land areas designated as rural areas must be consistent with the following provisions:

- (1) Rural areas must include agricultural, forest, open space, and coastal lands important to the local or regional natural resource-based economy, including:
 - (a) working farms, wood lots, and properties enrolled in current-use tax programs related to forestry, farming or open space;
 - (b) large, unfragmented, undeveloped areas of prime agricultural soils;
 - (c) important areas for nature-based tourism and outdoor recreation; and
 - (d) unfragmented habitat.
- (2) The Future Land Use Plan must identify current and proposed mechanisms, both regulatory and non-regulatory, to ensure that the level and type of development in rural areas is compatible with the defined rural character and does not encourage strip development along roads.
- (3) Rural areas may not include land areas where the community actively encourages new residential, institutional, or commercial development.
- (4) Rural areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Lubec proposes one Rural Districts that reflect existing conditions and would preserve the community's rural character. The district proposed as a rural area is described below and illustrated on *Map 11: Future Land Use*.

Rural Residential District (RR)

The purpose of this district is to protect the mix of rural land uses that exist through much of Lubec including agricultural, low-density residential and forestry uses while continuing to provide for affordable residential dwellings; support home-based businesses; and provide open spaces for recreation and habitat.

To continue to allow for affordable housing options through Town, the minimum lot size will be 20,000 square feet. In recent years, the typical lot size of new lots created in this portion of town has been much larger (3-10 acres). However the presence of a few small lots (less than one acre) is important to the adequate provision of affordable housing, and this option should be maintained. It is anticipated that this will continue to be the case.

Any future ordinance should ensure limited restrictions on property owner's rights. Notably, land uses of the type typically found in rural portions of Lubec such as agricultural, forestry, mining and extraction, and other traditional uses as well as newer land uses common in rural areas (home-based businesses, and wind energy – subject to noise and vibration standards) should be explicitly allowed by right. Any land use standard for the district should be flexible enough allow for the continued operation and expansion of rural agricultural and fisheries businesses.

CRITICAL RESOURCE AREAS

Critical Resource Areas consists of those areas in Lubec where there are existing natural and cultural resources that are particularly vulnerable to the impacts of development. In these areas the town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to the State Planning Office, land areas designated as critical resource areas must be consistent with the following provisions:

1. Critical resource areas are those areas in a community most vulnerable to impacts from development.
2. The Future Land Use Plan must identify current and proposed mechanisms, both regulatory and non-regulatory, to ensure that critical resource areas are, to the greatest extent practicable, protected from the impacts of development.
3. Critical resource areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Conservation District

The purpose of the conservation district is to protect critical natural resources. The Conservation District includes significant tracts of land held in conservation by private land trusts and public agencies as depicted on *Map 11: Future Land Use*. As outlined in *Chapter D. Natural Resources*, the Town of Lubec feels that the existing framework of regulatory protection and voluntary land conservation provides adequate protection for the critical resources. These existing conserved areas contain a great portion of the most critical habitat located in Lubec as described in *Chapter D. Natural Resources*.

Any future land use ordinance should contain a Conservation District that identified these areas (as depicted on *Map 11: Future Land Use*) and established land use standard adequate to conserve the identified resources (e.g. relatively large lot size – such as 5 – 10 acres, limited residential, agricultural and commercial forestry uses).

Shoreland Zone – Resource Protection (RP), Limited Commercial (LC), Stream Protection (SP) & Limited Residential (LR)

As a peninsular community, the critical resources areas in Lubec are largely concentrated along the shoreline. Based on comments received in Public Opinion Survey, the scenic

beauty and natural habitat that these areas of town represent are also felt to be very important by the community at large. These areas of town are currently governed by Shoreland Zoning (as depicted on *Map 10: Current Land Use* and described in *Chapter D. Natural Resources*).

The town proposes designation of the Shoreland Zoning Resource Protection Zone (RP), Limited Commercial (LC), Stream Protection (SP) & Limited Residential (LR) as Critical Resource areas. The extent of these Districts within the Shoreland Zone is depicted on *Map 11: Future Land Use*. The type and intensity of proposed land uses in this district is anticipated to be in line with the type and intensity of land use that currently occurs in the Shoreland Zone.

RECOMMENDATIONS FOR LAND USE ORDINANCE

The people of Lubec have expressed their support for the town to preserve Lubec's rural character and revitalize the Lubec village. The various growth and rural districts proposed above are consistent with these views. The town should consider development of ordinances to implement the Community Vision. The Comprehensive Planning Committee is guided by the opinions expressed in the public survey but is also aware that Lubec is a small rural town that does not uniformly embrace restrictive regulations. Lubec's Zoning Ordinance, if developed, will be consistent with the intent of this comprehensive plan and cognizant of this reluctance to infringe on the rights of landowners.

Thus, land use regulations will be kept to the minimum necessary to achieve the goals of the comprehensive plan and to reduce the number of non-conforming properties. It is not the intent of the Comprehensive Planning Committee to impose burdensome requirements on the everyday activities of the town's residents or to create costly enforcement issues for town government. The ultimate goal of growth management is to regulate land use development to the extent necessary to protect natural resources, property values, and public safety. However, the imposed regulations should not make the town's residents feel that they have lost their freedom as landowners. Therefore land use regulation should not be so restrictive that they have negative impacts on existing land use practices.

The intent of the proposed ordinance is to promote development, particularly in the Village, by clearly articulating the standards that the community expects of new residential and commercial development. It should also provide "good neighbor" standards through which we can minimize conflict that is often associated with unrestrained development.

Ordinances need specific standards and clear definitions. They must also meet the minimum requirements of state law and be consistent with the recommendations of the comprehensive plan. The comprehensive plan provides the legal basis for enacting the ordinances, and their consistency with the plans, goals, and policies will be a major consideration in the event that the ordinances are subject to a legal challenge.

Therefore any future land use ordinance should:

- (1) create a user friendly application and permitting process;
- (2) assign more responsibility for review and approval to code enforcement; and
- (3) develop clear and consistent guidelines for obtaining approval.

In line with the Community Vision Statement and response to the Community Survey, the Planning Board should continue to explore creation of a building ordinance to require a building permit for construction of any structure larger than 100 square feet.

The Town’s Subdivision ordinance should also be amended to include standards for subdivision roads and provisions that private subdivision roads won’t be adopted by the town.

LAND USE ORDINANCE PERFORMANCE STANDARDS

In order to protect and preserve natural resources, property values, public safety including fire protection, health and welfare, provide for affordable housing and ensure the proper future development of the town, the following performance standard topic areas should be considered when developing the town’s land use ordinance(s).

<i>Public Issue or Concern</i>	<i>Performance Standard</i>
<i>Access Requirements</i>	<i>In keeping with state access management regulations (17-229 Maine Administrative Rules Chapter 299, Part A and B, and as subsequently amended), minimize the creation of strip development within the community, and minimize the creation of road hazards.</i>
<i>Agriculture</i>	<i>Minimize soil erosion to avoid sedimentation, non-point source pollution, and phosphorus and nitrogen levels of water bodies.</i>
<i>Buffer Provisions</i>	<i>Minimize the negative impacts of inconsistent development and protect water resources, wetlands, and wells</i>
<i>Home Occupation</i>	<i>Home occupations may be established to minimize their impact on existing neighborhoods.</i>
<i>Industrial Performance Standards</i>	<i>Ensure appropriate industrial development within designated areas of the community.</i>
<i>Off Street Loading</i>	<i>Minimize traffic congestion associated with commercial development.</i>
<i>Oil and Chemical Storage</i>	<i>Regulate the location and containment of combustible material that can migrate to surface and ground waters.</i>
<i>Noise and Vibration Standards</i>	<i>Establish noise and vibration standards for industrial, mining and extraction uses.</i>
<i>Junk Yards & Vehicle Graveyards</i>	<i>Establish distances from public roadways within which junkyards and/or vehicle graveyards will not be allowed; and create standards for visual screening (e.g. fencing, vegetation) from public road ways.</i>
<i>Parking Requirements</i>	<i>Establish and regulate the number of parking spaces to be provided for different types of development.</i>
<i>Road Construction</i>	<i>In conjunction with the State Department of Transportation, regarding road construction in new developments.</i>

<i>Public Issue or Concern</i>	<i>Performance Standard</i>
<i>Sedimentation and Erosion</i>	<i>Minimize the volume of surface water runoff during and after development.</i>
<i>Storage Materials</i>	<i>Orderly storage of material in residential areas to promote and preserve the character of the neighborhoods</i>
<i>Topsoil and Vegetation Removal</i>	<i>Prevent soil erosion and destruction of topsoil during construction.</i>

ENFORCEMENT AND EDUCATION

The value of an ordinance depends on how well it is enforced. To achieve better enforcement, two issues are important:

- 1) educating residents about the requirements of local and state regulations, and
- 2) providing adequate time for the code enforcement officer to ensure compliance.
 The land use ordinance must provide the code enforcement officer with proper legal language and definitions, and management and elected officials also must support the code enforcement department.

The planning board, code enforcement officer, board of appeal, and board of selectmen will review annually the land use ordinances to determine any required changes and to ensure the ordinances and regulations are consistent with the Plan. In the review, they will determine whether changes in the minimum requirements of state or federal laws would require local amendment of the land use regulations.

In order to educate residents on local land use ordinances, a list of all local ordinances and when they are applicable should be developed and made available to the public at the town office. The town is required to notify and involve all citizens in the development and amendment of local ordinances, which must be voted on at a town meeting.

REGIONAL COORDINATION

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. As indicated in the natural resources section of the plan, the town should attempt to develop compatible resource protection standards with nearby communities. Lubec has physical boundaries with Trescott Township. Development in Trescott and other nearby communities has impacted, and will continue to impact, Lubec and our residents.

POLICIES AND IMPLEMENTATION

Based on the concerns of Lubec residents, as expressed through public meetings and town officials, the town of Lubec has developed the following policies and implementation strategies:

Goal: To encourage growth and development in appropriate areas of Lubec while protecting the Town’s character, and making efficient use of public services.			
Policy	Implementation Strategy	Responsibility	Timeframe
In line with Lubec’s Community Vision, continue to encourage growth and development compatible with the community’s rural character.	Using the descriptions in this Chapter, enact and amend local ordinances to clearly define the scale, type and location of future development.	Planning Board	Short-term (2-5 years)
	Permit infill development at similar densities and dimensions compatible with existing development within growth districts.	Planning Board	Ongoing
	Require new growth-related public facilities be located within growth areas.	Selectmen	Immediate (1-2 years)
Protect critical natural resources from the impacts of development.	Periodically review the Town’s Shoreland Zoning Ordinance to ensure that appropriate critical natural resources within the Town’s Shoreland are protected from the impacts of development.	Planning Board	On-going
	Continue to work with land owner to protect critical natural resource through voluntary measures including better management practices and voluntary participation in land conservation.	Selectmen; Planning Board	On-going
Ordinances and Regulation			
Establish efficient permitting procedures, especially in growth areas.	Establish fair and efficient permitting procedures with appropriate fees; and define protective measures for critical resources areas.	Planning Board	Immediate (1-2 years)
Review and revise existing use regulations, consistent with the goals and guidelines of this Comprehensive Plan.	Prepare a municipal ordinance to provide standards for adequate visual screening (fencing, vegetative buffers) of junkyard/vehicle graveyards and appropriate standards for setbacks from public roads	Selectmen; CEO	Immediate (1-2 years)
	Prepare a zoning ordinance for review and approval by municipal vote consistent with the future land use designations in the Comprehensive Plan.	Planning Board	5-10 years
	Periodically update existing ordinances to ensure their consistency with state and federal laws and the local needs.	Planning Board; CEO	On-going
	Track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.	Planning Board; Selectmen	On-going

Goal: To encourage growth and development in appropriate areas of Lubec while protecting the Town’s character, and making efficient use of public services.			
Policy	Implementation Strategy	Responsibility	Timeframe
Retain affordable and adequate housing options for young people just starting families, elderly people, and low income people appropriate for their needs.	Ensure town ordinances pertaining to road frontage requirements, minimum lot size and the location of mobile homes inter alia do not inhibit construction of affordable housing.	Selectmen	On-going
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Selectmen	On-going
Enforcement			
Enforce ordinances fully and fairly.	Ensure ordinances contain proper legal language and definitions.	Planning Board; Selectmen	On-going
	Develop summary of regulations (town, state and federal) to meet in order to obtain a building permit, and ensure that town permitting processes are transparent and efficient.	Planning Board	Immediate (1-2 years)
	Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A MRSA §4451.	Planning Board; Selectmen	On-going
Regional Coordination			
Continue to co-operate neighboring communities and coordinate Lubec’s; and use strategies with other local and regional land use planning efforts.	Continue serving in regional groups and organizations including the Sunrise County Economic Council and the Washington County Council of Governments.	Selectmen	On-going
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory (acquisition, et cetera) strategies.	Selectmen	Immediate (1-2 years)

Lubec Comprehensive Plan Update Washington County, Maine

MAP 10: Current Land Use

Data Sources:
Maine Office of GIS
Garmin GPS Receiver
Universal Transverse
Mercator- Zone 19N
North American Datum- 1983

- State Road
- Town Road
- - - Path/Unpaved Way
- Perennial Stream
- International Boundary

Designated Growth Area

Note: As designated in the Town's 1992 Comprehensive Plan. The 1992 Comprehensive Plan establish Quoddy Head State and the Shoreland Zone as "Special Protection Areas" and the remainder of Town as a "Rural Area."

Conserved Land

- Land-Trust Owned
- State Owned

DRAFT Shoreland Zoning

- General Development
- Limited Commercial
- Resource Protection
- Stream Protection
- Limited Residential
- Waterfront Development

Note: The Town of Lubec is currently in the process of revising its shoreland zoning map based the DEP's new Shoreland Zoning Guidelines. Shoreland Zoning as depicted on this map reflects changes to the Town's current shoreland zoning proposed in the most recent iteration of the draft Shoreland Zoning Map (February 3, 2010).



Lubec Comprehensive Plan Update Washington County, Maine

MAP 11: Future Land Use

Data Sources:
Maine Office of GIS
Garmin GPS Receiver
Universal Transverse
Mercator- Zone 19N
North American Datum- 1983

- State Road
- Town Road
- - - Path/Unpaved Way
- Perennial Stream
- International Boundary

Growth Areas

- Village Mixed Use
- West Lubec Mixed Use
- Floating Industrial
- SLZ - General Development
- SLZ - Waterfront Development

Rural Areas

- Rural Residential
- SLZ - Limited Commercial

Critical Resource Areas

- Conservation District
- SLZ - Limited Residential
- SLZ - Resource Protection
- SLZ - Stream Protection

Note: The Town of Lubec is currently in the process of revising its shoreland zoning map based on the DEP's new Shoreland Zoning Guidelines. Shoreland Zoning as depicted on this map reflects changes to the Town's current shoreland zoning proposed in the most recent iteration of the draft Shoreland Zoning Map (February 3, 2010).



Appendix A. SELF-ASSESSMENT CHECKLIST

This Self-Assessment Checklist is submitted to the State Planning Office as an Appendix to the Comprehensive Plan Update for the Town of Lubec in accordance with Chapter 208: Comprehensive Plan Review Criteria Rule. Explanations are provided in the space provide for elements that have been determined by the community to be not applicable.

The Self-Assessment Checklist was completed by the Comprehensive Plan Committee with assistance from the Washington County Council of Governments in May 2010.

Required Element	✓	Page	SPO Review
Vision Statement that summarizes the community's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.	✓	App. C	
Public Participation Summary of the public participation process used by the planning committee in developing the plan pursuant to 30-A MRSA §4324. The summary must indicate how the information gathered during the public process was used to guide the plan's vision statement, analyses, policies and strategies.	✓	App. E	
Regional Coordination Program summarizing regional coordination efforts for shared resources and facilities, including but not limited to lakes, rivers, aquifers, and transportation facilities. The plan must identify any shared resources and facilities, describe any conflicts with neighboring communities' policies and strategies pertaining to shared resources and facilities and describe what approaches the community will take to coordinate management of shared resources and facilities. In addition, the plan must include a summary of regional coordination efforts from all applicable topic areas.	✓	App. I	
Plan Implementation section that prioritizes how implementation strategies will be carried out, pursuant to 30-A MRSA §4326(3). The plan must identify the responsible party and anticipated timeline for each strategy in the plan.	✓	App. G	
Evaluation measures that describe how the community will periodically (at least every five years) evaluate the following: A. The degree to which future land use plan strategies have been implemented; B. Percent of municipal growth-related capital investments in growth areas; C. Location and amount of new development in relation to community's designated growth areas, rural areas, and critical resource areas D. Amount of critical resource areas protected through acquisition, easements, or other measures.	✓	App. H	
Future Land Use Plan that meets the requirements of Section 3 of Chapter 208. This section will be the focus of the Office's review for consistency with the Act.	✓	K5-16	
Comments:			

Future Land Use Plan	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How does the Future Land Use Plan align and/or conflict with the community's vision statement?	✓		K6-7	
2. How is the configuration of the growth areas shaped by natural opportunities and/or constraints (i.e. the physical suitability or unsuitability of land for development)? The location of public facilities? The transportation network?	✓		K5-6	
3. How does the Future Land Use Plan relate to existing regional economic, housing, transportation and natural resource plans? How does the Future Land Use Plan relate to recent development trends?	✓		K2-4 & K16	
4. Are most municipal capital investments currently directed toward growth areas? Why or why not?	✓		K7	
5. How can critical resource areas be effectively protected from future development impacts?	✓		K13-14	
Components				
1. A map or maps showing the following land use areas and any smaller land use districts within them: Growth (unless exempted), Rural, Critical Resource, and Transition (if proposed).	✓		Map 11	
2. A narrative description of each land use area including: <ul style="list-style-type: none"> a. The area's relationship to the community's vision; b. The names of any smaller land use districts within the area; c. The area's natural opportunities and/or constraints; d. The area's transportation system; e. The types and intensity of proposed land uses, including the range of residential densities; f. The area's proximity to existing and proposed public facilities and services; g. The compatibility or incompatibility of proposed uses to current uses within and around the area along with any special development considerations (e.g. need for additional buffers, architectural design standards, etc.); and h. Any anticipated major municipal capital investments needed to support the proposed land uses. 	✓		K8-14	
3. A summary of the key regulatory and non-regulatory approaches, including investment policies and strategies, the community will use to implement its Future Land Use Plan.	✓		K14-16	
Comments:				

Future Land Use Plan <i>(cont.)</i>	✓	N/A	Page	SPO Review
Policies				
1. To coordinate the community’s land use strategies with other local and regional land use planning efforts.	✓		K18	
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.	✓		K17	
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	✓		K18	
4. To establish efficient permitting procedures, especially in growth areas.	✓		K17	
5. To protect critical resource areas from the impacts of development.	✓		K17	
Strategies				
1. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	✓		K17 & K18	
2. Using the descriptions provided in the Future Land Use Plan narrative, enact or amend local ordinances as appropriate to: a. Clearly define the desired scale, intensity, and location of future development; b. Establish fair and efficient permitting procedures and appropriate fees, and streamline permitting procedures in growth areas; and c. Clearly define protective measures for critical resource areas.	✓		K17	
3. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	✓		K18	
4. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	✓		K18	
5. Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A MRSA §4451.	✓		K18	
6. Track new development in the community by type and location.	✓		K17	
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.8.	✓		K17	
Comments:				

Population and Demographics	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Is the rate of population change expected to continue as in the past, or to slow down or speed up? What are the implications of this change?	✓		C2-5	
2. Which demographic groups are the fastest growing and which are in decline?	✓		C5-6	
3. What will be the likely demand for housing, municipal and school services to accommodate the change in population and demographics, both as a result of overall change and as a result of change among different age groups?	✓		C7-8 & C-9	
4. If most of the population growth is the result of newcomers, what can the community do to foster shared outlooks?	✓		C5-6 & C-9	
5. If your community has a significant seasonal population, is the nature of that population changing? What is the community's relationship to and dependence on seasonal visitors?	✓		C5-6	
6. If your community is a service center or has a major employer, what additional effort does it have to make to serve a daytime population that is larger than its resident population?	✓	n/a		
Conditions and Trends				
1. The community's Comprehensive Planning Population and Demographic Data Set (including relevant local, regional and state-wide data) prepared and provided to the community by the State Planning Office or its designee.	✓		C1-8	
2. Information on natural population change (births and deaths).	✓		C1	
3. Significance and role of seasonal population and anticipated trends (as applicable).	✓		C5-6 & C9	
<p>Comments:</p> <p>Lubec is considered to be a “service center community” by the State Planning Office, but it is not an employment center; and the Town not require any additional capacity to handle the needs of the daytime versus night-time population.</p>				

Economy	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Where does the local population work and how does the community fit into the economic region (labor market area)?	✓		F1-6	
2. Who are major employers in the region and what is their outlook for the future?	✓		F5-6	
3. Is the economy experiencing significant change, and how does this, or might this, affect the local population, employment and municipal tax base?	✓		F1-3	
4. What are the community's priorities for economic development? Are these priorities reflected in regional economic development plans?	✓		F13-14	
5. If there is a traditional downtown in the community, is it deteriorating or thriving? How is this affecting the community?	✓		F13	
6. Are natural resource-based industries (including fishing, farming, or forestry) important in the community and, if so, are they growing or declining? What steps has the community taken to support these industries?	✓		F1-3 & F6-8	
7. Is tourism an important part of the local economy? If so, does the community want to foster this industry and what steps can it take to strengthen tourism?	✓		F10	
8. What role do/should home occupations play in the community, if any?	✓		F4	
9. Are there appropriate areas within the community for industrial or commercial development? If so, are performance standards necessary to assure that industrial and commercial development is compatible with the surrounding land uses and landscape?	✓		F14	
10. What types of public facilities, including sewer, water, broadband access or three-phase power, are needed to support the projected location, type, and amount of economic activity, and what are the issues involved in providing them?	✓		F13-14	
Conditions and Trends				
1. The community's Comprehensive Planning Economic Data Set prepared and provided to the community by the Office or its designee.	✓		F1-12	
2. A brief historical perspective on how and why the current economy of the community and region developed.	✓		F3-4	
3. A list of local and regional economic development plans developed over the past five years which include the community.	✓		F13	
4. A description of the major employers in the community and labor market area.	✓		F5-6	
5. A description of retail stores by type and how the composition has changed over past five or ten years.	✓		F8-10	
6. A description of any economic development incentive districts, such as Tax Increment Financing Districts or Pine Tree Zones, in the community.	✓		F14	
Comments:				

Economy (cont.)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To support the type of economic development activity the community desires, reflecting the community's role in the region.	✓		F16	
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.	✓		F16	
3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.	✓		F16	
Comments:				
Strategies (minimum required to address State goals)				
1. If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	✓		F16	
2. Enact or amend local ordinances, if appropriate, to reflect the desired scale, design, intensity, and location of future economic development.	✓	n/a		
3. Develop and adopt incentives suitable for the types and locations of economic development desired in the community.	✓		F16	
4. If public investments are foreseen as required, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)	✓		F16	
5. Initiate participation in or continue to participate in any regional economic development efforts.	✓		F16	
Comments: Lubec is satisfied that existing ordinances are sufficient to allow the desired scale, design, intensity, and location of future economic development.				

Housing	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How many additional housing units, including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?	✓		H2	
2. Is housing, including rental housing, affordable to those earning the median income in the region? Is housing affordable to those earning 80% of the median income? If not, evaluate local and regional efforts to address issue.	✓		H7-11	
3. Are seasonal homes being converted to year-round use or vice-versa? What impact does this have on the community?	✓		H4	
4. Will additional senior or assisted living housing be necessary to meet projected needs for the community and region? Will these needs be met locally or regionally?	✓		H6-7	
5. Are there other major housing issues, such as substandard housing?	✓		H5-7	
6. Do existing regulations encourage or discourage development of affordable housing?	✓		H11	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Housing Data Set prepared and provided to the community by the Maine State Housing Authority and the Office, or their designees.	✓		H1-10	
2. Information on existing regional affordable housing coalitions or similar efforts.	✓		H10-12	
4. A summary of local regulations that affect the development of affordable housing.	✓		H11	
Comments:				

Housing (cont.)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To encourage and promote adequate workforce housing to support the community's and region's economic development	✓		H14	
2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing.	✓		H14	
3. To seek to achieve at least 10% of all housing built or placed during the next decade be affordable.	✓		H14	
4. To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.	✓		H14	
Comments:				
Strategies (minimum required to address State goals)				
1. Enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to make housing less expensive to develop.	✓		H14	
2. Allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	✓		H14	
3. Create or continue to support a community affordable housing committee and/or regional affordable housing coalition.	✓		H14	
4. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A MRSA §4358(3)(M).	✓		H14	
Comments:				

Transportation	✓	N/A	Page	SPO Review
Analyses and Key Issues				
<i>Roads, Bridges, Sidewalks, and Bicycle Routes</i>				
1. What are the concerns for transportation system safety and efficiency in the community and region? What, if any, plans exist to address these concerns, which can involve:: i. Safety; ii. Traffic speed; iii. Congestion and travel delay; iv. Travel volume and type; v. Traffic problems caused by such things as road and driveway locations and design, road maintenance needs, traffic control devices, growth patterns and lack of transportation options; vi. Lack of transportation links between neighborhoods, schools, recreation, shopping, and public gathering areas; vii. Closed or posted bridges or roads; viii. Pedestrian and bicycling safety; ix. Light pollution.	✓		I7-16	
2. What conflicts are caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?	✓	n/a		
3. Upon review of state and regional transportation plans, what are their impacts on your current and future community plans? What actions can the community take to address identified impacts?	✓		I7-8	
4. How do the community's land use regulations mesh with the MaineDOT, regional, and local objectives for transportation system facilities in the community? If growth areas are located on arterial highways, how will growth in these areas affect the ability of the arterial to safely and efficiently move traffic?	✓		I9	
5. What is the community's schedule for regular investments in road maintenance and improvement? How are MaineDOT Urban-Rural Initiative Program (URIP) funds used to off-set municipal road improvement costs?	✓		I3-5	
6. What concerns does your community have regarding its policies and standards for design, construction and maintenance of public and private local roads and bridges?	✓		I3-6	
<i>Parking</i>				
7. What are the parking issues in the community?	✓		I14	
8. Do local parking standards promote development in desired areas or do they drive it to outlying areas?	✓		I14	
9. How do local ordinances consider safety related to parking lot layout and circulation for vehicles, pedestrians and all other users?	✓		I14	
10. What community investments are needed to expand or improve parking?	✓		I14	
Comments: No major state route or US Highways pass through the community.				

Transportation (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
<i>Other modes of transportation</i>				
11. What transit services are available to meet the current and future needs of community residents? If transit services are not adequate, how will the community address the needs?	✓		I16	
12. If the community hosts a major transportation terminal, such as an airport, rail or ferry terminal, how does it connect to other transportation systems?	✓	n/a		
13. If the community hosts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?	✓		I16	
<i>Environmental and cultural considerations</i>				
14. What, if any, environmental degradation caused by state or local transportation facilities or operations (i.e. wildlife mortality, habitat fragmentation, erosion, groundwater contamination, non-point source pollution) is occurring?	✓		I11	
15. What are community's objectives for preserving or protecting important identified scenic, historic, or cultural resources adjacent to transportation facilities?	✓		I11	
16. How does the community address any transportation-related noise concerns?	✓		I11	
17. What steps can the community take to encourage development to occur in a manner that minimizes transportation-related environmental impacts such as habitat fragmentation and/or vehicular CO ₂ emissions?	✓		I9	
<i>Land use</i>				
18. How do existing and proposed major transportation facilities complement the community's vision?	✓		I10	
19. How do local land use decisions affect safety, congestion, mobility, efficiency and interconnectivity of the transportation system?	✓		I10	
20. How do existing land uses and development trends support or inhibit cost effective passenger transportation systems and the efficient use of freight rail systems?	✓	n/a		
21. Does the community have in place, or does it need to put into place, access management or traffic permitting measures? How do these measures correlate with MaineDOT's access management program and regulations for traffic permitting of large development?	✓		I10	
22. How do the community's local road design standards support the type of village, suburban, or rural land use patterns the town wants?	✓		I10	
<p>Comments:</p> <p>There is currently no freight rail in or near Lubec. A small and decline population – rather than land use and development trends – inhibits cost effective passenger transportation.</p>				

Transportation (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
23. Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?	✓		I5-6, I10	
<i>Coastal communities only:</i>				
24. What land-side and water-side transportation facilities are needed?	✓		G8-9	
25. How does the community protect access to facilities for island travelers, currently and in the future?	✓		G8-9	
26. How do the community's land use regulations mesh with MaineDOT, regional and local objectives for marine transportation facilities?	✓		G8-9	
Conditions and Trends				
1. The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation and the Office, or their designees.	✓		I1-13	
<i>Highways, Bridges, Sidewalks, and Bicycle Routes</i>				
2. Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.	✓		I2-3, I1-16	
3. Identify potential off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.	✓		I14-15	
4. Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities etc. and related hours of operation.	✓		I8-9	
5. Identify policies and standards for the design, construction and maintenance of public and private roads. Identify the location of private roads and assess their potential to become public roads.	✓		I5-6	
<i>Parking</i>				
6. List & locate mun. parking areas including size, condition & usage.	✓		I14	
<i>Other Modes of Transportation</i>				
7. List and locate all airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances in place.	✓		I16	
8. Identify inter-local, fixed route, commuter and demand response bus or van services, including private or public operator information and local government involvement.	✓		I116	
<i>Environmental and Cultural Considerations</i>				
9. Location of evacuation routes identified in an emergency response plan, if applicable.	✓	n/a		
10. Identify areas with transportation related noise concerns.	✓		I11	
11. Identify areas where inappropriate lighting affects transportation safety.	✓	n/a		
12. Identify and describe scenic, historic, or cultural resources within or adjacent to transportation facilities that the community wants to protect, such as street trees, covered bridges, etc.	✓		I11	
Comments: 9. There are no maps evacuation routes identified in emergency response plans. 11. The Town is not aware of an area where inappropriate lighting affects transportation safety.				

Transportation (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
13. Known locations with opportunities to restore habitat connections disrupted by a transportation facility owned and maintained by the community.	✓	n/a		
14. Identify current local land use management strategies (such as access management, zoning, density, minimum lot size standards) that enhance or detract from the safety and efficiency of the transportation system (including highway, air, bus, bike, pedestrian, marine, and rail services.)	✓		I10-11	
<i>Coastal Communities only:</i>				
15. Location of current and potential seaport terminals. Identify whether seaport terminal is of local, regional, or state significance, its ownership/management and use (type and quantity/frequency of goods shipped in or out). List land-side and water-side facilities associated with port.	✓		I17	
16. Identify public ferry service and private boat transportation support facilities (may be covered under Marine Resources with cross reference) including related water-side (docks/piers/wharves) and land side (parking) facilities.	✓	n/a		
Comments: Analysis 13. Lubec is no aware of any opportunities to restore habitat connections disrupted by a transportation facility owned and maintained by the Town. Analysis 16. No public ferries currently operate in Lubec.				
Policies (minimum required to address State goals)				
1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems	✓		I20	
2. To safely and efficiently preserve or improve the transportation system.	✓		I19	
3. To promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	✓		I20	
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).	✓		I19	
5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	✓		I20	
Comments:				

Transportation <i>(cont.)</i>	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Develop or continue to update a prioritized ten-year improvement, maintenance and repair plan for local/regional transportation system facilities that reflects community, regional and state objectives.	✓		I19	
2. Initiate or actively participate in regional and state transportation and land use planning efforts.	✓		I20	
3. Enact or amend local ordinances as appropriate to be consistent with local, regional and state transportation policies identified in this plan.	✓		I20	
4. Enact or amend local ordinances as appropriate to address or avoid conflicts with: a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b) State access management regulations pursuant to 23 MRSA §704; and c) State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.	✓		I20	
5. Enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	✓		I20	
6. Work with the MaineDOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system.	✓		I20	
Comments:				

Recreation	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Will existing recreational facilities and programs in the community and region accommodate projected changes in age groups or growth in your community?	✓		B9	
2. Is there a need for certain types of services or facilities or to upgrade or enlarge present facilities to either add capacity or make them more usable?	✓		B9, B11-12	
3. Are important tracts of open space commonly used for recreation publicly owned or otherwise permanently conserved?	✓		B11, B13	
4. Does the community have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces and access sites, either outright or through conservation easements?	✓		B11	
5. Does the public have access to each of the community's significant water bodies? Is the type of access compatible with the protection of public drinking water sources?	✓		B14	
6. Are recreational trails in the community adequately maintained? Are there use conflicts on these trails?	✓		B11, B13	
7. Is traditional access to private lands being restricted?	✓		B11	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Recreation Data Set prepared and provided to the community by the Department of Conservation and the State Planning Office, or their designees.	✓		B9-16	
2. A description of important public and private active recreation programs, land and water areas (including hunting and fishing areas), and facilities in the community and region, including regional recreational opportunities as appropriate, and identification of unmet needs.	✓		B11-16	
3. An inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.	✓		B14	
4. A description of trail systems, trail management organizations, and conservation organizations that provide trails for all-terrain vehicles, snowmobiling, skiing, mountain biking or hiking. Include mapped information as available.	✓		B11-13	
5. A map or list of important publicly-used open spaces and associated facilities, such as parking and toilet facilities.	✓		Map 2	
6. A list of local and regional land trusts in the area.	✓		B13	
Comments:				

Recreation (cont.)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.	✓		B17	
2. To preserve open space for recreational use as appropriate.	✓		B18	
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming; and work with nearby property owners to address concerns.	✓		B17	
Comments:				
Strategies (minimum required to address State goals)				
1. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or town official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	✓		B17	
2. Include any capital needs identified for recreation facilities in the Capital Investment Plan.	✓		B17	
3. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	✓		B18	
4. Work with a local land trust or other preservation organization to pursue opportunities to protect important open space or recreational land.	✓		B18	
5. Provide education regarding the benefits and protections for landowners allowing public recreational access on their property.	✓		B18	
Comments:				

Marine Resources (if necessary)	✓	N/A	Page	SPO Review
Analyses and Key Issues				
<i>Fishery resources and water quality</i>				
1. Is water quality being monitored on a regular basis?	✓		G6-7	
2. Is there a local or regional plan in place to identify and eliminate pollution source?	✓		G7	
3. Has closing of clam or worm flats threatened the shellfishing industry; are sources of contamination known? Are sources point (direct discharge) or nonpoint?	✓		G5	
4. Are fishery resources being properly managed at local and regional levels?	✓		G3-6	
<i>Coastal land use</i>				
5. Are traditional water-dependent uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?	✓		G7-8	
6. Is there reasonable balance between water-dependent and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?	✓		G8-9	
7. How does local zoning treat land around the harbor? How do the community's coastal land use regulations compare with neighboring communities?	✓		G7	
<i>Harbor management</i>				
8. Have arrangements for managing local harbors been effective?	✓		G7-8	
9. Is there a local or regional harbor or bay management plan? If not, is one needed?	✓		G3	
10. If the harbor is shared with other communities, is there cooperation in management of the harbor?	✓		G7-8	
11. What are the local dredging needs and how are they addressed?	✓		G8	
<i>Coastal access</i>				
12. Is adequate, protected access for commercial fishermen, aquaculturists, and recreational users available? Based on projections, will access, including support facilities such as parking and marine services, be adequate for the future? Are there opportunities for improved access?	✓		G8-9	
13. Are important points of visual access identified and protected?	✓		G8	
Comments:				

Marine Resources (cont.)	✓	N/A	Page	SPO Review
Conditions and Trends				
1. The community's Comprehensive Planning Marine Resources Data Set prepared and provided to the community by the Department of Marine Resources and the Office, or their designees.	✓		G1-7	
<i>Coastal land use</i>				
2. A map or description of current land use patterns along the shoreline and near coast area which differentiates water-dependent uses from other uses.	✓		Map 8	
3. A summary of current regulatory and non-regulatory provisions influencing land use patterns along the shoreline and near coast area.	✓		G8-9	
<i>Harbor management</i>				
4. A description of any local or regional harbor or bay management plans or planning efforts.	✓		G3	
<i>Coastal access</i>				
5. The location of facilities (wharves, boat ramps, pump-out stations, etc.), with a brief description of any regional or local plans to improve facilities.	✓		G8	
6. A description of or map showing beaches and other access points used by the public with a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.	✓		Map 8	
7. An inventory of significant scenic access points along the shoreline, including current ownership (public/private) and any protection, if any.	✓		G8	
Comments:				
Policies (minimum required to address State goals)				
1. To protect, maintain and, where warranted, improve marine habitat and water quality.	✓		G10	
2. To foster water-dependent land uses and balance them with other complementary land uses.	✓		G10	
3. To maintain and, where warranted, improve harbor management and facilities.	✓		G10	
4. To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation and tourism.	✓		G10	
Comments:				

Marine Resources (cont.)	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Working with local residents and businesses, neighboring communities, the DEP, and the Department of Marine Resources, develop an action plan to protect fishery habitats and identify and eliminate point and non-point source pollution.	✓		G10	
2. Consistently enforce local shoreland zoning provisions and provide adequate training and resources to the code enforcement officer.	✓		G10	
3. Develop a plan for addressing any identified needs for additional recreational and commercial access (which includes parking, boat launches, docking space, and swimming access) and their ongoing maintenance. Include necessary public improvements/upgrades in the Capital Investment Plan.	✓		G10	
4. Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	✓		G10	
5. Provide information about the current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	✓		G10	
6. Implement any local or regional harbor or bay management plans, or work with neighboring communities to create a harbor management plan for shared resources.	✓	n/a		
7. If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	✓	n/a		
8. Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	✓		G10	
<p>Comments:</p> <p>Strategy 6. As noted, there are currently no local or regional bay management plans. Lubec's harbor resources are not shared with neighboring communities.</p> <p>Strategy 7. The harbor is managed by a volunteer committee.</p>				

Water Resources	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Are there point sources (direct discharges) of pollution in the community? If so, is the community taking steps to eliminate them?	✓		E9-10	
2. Are there non-point sources of pollution related to development, agriculture, forestry or other uses that are affecting surface water resources and riparian areas? If so, are existing regulations sufficient to protect these resources?	✓		E10	
3. Are point and/or non-point sources of pollution threatening groundwater supplies?	✓		E12-13	
4. Are public groundwater supplies and surface water supplies and their recharge areas adequately protected? Are any public water supply expansions anticipated? If so, have suitable sources been identified and protected?	✓		E12-13	
6. What non-regulatory measures can the community take to protect or enhance water quality? Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?	✓		E10	
7. Do local road construction and maintenance practices and standards adequately protect water resources? Do public works crews and contractors use best management practices in daily operations (e.g. salt/sand pile maintenance, culvert replacement street sweeping, public works garage operations)?	✓	n/a	E10-11	
8. Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced?	✓		E11	
Conditions and Trends				
1. The community's Comprehensive Planning Water Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, the Department of Environmental Protection, and the Office, or their designees.	✓		E9-12	
2. A description of each lake, pond, river and stream including: a. Ecological, economic, and recreational values; b. Current watershed land uses; c. Threats to water quality or quantity; d. Documented water quality and/or invasive species problems.	✓		E9-10	
3. A list of water resource advocacy groups active in the community.	✓	n/a		
4. A summary of past and present activities to monitor, assess and/or improve water quality, mitigate sources of pollution, and control or prevent the spread of invasive species.	✓		E10	
5. A description of the location and nature of significant threats to drinking water supplies.	✓		E12-13	
6. A summary of existing lake, pond, river, stream and drinking water protection and preservation measures, including local ordinances.	✓		E10-11	
Comments:				

Water Resources (<i>cont.</i>)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To protect current and potential drinking water sources.	✓		E25	
2. To protect significant surface water resources from pollution and improve water quality where needed.	✓		E25	
3. To protect water resources in growth areas while promoting more intensive development in those areas.	✓		E25	
4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.	✓		E25	
5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	✓		E25	
Comments:				
Strategies (minimum required to address State goals)				
1. Amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and 06-096 CMR 500 and 502). b. DEP's allocations for allowable levels of phosphorus in lake/pond watersheds. c. The Maine Pollution Discharge Elimination System Stormwater Program	✓		E25	
2. Update the floodplain management ordinance to be consistent with state and federal standards.	✓		E25	
3. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	✓		E25	
4. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	✓	n/a		
5. Enact public wellhead and aquifer recharge area protection mechanisms, as necessary.	✓		E25	
6. Provide water quality "best management practices" information to farmers and loggers.	✓		E25	
7. Adopt water quality protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees and contractors.	✓		E25	
8. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	✓		E25	
9. Provide educational materials at appropriate locations regarding invasive species.	✓		E25	
Comments:				

Critical Natural Resources	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. Are existing regulations sufficient to protect the community's critical natural resources threatened by development, overuse, or other activities?	✓		E16	
2. Are local shoreland zone standards consistent with state guidelines and with the standards on adjacent shorelands in neighboring towns?	✓		E16	
3. What non-regulatory measures can the community take to protect critical natural resources? Are there opportunities to partner with local or regional advocacy groups?	✓		E16	
4. Is there current regional cooperation or planning underway to protect shared critical natural resources?	✓		E16	
5. In what other areas will protection of critical natural resources advance comprehensive plan policies (e.g. water resources, economy, recreation, agriculture and forestry, etc.)?	✓		E14	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Critical Natural Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, Department of Environmental Protection, and the Office or their designees.	✓		E15-17	
2. A map or description of significant scenic areas and scenic views of local importance, and regional or statewide importance if available.	✓		E21-22	
Comments:				
Policies (minimum required to address State goals)				
1. To conserve critical natural resources in the community.	✓		E24	
2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	✓		E25	
Comments:				

Critical Natural Resources <i>(cont.)</i>	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Amend local shoreland zone standards to meet current state guidelines.	✓		E25	
2. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	✓	n/a		
3. Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	✓		E24	
4. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Beginning with Habitat program into their review process.	✓		E25	
5. Adopt natural resource protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees, and contractors.	✓		E24	
6. Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	✓		E25	
7. Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.	✓	n/a		
8. Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.	✓		E25	
<p>Comments:</p> <p>2. Address in Future Land Use Plan.</p> <p>7. Critical natural resources as identified are largely already held in conservation. The Town feels that protection of critical natural resources is adequate at this time.</p>				

Historic and Archeological Resources	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. Are historic patterns of settlement still evident in the community?	✓		B6-7	
2. What protective measures currently exist for historic and archaeological resources and are they effective?	✓		B7-8	
3. Do local site plan and/or subdivision regulations require applicants proposing development in areas that may contain historic or archaeological resources to conduct a survey for such resources?	✓		B8	
4. Have significant historic resources fallen into disrepair, and are there ways the community can provide incentives to preserve their value as an historical resource?	✓		B7	
5. Is there an active historical society, and does the community adequately support its efforts?	✓		B7	
Conditions and Trends				
1. The community's Comprehensive Planning Historic Preservation Data Set prepared and provided to the community by the Historic Preservation Commission and the Office, or their designees.	✓		B4-6	
2. An outline of the community's history, including a brief description of historic settlement patterns and events contributing to the development and character of the community and its surroundings.	✓		B1-4	
3. A brief description of the location, type, extent, condition, use, local, regional and/or national significance of historic resources, including but not limited to buildings, millworks, bridges, statues, cemeteries, trees, landscapes, and federally and/or locally designated properties and/or districts.	✓		B5-6	
4. Identify local historical society and/or preservation organizations.	✓		B7	
5. A general description of potential threats to the existence, physical integrity, or quality of identified historic and archaeological resources.	✓		B3-7	
Policies (minimum required to address State goals)				
1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community.	✓		B17	
Strategies (minimum required to address State goals)				
1. For sites with identified potential for historical and archeological resources, through local land use ordinances require subdivision or non-residential property developers to look for and identify any historical and archaeological resources, and to take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.	✓		B17	
2. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	✓		B17	
3. Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.	✓		B17	

Agriculture and Forestry Resources	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How important is agriculture and/or forestry to the community and region? Are these activities growing, stable or declining? Are the farms or woodlots in the community important for non-economic reasons, such as scenic landscapes, wildlife habitat, outdoor recreation, or historic significance?	✓		E6-7	
2. How are land use patterns and land values contributing to the loss of farm or forest land?	✓		E6	
3. What regulatory and non-regulatory steps is the community currently taking to support productive farm and forest lands? Are there local or regional land trusts actively working to protect farms or forest lands in the community?	✓		E7-8	
4. Are there undeveloped parts of town in which prime farmland soils are prevalent? If so, how are these areas currently being used? How are they being protected?	✓		E6	
5. Are farm and commercial forest land owners taking advantage of the state's current use tax laws?	✓		E8	
6. Has proximity of new homes or other incompatible uses affected the normal operations of farms or woodlot owners?	✓		E6	
7. Are there large tracts of industrial forest land that have been or may be sold for development in the foreseeable future? If so, what impact would this have on the community?	✓	n/a		
8. Is clear-cutting an issue in the community? Is the clear-cutting related to normal woodlands management, or is it in preparation for land development?	✓		E6-7	
9. Do local farmers and/or loggers take steps to minimize impacts on natural resources in the community? Do local farms participate in Natural Resource Conservation Service programs?	✓		E8	
10. How does the community support community forestry or agriculture (i.e. small woodlots, community forests, tree farms, community gardens, farmers' markets, or community-supported agriculture)?	✓		E8	
11. Does the community have, or need, a street tree or other tree planting and maintenance program?	✓	n/a		
Comments:				
<p>7. A significant portion of Lubec is managed for forestry uses, but there are currently no large tracts of of industrial forest land in Lubec.</p> <p>11. Lubec does not have a street tree program. The Town does not feel the need for such a program at this time.</p>				

Agriculture and Forestry Resources <i>(cont.)</i>	✓	N/A	Page	SPO Review
Conditions and Trends				
1. The community's Comprehensive Planning, Agriculture, and Forestry Data Set prepared and provided to the community by the Department of Agriculture, the Maine Forest Service, and the Office, or their designees.	✓		E6-8	
2. A map and/or description of the community's farms, farmland and managed forest lands, including information on the importance of these resources to the local and regional economy and rural character.	✓		E6-7	
3. Information on the number of farms and acres of farmland in the community enrolled in the state farm and open space law taxation program, including changes in enrollment over the past 10-20 years.	✓		E8	
4. Information on the number of parcels and acres of forest land enrolled in the state tree growth tax law program, including changes in enrollment over the past 10-20 years.	✓		E8	
5. A description of any community farming and forestry activities (e.g. street tree program, community garden, farmer's market, or community forest), including identification of managing officials and/or organizations.	✓	n/a		
Policies (minimum required to address State goals)				
1. To safeguard lands identified as prime farmland or capable of supporting commercial forestry.	✓		E26	
2. To promote the use of best management practices for timber harvesting and agricultural production.	✓		E26	
3. To support farming and forestry and encourage their economic viability.	✓		E26	
Strategies (minimum required to address State goals)				
1. Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	✓		E26	
2. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	✓		E26	
3. Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	✓		E26	
4. Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	✓		E26	
5. Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	✓		E26	
6. Permit activities that support productive agriculture and forestry operations, such as road-side stands, greenhouses, and pick-your-own operations.	✓		E26	
7. Include agriculture and commercial forestry operations in local or regional economic development plans.	✓		E26	
Comments:				
Lubec does not currently have any community farming or forestry activities, such a street tree program, community garden, farmer's market, or community forest.				

Public Facilities and Services	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. Are municipal services adequate to meeting changes in population and demographics?	✓		D1	
2. In what ways has the community partnered with neighboring communities to share services, reduce costs and/or improve services?	✓		D11	
3. If the community has a public sewer system, what issues or concerns are there currently and/or anticipated in the future? How is the sanitary district cooperating in the development of the comprehensive plan and related ordinances, as required by law (38 MRSA §1163-A)? How is the sanitary district extension policy consistent with the Future Land Use Plan as required by (38 MRSA §1163)?.	✓		D3	
4. If the town does not have a public sewer or water system, to what extent is this preventing it from accommodating current and projected growth?	✓	n/a		
5. Are existing stormwater management facilities adequately maintained? What improvements are needed? How might cumulative impacts from future development affect the existing system(s)?	✓		D4	
6. How does the community address septic tank waste? What issues or concerns are there with the current arrangements?	✓		D3	
7. If the community has a public water system, what issues or concerns are there currently and/or anticipated in the future? How is the water district/supplier cooperating in the development of the comprehensive plan and related ordinances? How is the water system extension policy consistent with the Future Land Use Plan?	✓		D3	
8. What school improvements, including construction or expansion, are anticipated during the planning period? What opportunities are there to promote new residential development around existing and proposed schools? What steps will be taken to promote walking and bicycling to school?	✓		D7	
9. Is the community's emergency response system adequate? What improvements are needed?	✓		D7	
10. How well is the solid waste management system meeting current needs? What is the community doing to reduce the reliance on waste disposal and to increase recycling? What impact will projected growth during the planning period have on system capacity? What improvements are needed to meet future demand? What efforts have been or will be undertaken regionally to improve efficiency and lower cost?	✓		D5-6	
11. How do public facilities and services support local economic development plans? What improvements are needed in the telecommunications and energy infrastructure?	✓		D11	
12. Does the community have a public health officer? Are there significant public health issues?	✓		D8	
13. What other public facilities, such as town offices, libraries, or cemeteries, are nearing their respective capacities? How will these facilities accommodate projected growth?	✓		D1-8	
14. Are the community's priorities for funding needed improvements reflected in the capital investment plan?	✓		D1	

Public Facilities and Services (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
15. To what extent are investments in facility improvements directed to growth areas?	✓		D1	
Conditions and Trends				
<p>For the following public facilities and services, identify the following as applicable:</p> <ol style="list-style-type: none"> 1. location of facilities and service areas (mapped as appropriate); 2. general physical condition of facilities and equipment; 3. capacity and anticipated demand during the planning period; 4. identification of ownership/management systems; 5. estimated costs of needed capital improvements to public facilities; and 6. the following information related to each of these public facilities and services: <ol style="list-style-type: none"> a. Sewerage and/or Water Supply – Identify number and types of users, and percent of households served. b. Septage – Identify any community policies or regulations regarding septage collection and disposal. c. Solid Waste – Describe the community’s solid waste management system. Identify types and amounts of municipal solid waste and recycled materials for the past 5 years. d. Stormwater Management – Identify combined sewer overflows. For Municipal Separate Stormwater System (MS4) communities, describe plan and status of the major goals of the MS4 requirements. e. Power and Communications – Availability of electricity (including 3-phase power), telephone, Internet (including broadband), and cable within the community. f. Emergency Response System –Describe fire, police, and emergency/rescue facilities and equipment. Include average call response times for different services and dispatch location with number of communities served (Public Safety Answering Point, or PSAP), staffing and training needs; and E911 addressing management system (addressing officer, ordinance, reporting system). g. Education – Identify school administrative unit. Include primary/secondary school system enrollment for the most recent year information is available and for the 10 years after the anticipated adoption of plan. Describe the extent and condition of pedestrian and bicycle access to school facilities. h. Health Care - Describe major health care facilities (hospitals, clinics) and other providers serving the community. Identify public health and social services supported by the community through municipal subsidy. i. Municipal Government Facilities and Services – Describe facilities and staffing for municipal administrative, enforcement, and public works operations. 	✓		D2-8	
Comments:				

Public Facilities and Services <i>(cont.)</i>	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To efficiently meet identified public facility and service needs.	✓		D12	
2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.	✓		D12	
Comments:				
Strategies (minimum required to address State goals)				
1. Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	✓		D12	
2. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	✓		D12	
3. Explore options for regional delivery of local services.	✓		D12	
Comments:				

Fiscal Capacity and Capital Investment Plan	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. In general, are tax revenues from new development offsetting the cost of needed additional services and capital investments?	✓		J3	
2. What are the capital investment and budgeting priorities identified in other sections of the plan?	✓		J10	
3. What changes in the community's tax base are anticipated and how will it affect the community? What impact do tax exempt properties and tax incentive programs have on taxes?	✓		J3	
4. How does the community currently fund its capital investments? How will future capital investments identified in the plan be funded? Does the community have any impact fee ordinances?	✓		J1	
5. If the community plans to borrow to pay for capital investments, does the community have sufficient borrowing capacity to obtain the necessary funds?	✓		J8	
6. How do county and school administrative unit assessments and/or obligations affect local ability to finance proposed capital investments?	✓		J8	
7. How are state or local spending limitations, such as those in P. L. 2005, Chapter 2 (effective June 29, 2005) (hereinafter "LD 1"), affecting the community's ability to pay for needed infrastructure and services?			J1	
8. What efforts has the community made to participate in or explore sharing capital investments with neighboring communities?	✓	n/a		
Conditions and Trends				
1. Identify community revenues and expenditures by category for last 5 years and explain trends.	✓		J5-7	
2. Describe means of funding capital items (reserve funds, bonding, etc.) and identify any outside funding sources.	✓		J7-8	
3. Describe the community's tax base, its degree of stability and any anticipated changes during the planning period. Include local and state valuations and local mil rates for the last 5 years.	✓		J2-3	
4. Identify any significant tax-exempt properties.	✓		J3-4	
5. Calculate current revenue dedicated to tax incentive programs (e.g. tax increment finance district, tree growth, farmland & open space).	✓		J4	
6. Identify LD 1 limits for the previous five years. Describe any occasions where LD 1 limits were surpassed, including the purpose and amount.	✓		J1	
Policies (minimum required to address State goals)				
1. To finance existing and future facilities and services in a cost effective manner.	✓		J11	
2. To explore grants available to assist in the funding of capital investments within the community.	✓		J11	
3. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	✓		J11	
4. To reduce Maine's tax burden by staying within LD 1 spending limits.	✓		J11	
Comments: Given the constraints of geography, cost sharing for most capital investments is not feasible in Lubec.				

Fiscal Capacity and Capital Investment Plan (<i>cont.</i>)	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Implement the capital investment plan (CInP) by developing a capital improvement program (CIP).	✓		J11	
2. Review and/or update the capital improvement program annually or biennially.	✓		J11	
3. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	✓		J11	
Comments:				
Capital Investment Plan				
The comprehensive plan must include a capital investment plan that: <ul style="list-style-type: none"> (1) Identifies and summarizes all anticipated capital investment needs within the planning period, including estimated costs and timing, and identifies which are municipal growth-related capital investments. (2) Establishes general funding priorities among the community capital investments; and (3) Identifies potential funding sources and funding mechanisms. 	✓		J10	
Comments:				

Land Use	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How is most recent development occurring: lot by lot; in subdivisions; or in planned developments? How is recent development consistent with the community's vision?	✓		K1-2	
2. If the community considers itself rural, urban, or suburban, what are the characteristics that contribute to that sense? How does it fit in the regional context?	✓		K1	
3. Is recent development occurring predominantly within or adjacent to traditional settlements or expanding into rural areas?	✓		K1-2	
4. How effective are current land use regulations and other non-regulatory measures in directing growth to appropriate areas and protecting critical resources? How might they be improved?	✓		K2	
5. How do current regulations promote or inhibit development in keeping with the community's traditional village or neighborhood character?	✓		K2	
6. Given current regulations, development trends, and population projections, how many new residential units and how much commercial, institutional and/or industrial development will occur in the planning period? Where will this development go?	✓		K1-2	
7. What is the community's administrative capacity to manage its land use regulation program, including planning board and code enforcement officer?	✓		K3	
8. Are environmentally suitable areas within or adjacent to the growth area(s) identified for the location of mobile home parks?	✓	n/a		
Conditions and Trends				
1. An existing land use map, by land use classification (such as mixed-use, residential, commercial, institutional, industrial, agricultural, commercial forests, marine, park/recreational, conserved and undeveloped land).	✓		Map 10	
2. A summary of current lot dimensional standards.	✓		K3	
3. A description or map identifying the location of lots and primary structures created within the last ten years. Include residential, institutional, commercial, and industrial development.	✓		K2-3	
4. A map depicting the constraints to development identified in the plan (may be a combination of maps from other sections).	✓		Maps 3,4,5,6	
5. Identify locations in the community where mobile home parks are allowed.	✓	n/a		
6. Provide a brief description of existing land use regulations and other tools utilized to manage land use, including shoreland zoning, floodplain management, subdivision, site plan review and zoning ordinances.	✓		K3	
7. Estimate the minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least 10 years into the future.	✓		K3	
Comments:				
Lubec does not discriminate against mobile homes or mobile home parks; mobile homes and mobile homes may be located anywhere in Town where drinking water and waste water disposal requirements can be met.				

APPENDIX B. EXECUTIVE SUMMARY OF THE TOWN OF LUBEC COMPREHENSIVE PLAN, 1992

This appendix reproduces the Executive Summary from the 1992 Lubec Comprehensive Plan. A full copy of the plan is on file in the Town Office.

A. PURPOSE OF EXECUTIVE SUMMARY

The purpose of this Executive Summary is to outline the major findings of each section of the proposed Lubec 1992 Comprehensive Plan and to present the Comprehensive Planning Committee's recommendations. The entire proposed Comprehensive Plan is available at the Town Office.

B. PLAN DEVELOPMENT PROCESS

The Comprehensive Plan was prepared under the Comprehensive Planning and Land Use Regulation Act of 1988 (MSRA Title 30, Section 4311 et seq.). The Plan was researched and developed by the Comprehensive Planning Advisory Committee, which consisted of eight residents of Lubec. The Committee gathered public input for this plan in numerous ways, including an Opinion Survey, and two public information meetings. The Committee was assisted by the Town's Planning Consultant, Jim Haskell & Associates.

C. PLAN ORGANIZATION

The proposed Plan is organized into the following sections:

SECTION I: INTRODUCTION provides a general introduction to the Plan.

SECTION II: INVENTORY AND ANALYSIS is further organized into the following twelve sub-sections:

- | | |
|-----------------------------------------|----------------------------------------|
| A. Population | G. Marine Resources |
| B. Economy | H. Water Resources |
| C. Housing | I. Critical Natural Resources |
| D. Public Facilities and Transportation | J. Agricultural and Forest Resources |
| E. Fiscal Capacity | K. Historic & Archaeological Resources |
| F. Recreation | L. Existing Land Use |

Each of these sub-sections deals with a particular resource or aspect of the town. The Inventory and Analysis consists of facts about the resource and summarizes the growth management implications of this information. Out of each sub-section, the Committee developed a town policy and several recommendations for town action.

SECTION III: GROWTH MANAGEMENT POLICIES & IMPLEMENTATION

STRATEGIES summarizes the recommended policies from each Inventory and Analysis Sub-section and summarizes all the recommendations of each previous section of the plan. In addition, it provides an approximate cost, date and agent (person or organization responsible) for each proposed action.

SECTION IV: REGIONAL COORDINATION PLAN discusses those issues identified in the Inventory and Analysis Sub-sections which have regional implications.

SECTION V: CAPITAL INVESTMENT PLAN discusses the recommendation of Inventory and Analysis Sub-sections which would require a capital outlay over \$5,000. It also provides the basis for a five-year Capital Improvement Program to be developed in 1993.

SECTION VI: PROPOSED LAND USE PLAN describes proposed Growth and Rural Areas as well as other recommendations to be incorporated into Lubec's revised Land Use Guidance Ordinance.

This Executive Summary gives a brief overview of the substance of each section and presents the recommendations made in each.

D. SUMMARY OF INVENTORY AND ANALYSIS SUB-SECTIONS**1. POPULATION**

Determining future population is very difficult in any community, and in Lubec the problem is compounded by uncertainty surrounding the economy of the area. This uncertainty leads to a critical need for mature planning, but also makes that planning procedure very difficult. Lubec's year round population is currently in a period of decline. It is estimated the 1990 population at 1,906 and projected the 1995 population at 1,887. A projection based on 1970, 1980 and 1990 Census data puts the population in the year 2000 at 1,805. Lubec needs to plan for a diminishing rather than a growing population.

The age distribution is important to monitor for its impact on demands for services and availability of services. The amount and percentage of the population under age 18 shows a decline through 1999. This drop is worth noting as it may affect classroom sizes or the number of classes. Growth is shown in the projection for ages 18-44 and 65 and older. People in the lower age group are at an age where the size of their families may be increasing and this may counter the projected decline in the 0 to 17 age group.

The educational attainment of a community is linked to labor force quality assessments. The educational achievement of Lubec and County residents are very similar except that more Lubec residents attended 1-3 years of high school whereas more residents of the County as a whole attended 4 years of high school.

The number of households helps determine future demand for housing. The number of households in Lubec for the 5 year period ending in 1995 will increase 5% to 858. The median household size will decrease from 2.26 to 2.14. This may be because the Town is a relatively urban center in the County and therefore attracts younger people who traditionally leave town when they start raising a family (and their household size increases).

Population Policy:

“It is the policy of the Town of Lubec to monitor actively the size, characteristics and distribution of its population and incorporate such information into all relevant public policy decisions, including the remaining policies contained in this Comprehensive Plan and its periodic updates.”

In order to fulfill the purpose of the above Growth Management Policy, the Town of Lubec will take the following action:

- a. All available population estimates and population characteristics from federal, state and regional agencies, will be collected, maintained in appropriate files, and made available for day to day policy and planning decisions and used for future revisions of this Plan.

2. ECONOMY

The labor force is defined as all persons who are either working or looking for work. A change in the size of the labor force may result from an immigration or emigration of individuals in the area. Also, labor force size will change because of an increasing or decreasing tendency for existing residents either to work or look for work.

The distribution of occupation types largely mirrors the county. A higher percentage of the County's labor force works as operators/fabricators and as farmers/foresters/fishermen.

The boom years of the 1980's decreased Downeast Maine's traditionally high unemployment rates. The unemployment rate in Lubec was higher than County's in 1980 and 1989 and the difference between these two rates has increased. Unemployment levels are of great concern to a community because unemployment strains individual resources and also leads to a higher demand for governmental assistance services and funds.

The single largest employer in Lubec is the medical center and nursing home. This is a major regional facility which provides services to all ages of the area population, not just the elderly. 25% of Lubec's residents are employed in Health, Education and other professional and related services.

Although canneries employed large numbers in the past there is now only one sardine cannery, Lubec Packing, which operates most of the year depending on availability of raw resources. Peacock Canning now processes fish. Aquaculture is an industry new to the area in the last 10 years.

Economy Policy:

“It is the policy of the Town of Lubec to support actively and participate in appropriate State and Regional economic and business development programs which enhance the Town’s economic well being and increase job opportunities for local residents.”

“It is the policy of the Town of Lubec to encourage and promote the development of small businesses and light manufacturing within its jurisdiction.”

In order to address the above state Economic Development Policies, the Town of Lubec will take the following actions:

- a. Compile a data base concerning technical assistance for residents interested in starting a small business within Town. Sources of this information should include but not be limited to the Washington County Planning Commission and appropriate state offices.
- b. Designate appropriate areas in Town for the development of commercial enterprises.
- c. Participate in regional economic development efforts which benefit the Town’s economy, yet do not negatively affect its environment.
- d. Increase the efficiency of existing businesses.
- e. Encourage new business formation from within the community.
- f. Attract new employers.
- g. Improve the ability to capture dollars.
- h. Increase aid and transfers received.

3. HOUSING

The total number of year round housing units in Lubec and Washington County for 1970, 1980 and 1990 with a projection for 1995. The County’s housing stock is expected to increase during the next 5 years while the town’s is projected to decrease slightly. There were 3 multi-unit facilities built in the last 10 years.

Most of the housing in town is single family but an increasing percentage is mobile homes. While the majority of residents live in single family units, there are a variety of other options available. The town is currently collecting taxes on 154 mobile homes.

The condition of housing is an indicator of the welfare of a community. The 1980 Census of Housing provides two key indicators which can be used for comparative analysis: the number of people per room and the existence of complete plumbing facilities.

The most direct factors affecting the affordability of housing are income levels and costs associated with housing. Housing costs include rent or mortgage payments, interest rates, taxes, utilities, and many other related expenses.

If Lubec’s population decreases while household size continues to drop, there will be little need for additional housing units. This may deflate the property values in the town as a whole with the

possible exception of properties marketed to vacationers. The town must recognize the anticipated decrease in the number of year-round units as part of its land use strategy.

Because manufactured housing is generally the most affordable housing type available, the availability of affordable housing in Lubec is largely a question of availability of affordable lots. Some of the shorefront lots in Lubec are relatively expensive (although shorefront property prices have been dropping in recent years) but there are affordable house lots without shore frontage for sale. Recently trailers have been located on lots with houses already on them as off-spring have been setting up house in the door yards of their parents. This trend underscores the poor state of the economy state-wide.

Housing Policy

“It is the policy of the Town of Lubec to encourage and promote affordable, appropriate, and adequate housing for its residents.”

“It is the policy of the Town of Lubec to continue to not discriminate against manufactured housing, mobile home parks, elderly housing or low income housing projects within its jurisdiction.”

To implement the Housing Policy states above, it is recommended that the Town of Lubec:

- a. Study the feasibility and desirability of developing additional elderly housing in town. Study will include evaluating the applicability of the HUD Elderly Housing Program.
- b. Monitor the conversion of seasonal to year-round homes to ensure that septic systems are adequate to handle the increased demand and that water quality is not threatened.
- c. Establish a Lubec Housing Authority to acquire tax default houses in Town. Use Town’s revolving funds (town to create jobs), get matching dollars, renovate the buildings, and create rental property.

4. PUBLIC FACILITIES AND TRANSPORTATION

Homes and businesses in Lubec obtain water from a number of sources which include Water District street service, private well, springs and ponds.

Lubec has a public sewage system which is now in the process of being extended and improved through local funds (user fees) and a State Community Development Block Grant.

The Lubec Landfill Advisory Committee have been working on recycling a portion of the Town’s waste, extending the life of the landfill and reducing the Town’s solid waste costs.

The Lubec Town Office/Fire Department was built in the late 1970’s. It is not in need of roof repair, an energy audit, and new siding. The building is used for meetings of the Ambulance Service and Fire Department as well as the Selectmen and other town boards.

The cemeteries are maintained with town funds: \$8,370 was spent on this in 1990. Other buildings owned and maintained by the town include the Town Garage, Sewerage Treatment Facility, and Recycling Center. The Town Library is private.

The Town sand/salt pile is located adjacent to Route 189 on Lubec Neck on a town-owned lot beside the public works department garage. The Town should plan for the construction of a sand and salt storage shed within the next 10 years.

There are approximately 44.6 miles of public roads in the Town of Lubec, about 9.5 miles of which are State roads. The largest bridge in Lubec is the concrete and steel international bridge across Lubec Narrows between Lubec Neck and Campobello Island. It is maintained with US Federal and Canadian funds and is in good condition.

Most of the resident tax payers felt that Lubec's snow plowing and road sanding was generally acceptable but that pothole repair and grading of gravel roads was in need improvement.

The bulk of town road maintenance work is carried out by the Lubec Public Works Department. In 1990 the town spent \$93,975 on this Department and this figure has remained fairly stable for the last 5 years. The Town owns a grader and three trucks, the loader and bulldozer are both leased.

The Town of Lubec has emergency telephone dispatch service for police, ambulance and fire service. The Town's dispatching service is actively being discussed in Town: particularly the expense of the service.

Public Facilities and Transportation Policy:

“It is the policy of the Town of Lubec to plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projects needs through the development, adoption and implementation of a capital improvement program.”

“It is the policy of the Town of Lubec to plan for optimum use, construction, maintenance, and repair of roads in conjunction and cooperation with neighboring towns, given available resources.”

“It is the policy of the Town of Lubec to prepare and maintain a long range Town Road Maintenance and Improvement Program.”

In order to implement its Public Facilities and Transportation Policies, the Town of Lubec will take the following actions:

- a. Continue to support the activities of the Lubec Landfill Advisory Committee and to plan for the eventual closing of the town landfill.
- b. Develop a long range town road maintenance and improvement program which

- anticipates diminishing funding from the Maine Department of Transportation and includes road standards for town roads, subdivisions and other private roads.
- c. Establish a method for reviewing the form of town government and for developing a town charter.
 - d. Work with the Regional Medical Center to find a way of providing 24-hour doctor attendance.
 - e. Construct a new fire station sub-station in West Lubec.

5. FISCAL CAPACITY

The majority of the financial information in this section was derived from town reports. The town reports are careful to record all information accurately and in proper accounting format. It is the purpose of this section to summarize that information rather than duplicate it.

When planning for any large capital improvements the town assessments and mil rate should be taken into account to avoid raising taxes beyond owners' ability to pay them. While Lubec's total valuation has increased by 49% since 1986, the mil rate has remained constant: increasing the burden on tax payers.

Most of the Town's revenue is generated by property taxes, including Tree Growth Tax Refund. For any town the education subsidy is also a substantial figure. While revenues have been increasing as a whole, state budget adjustments have affected the share of funds flowing back to towns. Municipal revenue projections should be more stable in the next five years barring large shifts in population which would change both valuation and state and federal appropriations.

Exacting fees on developers of subdivisions and mobile homes parks is one tool often used as a source of revenue. Fees exacted on developers may be used for improvements to town infrastructure directly abutting their subdivisions or developments. This is one way for small towns to cope with one aspect of increased demand on public services created by new development.

Fiscal Capacity Policy:

"It is the policy of the Town of Lubec to provide the most efficient and cost effective operation and finance of existing and future public facilities and services."

To implement the Fiscal Capacity Policy stated above, it is recommended that the Town of Lubec:

- a. Develop a five year Capital Improvement Program prioritizing the projects listed in the Capital Investment Plan in Section V of this plan; and
- b. Develop a strategy for assessing impact fees of developed according to the Capital Improvement Program.

6. RECREATION

The Boat Ramp is at the north end of Lubec Neck facing Johnson Bay off of Cobscook Bay. It is a State owned facility which is a boat launching and seasonal docking site with 1.7 acres and 280 feet of water frontage. It is used by all ages and Lubec residents as well as people from out of town. There is a paved boat ramp and there is parking for 42 vehicles.

Quoddy Head State Park is owned and operated by the State of Maine, this State preserve and natural area includes 532 acres, 300 of which are undeveloped, and 19,660 feet of frontage on the Atlantic Ocean. This Park surrounds some Coast Guard property which is the site of the Quoddy Lighthouse and a radio tower. The Park features a scenic overlook of Grand Manan Channel and Grand Manan Island and offers a mile of nature trails and 2 miles of hiking trails, 12 picnic areas 3 of which are handicapped accessible and day parking for 35 vehicles. This Park is staffed by a State employee and is closed at night.

Cobscook Bay State Park is located on Whiting Bay in Edmunds township. The scenic bayside park offers hiking, fishing, boat launching, camping, picnicking, and cross-country skiing and snowmobiling in winter.

Lubec Bandstand and Civil War Monument Lot is located in downtown Lubec, this is a Town owned one acre community park. There is a bandstand here and outdoor seating area with a capacity of 500.

Stockford Memorial Park is one acre municipal park with day parking for 10 vehicles, 4 picnic tables, a stage, and seasonal restrooms.

South Bay Campground is located off Route 189 on South Bay. It consisted of 19.5 acres and has more than 1 mile of shore frontage. It has a wilderness area, 25 recreational vehicle sites with water and electricity, 25 primitive tent sites, a recreation room, bath house, and a dump station. Sunset Point Trailer Park is a private 4.25 acre campground on Johnson Bay. The site has 750 feet of saltwater beach frontage, a half basketball court, a horseshoe pit, 30 recreational vehicle sites with water and electricity, a bath house and a dump station.

Recreation Policy:

“It is the policy of the Town of Lubec to expand the recreation opportunities and surface water access provided to its citizens.”

To implement the Recreation Policy stated above, it is recommended that the Town of Lubec:

- a. Continue to participate in regional initiatives and programs;
- b. Apply for funds to build storm drainage at baseball and softball fields from Bureau of Parks and Recreation;
- c. Begin saving funds for future recreation capital improvements.

7. MARINE RESOURCES

Clam digging, tub trawling and handlining for groundfish, scallop dragging, the herring fishery and lobster fishing are the historical marine harvesting activities in this area. The harvesting of sea urchins and periwinkles, and salmon farming are all becoming equally, if not more important activities.

The principal clam flats in Lubec mapped in 1976 by the Maine State Planning Office are located between West Quoddy Head and the upper end of Johnson Bay, and in Morrison Cove and Straight Bay.

The Maine State Planning Office mapped lobster areas in Lubec off the coast in Grand Manan Channel and part way up towards Lubec Narrows. In Washington County as a whole, in 1998, 2,492,056 pounds of lobster was landed with \$6.975 million paid to fishermen. Approximately 10 boats fish for lobsters.

Sea urchins is a relatively new marine industry. The urchins are harvested by draggers and divers and are shipped by air freight to markets in Japan.

Herring has been a very important industry in Lubec: in 1978 there were 2 sardine canneries operating in town: R.J. Peacock Canning Company and Booth Fisheries, in addition, the McCurdy Company-smoked fish, U.S.A. F.I.S.H produced fish fillets, and Nordic Delight, Inc. produced pickled fish. Today there is one remaining cannery located on Lubec Neck, Lubec Packing Company.

There are 10 active aquaculture sites in Lubec. Most of all this activity involves the raising of salmonoids. Approximately 40 people are employed in aquaculture, either directly involved or indirectly in a service and support capacity.

The scallop areas are between Cobscook and South Bays and in Johnson Bay. At present only two boats are considered commercial scallopers. Most of the others have switched to harvesting sea urchins.

A marine worm area between West Quoddy Head and Lubec Neck. This resource is not presently considered to be of significant consequence to the area.

Marine Resources Policy:

“It is the policy of the Town of Lubec to continue to protect and enhance the quality of its marine resources.”

“It is the policy of the Town of Lubec to continue to encourage and promote the development of water dependent uses in the appropriate areas, which will contribute to the economic well-being

of the town.”

“It is the policy of the Town of Lubec to monitor actively the harvesting of shellfish within its jurisdiction.”

In order to properly address the needs and concerns of the residents of Lubec and to preserve the marine heritage of the Town it is recommended that the Town of Lubec take the following actions:

- a. Develop and adopt a Harbor Management Plan. This would be the first activity of the new Harbor Management Committee and would be done with the Harbor Master.
- b. Require or encourage landowners with overboard discharge permits or malfunctioning septic systems in areas identified as polluted to find and implement alternatives of improvements to these systems.
- c. Construct a new breakwater to protect commercial and recreation boats in and around the Town Dock.

8. WATER RESOURCES

There are fourteen small wetlands in Town which are scattered between Route 189 and the Grand Manan Channel. Freshwater wetlands are of interest to both the Maine Department of Environmental Protection (DEP) and the Maine Department of Inland Fisheries and Wildlife (IF&W). The Department of Inland Fisheries and Wildlife recently (June 1991) mapped significant waterfowl and wading bird habitat in Lubec including nesting and feeding areas. The found one such area, the Lubec Neck marsh.

Lubec contains no lakes and only a few very small ponds.

Lubec has elected to participate in the National Flood Insurance Program. The Town has adopted the model Flood Hazard Ordinance.

Ground water in Lubec occurs both in surficial deposits or sand and gravel aquifers and in fractured or porous bedrock in bedrock aquifers. Lubec has six small sand and gravel aquifers. They are scattered along and to the south of Route 189. The largest and most productive aquifer in town is on Lubec Neck where the Lubec Water District Wells are located. Wells in the most productive area of this aquifer yield 150 gallons per minute. No gravel quarries are mapped by the USGS on these aquifers.

Public water supply in Lubec and many private water supplies are pumped from the town's aquifers, groundwater throughout the town should be preserved.

Water Resources Policy:

“It is the policy of the Town of Lubec to preserve and protect the surface water and groundwater resources, through municipal ordinances and enforcement of State laws.”

“It is the policy of the Town of Lubec to encourage a clearer and less encompassing regulatory definition of the word wetland a substantial reduction in the amount of land in Lubec classified as wetland for regulatory purposes.”

“It is the policy of the Town of Lubec to participate actively in appropriate regional programs to preserve and protect the area’s water resources.”

In order to fulfill the purpose of the above state Water Resources Policies the Town of Lubec will take the following actions:

- a. Encourage the further mapping and study of Lubec’s water resources, particularly the value of aquifers, location of flood hazard zones, and existing and future wells to monitor their location, depth and productivity.
- b. Construct a Sand and Salt Storage Shed over the existing pile.
- c. Implement a shoreland septic system improvements program. See marine resources item #3 above.
 - a. Inform shoreland homeowners about the effects of failing septic systems on water quality.
 - b. Request the plumbing inspector to inspect shoreland septic systems with dye tests, noting which systems fail to meet acceptable standards.
 - c. Apply for the DEP Program which helps finance the replacement of private site standard septic systems.
 - d. Require as a condition of approval that all conversions of seasonal to year-round homes have their sub-surface sewage disposal systems in compliance with State Plumbing Code.

9. CRITICAL NATURAL RESOURCES

The Maine Critical Areas Program (Title 5 MRSA, §312) was created by the 106th Legislature, in 1974. Critical areas are defined as naturally occurring phenomenon of statewide significance which because of their uniqueness, rarity or other critical factors are deemed important enough to warrant special planning and management consideration. These areas include those places where changes in use would jeopardize resources of natural, education, historic, archaeological, scientific, recreational, or scenic significance. The areas in town which are qualified but have not been registered with the Program are two sites of coastal bedrock outcrop.

National landmarks of significant state and federal importance are to be preserved for the future enjoyment by other citizens and to protect their environmentally unique characteristics. The only reported National Landmark in Lubec is the Carrying Place Cove tombolo. Sites listed with the Maine Heritage Program are selected for their contribution to the natural diversity in Maine.

In Lubec, the principal species of large game are deer and bear, but deer are by far the more important. Moose are thinly scattered in groups of two or three and usually range near isolated marshes and bogs. Small game includes ruffed grouse, snowshoe hare and woodcock. Birds are

hunted along the coast as they migrate south. There are no inland waters providing important fish habitat in Lubec. Saltwater fisheries are discussed in the Marine Resources section.

Critical Natural Resources Policy:

“It is the policy of the Town of Lubec to vigorously resist the acquisition of additional land or interest in land by the state and federal government and by state and national environmental groups which are not supported by in-depth environmental, social and economic impact statements and by the landowners involved.”

To implement the Critical Natural Resource Policy stated above, it is recommended that the Town of Lubec:

- a. Encourage the identification, mapping, and registry of any and all sites which may be eligible for the State Critical Areas and/or Natural Heritage Programs, and encourage the continued inventory of fish and wildlife resources by the Department of Inland Fisheries and Wildlife.
- b. Regulate incompatible development in significant Critical Areas, through Resource Protection zoning as outlines in the Land Use Plan: include identified critical natural areas identified by the Department of Inland Fisheries and Wildlife, the Critical Areas Program and the Natural Heritage Program in the Town’s Resource Protection District.
- c. Encourage public and private educational activities which enhance the understanding of and the aesthetic appreciation of Lubec’s Critical Natural Resources.

10. AGRICULTURAL AND FOREST REOSURCES

Lubec has nine parcels registered under the Farm and Open Space Tax Program. The 1989 State Municipal Valuation Land Classification lists 737 acres of farmland in 9 parcels valued at \$82,300 and 801 acres of open space in 11 parcels valued at \$62,540 for the purposes of taxation under this program. In 1991 the town records include 10 parcels registered under the farmland program and 7 other farmland parcels. Also in 1991, the town records had 13 parcels registered under the open space program all of which were held either by the Maine Coast Heritage Trust (690 acres) or the Nature Conservancy (131 acres). The number of parcels registered under these programs (a relatively high quantity) is probably an indication that the Town’s valuation of agricultural and open space land is higher than the State’s under this program.

Commercial forestlands are those owned by major land management, paper, or lumber companies. The paper companies have no land holdings in Lubec. There are, however, individuals who cut wood for personal use or sale from their own lands.

Forestlands do not play an important role in the town’s economy but do affect the natural environment of Lubec. Because of the harshness of the climate and the generally poor soil quality of the town, the town’s woodlands are not highly productive.

Agricultural and Forest Resources Policy:

“It is the policy of the Town of Lubec to protect its limited agricultural and forest resources from

incompatible development.”

“It is the policy of the Town of Lubec to encourage sound agricultural and forest practices through appropriate land use ordinances and planning.”

In order to carry out the Agricultural and Forest Policies stated above, the Town of Lubec will:

- a. Inform owners of agricultural and forest lands of the existing State programs which tax such properties at lower rates based on their use and yield instead of their resale value.
- b. Add reference to the Maine Forest Service’s Erosion & Sediment Control Handbook for Maine Timber Harvesting Operations Best Management Practices, June 1991 for forest practices standards and the new state standards for outdoor application of pesticides for agricultural practices, in all appropriate local Ordinances.

11. HISTORIC AND ARCHAEOLOGICAL RESOURCES

Lubec’s earliest settlers were the Red Paint People ancestors to today’s Passamaquoddy tribe. There is evidence of more work sites in the Cobscook Bay area and both historic reference and archaeological evidence to indicate permanent village sites in North Lubec along Mill Creek. The culture changes; populations diminished and adapted to major changes in environment and food sources. Consequently small villages with less farming and less complex trading systems continued on at Mill Creek with the Passamaquoddy people until the early 1700’s.

Historic resources, in Lubec, currently registered on the National Register of Historic Places include:

1. West Quoddy Head Lighthouse (1808, 1858)
2. Congregational Christian Church (1820)
3. Jeremiah Fowler House
4. Quoddy Head US Coast Guard Life Saving Station (ca. 1880)

While not registered with the Maine Historic Preservation Commission (MHPC) or the National Register of Historic Places, the following places and buildings are considered to be of historical significance to Lubec:

1. Grange Hall
2. Masonic Lodge
3. Stagecoach Inn
4. McCurdy’s Smokehouse
5. Mill Hill Cemetery
6. Columbia Store
7. Spark Plug
8. Various Red Paint and Passamaquoddy sites

Town ordinances can protect historic resources and areas from harmful impact and regulate their

development. The Town of Lubec has no such Historic Preservation Ordinance at this time.

Individual landowners, historic societies or non-profit agencies may apply a number of development restrictions to their properties on a voluntary basis. These restrictions may be strengthened by deed constraints or easements. There are no known easements or deed restrictions for the purpose of historic preservation at this time.

Given the importance of Lubec's archaeological resources, it is recommended that the Town of Lubec adopt Growth Management Policies:

“It is the policy of the Town of Lubec to encourage and promote the identification and subsequent protection of significant historic and archaeological areas through the efforts of landowner involvement, nonprofit groups, and the Lubec Historical Society.”

Historic and Archaeological Resources Policy:

- a. Encourage public and private educational activities which enhance the understanding of and the aesthetic appreciation of the Town's identified historic and archaeological resources;
- b. Encourage the Lubec Historical Society to conduct an Inventory of the Town's historic resources.
- c. Add reference to existing State and Federal Programs affecting the expansion and/or alteration of buildings and structures identified as being of local, state, or national historic significance, in all appropriate local Ordinances.

12. EXISTING LAND USE

The total area of Lubec is 21,171 acres or about 33 square miles. There is a large amount of open space, farmland and forestland throughout Lubec that has remained undeveloped. Some of this land (1,170 acres; 6% of the Town's total area) has been protected to a degree by registration under the Tree Growth Tax Law Program. There are many other acres of woods not registered under this program in town. The town has 1,538 acres of land registered under the Farmland and Open Space Tax Law programs (7% of the town's total area).

The existing land use pattern in Lubec is characterized by the mixture of extensive tracts of undeveloped land and open spaces intermixed with residential areas and fairly intense commercial development along Rout 189 and on the waterfront in Lubec Neck. Thus far this has worked very well and has posed no threat to the rural character of the town. As Lubec continues to grow there will be more demand for land for both residential and commercial uses. The currently undeveloped land may come under pressure from development. To avoid the proliferation of incompatible land uses in various area of town, proper planning will be necessary to preserve the rural nature and character of Lubec and encourage commercial development in Lubec Neck to support the town's small downtown area.

Lubec has seen around 10 new subdivisions in the last 5 years. This development has increased

the town's valuation without bringing jobs or other revenue to the town because many new lots have been sold but not developed and others haven't even been sold.

There are several types of areas which occur naturally which are either threatened environmentally by development, or pose a threat to development itself due to their natural instability. Previous sections of this plan have discussed areas in Lubec which are designated critical natural areas, flood plains and shorelands all of which are areas where the interaction between the environment and development are important.

Existing Land Use Policy:

“The Town of Lubec will adopt and periodically update an Official Land Use Map which designates areas suitable for future growth and development and areas where the rural character of the community will be protected and enhanced.”

“The Town of Lubec will adopt and enforce land use regulations which direct future growth and development in areas identified as suitable and appropriate for such growth.”

In order to implement its local Land Use Policies stated above, Lubec will take the following actions:

- a. Prepare and maintain an official Land Use or Zoning Map designating the recommended areas contained in the Comprehensive Plan.
- b. Revise the Town's existing ordinances to implement the dimensional, location and performance recommendations contained in the Proposed Land Use Plan.

E. GROWTH MANAGEMENT POLICIES & IMPLEMENTATION STRATEGIES

The Policies developed from the Inventory and Analysis are listed under specific inventory sections. They are in accordance with the State Goals and Policies listed in the Comprehensive Planning and Land Use Regulation Act and with the proposed regional Goals and Policies.

The implementation strategies were developed as recommendations out of each Inventory and Analysis section, as listed above. For each recommendation, an approximate cost, estimated schedule and agent or responsible party is listed. Because these recommendations are listed as “actions” for each section described above they are not repeated here.

F. REGIONAL COORDINATION PLAN

Many issues facing a town have inter-local (between several towns) effects or are effected by the actions of several towns. The purpose of this section is to identify those issues which have significance beyond the Town of Lubec's borders and to recommend action strategies.

Regional Coordination Policy:

“It is the policy of the Town of Lubec to cooperate and communicate with other communities in order to efficiently address issues of inter-local significance.”

To implement the Regional Coordination Policy stated above, it is recommended that the Town of Lubec:

1. Continue to participate in regional economic development efforts which benefit the Town’s economy, yet do not negatively affect its environment and rural character.
2. Continue to actively participate in the Quoddy Job Zone program.
3. Continue to participate in cost effective Regional Solid Waste Management solutions.
4. Continue to participate in regional recreational initiatives and programs.
5. Continue to participate in regional Maine Resource Management programs.

G. CAPITAL INVESTMENT PLAN

The purpose of this plan is to identify all the major capital improvements recommended by this Plan over the next ten years. These projects should be explored further and prioritized as the Town develops a Capital Improvement Program to guide its expenditures for capital improvements over the next five years.

Capital Investment Policy:

“It is the policy of the Town of Lubec to anticipate major expenditures and plan for the efficient use of the town’s fiscal resources.”

To implements the Capital Investment Policy stated above, it is recommended that the Town of Lubec:

1. Develop a Capital Improvement Program; and
2. In accordance with this program, assess impact fees of developers to help finance capital improvements directly attributable to the developments.

H. PROPOSED LAND USE PLAN

The purpose of this plan is to propose guidelines for the growth expected in Lubec over the next ten years. Although there is limited residential growth projected, the Plan sets forth proposed Growth Areas, where development should be encouraged, and Rural Areas where incompatible development should be discouraged. These areas were chosen by first identifying those parts of town which the Committee felt are unsuitable for development because of physical restrictions (flood plain, poor soil, steep slopes), environmentally sensitive resources (wetlands, resource protection zones, aquifers, deeryards), or socio-economic characteristics (farms and tree growth areas).

Although, this residential growth is realistically expected to occur in a number of areas in town, it was decided to locate the proposed growth area near the center of Town, along Route 189, and

the waterfront at Lubec Neck. It was felt that development in this area could be easily serviced by the Town's existing school bus routes and would not adversely affect the Town's many identified natural resources. Residential development in this area would add to the support of the small businesses established in the area. A 20,000 square foot minimum lot size is recommended in the proposed Village Area and a minimum lot size of 40,000 square feet is recommended in the proposed Rural Areas.

Proposed Land Use Policy:

“It is the policy of the Town of Lubec to adopt and periodically update an official Land Use Map which designates areas for future growth and development, areas where the rural character of the community will be protected and enhanced, and which protects vulnerable natural resources from the adverse affects of development, as part of the Town's adopted Comprehensive Plan.”

“It is the policy of the Town of Lubec to adopt and enforce Land Use Regulation which would guide future growth and development in areas identified as suitable and appropriate for such growth, and restrict future growth and development areas where such activities have the potential of adversely affecting identified vulnerable natural resources, as recommended in the Town's adopted Comprehensive Plan.”

In order to achieve the Proposed Land Use Policies stated above, it is recommended that the Town of Lubec:

1. Prepared and maintain an Official Zoning Map designating the recommended Growth, Rural and Special Areas contained in this Section of the Comprehensive Plan;
2. Revise its Zoning and Subdivision Ordinances to implement the dimensional, location and performance recommendations contained in this Section of the Comprehensive Plan; and
3. Recalculate the anticipated growth at regular 5 year intervals.



APPENDIX C. COMMUNITY VISION STATEMENT

The Community Vision Statement summarizes Lubec's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.

Lubec Today

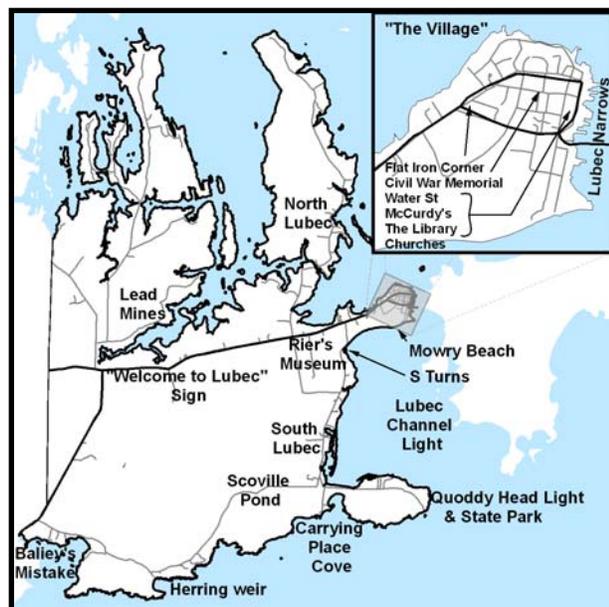


Welcome to Lubec. Located on a peninsula between Cobscook Bay and the Gulf of Maine, Lubec, is the easternmost town the United States. Lubec is the kind of small town where neighbors know each other and family friendships often go back generations. Lubec has strong connections to the land to the sea. Those connections are grounded in a rich maritime history and the hardworking Lubecers who continue to make their living from the area's marine resources.

Special Places in Lubec

It is hard to point to a single place or a single feature that makes Lubec special. The changing tides, the quality of northern light on a winter afternoon, a glimpse of the steeples in downtown Lubec across Johnson Bay or the Lubec Channel or as you crest the hill on 189...

Lubec is Small Town America. Just as family friendships often go back generations, so do Lubecers ties to the land. Among our cherished places are those that offer reminders of Lubec's past: McCurdy's Smokehouse, Rier's Museum, Judd's Store in North Lubec, the cemeteries, churches and lighthouses. Less grand – perhaps, but just as important, are the places of our shared interactions with the land and each. How many Lubecers caught their first fish in Albert Scoville's pond? Or fell in love dancing at the Spruces?



Downtown Lubec has long been a center of community of life, and many of our cherished places are found there: Water Street, Lubec Memorial Library, Lubec Narrows, the Civil War Memorial, and the parking lot over looking the State Boat Ramp. But Lubec is also blest with striking natural beauty. These places touch the senses: the smell of balsams along the shore at West Quoddy Head, the sounds of the surf at Hamilton Cove, the smell of the flats on Lubec Channel or the sight of an eagle soaring over Straight Bay... or just the view of songbird out the kitchen window.

As fishing community, many Lubecers are most at home on the water. Among the places that Lubec residents hold most dear are places where people go down to the sea for work, recreation and to enjoy scenic coastal views. These include working waterfronts (such State Boat Ramp on Water Street), places of traditional access to the shore (such as clam flats on Straight Bay), as well as places that offer of a glimpse of the scenic beauty along Lubec's 95 miles of shoreline – the S Turns on the South Lubec Road, West Quoddy Head Light and Carrying Place Cove, the view of Roger's Island from North Lubec or the secluded cove at Bailey's Mistake.

B. The Vision: Lubec in 2030

The Town of Lubec wishes to retain its small town character as well as its marine heritage, its natural resource-based industries, its scenic and natural beauty. At the same time, Lubec in 2030 should be an affordable and desirable place to live for a diverse group of people: young and old, newcomers and long time residents.

Community Life

Lubec's population and demographics will be a key factor influencing community life twenty years from now. New residents – many of the retirees or early-retiree – will continue to be drawn to Lubec for its coastal beauty. New residents will continue to add to community life, enriching our community in various ways.

In all likelihood, Lubec's population in 2030 will be a little greyer around the temples. However, Lubec will also be better able to meet the needs of the community's older residents. In addition to traditional senior housing, improved life-cycle housing options may include greater access to home care, home assistants or assisted living. This greater range of options will ultimately allow long-time residents to stay in their community; it will also create employment opportunities for local residents.

We also envision that in 2030 more young families will be drawn to Lubec. Lubec is great a place to raise children. And we envision that in 2030 more young families will able to “make a go of it” – finding the employments, housing and educational opportunities they need to live in Lubec. In part this will require us to bring more diversified economic opportunities to Lubec. Overall, community life in Lubec twenty years from now will feel pretty familiar to those of us here today.

Economic Development Strategies

Continuing Lubec’s long-standing ties to the sea, we envision new jobs in the seafood industry, both harvesting and processing. From the days of the first smokehouses, food production has been an important part of Lubec’s economy. We envision entrepreneurs finding new ways to market value added products produced in Lubec.

We also envision new opportunities for local farmers and fishermen to sell their products locally will help keep money in the local economy. These may include greater availability of local foods in local stores, a “Community Supported Fishery,” or a small farmers market – perhaps at Flat Iron Corner.

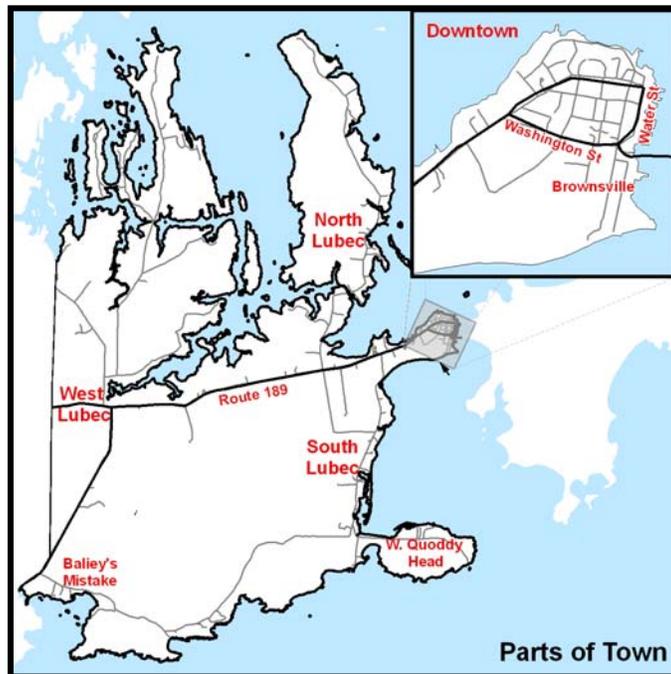
In addition to food production, we envision other economic opportunities coming to Lubec. With community wide access to broad-band there will be more opportunities for professional jobs and telecommuting in Lubec. Green energy – tidal, solar and wind – also offer potential for bringing new jobs to Lubec. Tourism will continue to grow. Summer Keys offers a model for a type of niche-market tourism that both capitalizes on Lubec’s strengths (it serene natural beauty) and enriches the broader community.

Parts of Town

Lubec in 2030 will look much as it does today. Taking a drive around town, you’ll notice that each part of town – Downtown, North Lubec, South Lubec, West Lubec – has its own unique character. Looking down the road twenty years, we envision that Lubecers will build on what is special about each part of town in a way that maintains and enhances the community’s sense of place.

***Downtown**, also known as the **Village** or **Lubec Neck**, will continue to be a center of community life. Local residents will continue to find year-round employment in fisheries, seafood processing and marine businesses. The area around the State Boat Ramp will continue to be used by a mix of marine users, including traditional fisheries, recreational boaters and aquaculture.*

*Along **Water Street**, Lubec Memorial Library, the Post Office and a mix of shops, restaurants, and other businesses will continue to attract both residents and visitors to Lubec’s traditional “Main Street”. Some new businesses may add to the mix of economic*



activity. These may include tourism related businesses, such as restaurants galleries or business serving community needs, such as a laundry-mat or pool hall.

*Residents will continue to shop at businesses catering to everyday needs such as fuel, groceries, and banking along **Washington Street**. Overall, the downtown will continue to be a pedestrian friendly place. In particular, new sidewalks connecting Washington Street to the school and Water Street will enhance walkability in the Downtown.*

Through the Downtown, a mix of stately historic homes, smaller single family homes and apartments will offer a range of housing options. More young residents will be attracted to live in new multi-unit housing in or near Downtown.

*In twenty years **South Lubec** will continue to be a largely residential part of town. Close to downtown, but with enough room to stretch, South Lubec is an ideal place for new housing that will be affordable to local residents. We envision a new bike path or walking trail along the shore that will enhance opportunities for locals and visitor alike to enjoy the scenic natural beauty of Lubec Channel and will improve connections between downtown Lubec and the State Park.*

*In **West Lubec**, a small industrial park near 189 – perhaps on town-owned land – will attract new businesses. West Lubec will continue to support a mix of residential and commercial uses. Back from Route 189, other areas in West Lubec – **Coffins Neck**, **Denbow Neck** and the **Lead Mines Road** – will continue to be rural parts of town: mostly residential with plenty of room to enjoy the sounds of the forest and sea.*

*Likewise, other parts of Lubec, including **North Lubec**, areas along the **Boot Cove Road** and the **Dixie Road** will stay pretty much the same as they are now. Through a mix of public and private efforts, the public will enjoy enhanced recreational access to conserved land through Lubec. Single- and small-lot subdivision, particularly along the coast will contribute some additional housing stock. Residential uses will be rounded out with traditional rural land uses, including woodlots, small agricultural operations, and outdoor recreation.*

As one local resident put “People in Lubec are pretty much happy with things the way they are. But if we can make Lubec a little better... that’s good, too.”

How Lubec's Community Vision was developed

Lubec's Community Vision was developed as part of the process to update the Town's Comprehensive Plan. The Comprehensive Plan Update Committee hosted a community visioning meeting on January 27, 2010 at the Lubec Consolidated School. The Community Visioning session was advertised in the local media, through the Community Survey, through signs posted in prominent community locations and via e-mail list serves and social networking sites.

The Community Visioning Session drew over forty participants from the local community. Participants at the Visioning Session ranged in age from 15 to over 80 and came from various neighbors of Lubec as shown on the "Where I Live Map." (There were also two participants whose primary residences are in neighboring communities). The Visioning Session was covered by reporters from the local media.

WCCOG staff gave an overview of the comprehensive plan update process and responses to the community survey that had been received to date.

During the session, participants divided into small groups to discuss three major topics:

- **Special Places:** What are the special places in Lubec?
- **Parts of Town:** Where are the different neighborhoods / parts of town in Lubec? Talk about what the different parts of town might look like in 20 years.
- **Community Life:** What will community life in Lubec be like in 20 years? In your groups about: Employment, education, town services, community events, public places, transportation, et cetera.

Referring to maps, participants discussed each of these topics in small groups. After each topic, the small groups reported back. Following the session, WCCOG staff compiled notes and maps from the various groups and circulated a draft vision statement among participants and the Comprehensive Plan Update community. The community visioning effort provided direction to the policies and implementation measures distributed throughout the plan.



Participants at the Lubec Community Visioning Session discussing Special Places in Lubec.

Photo: WCCOG

List Special Places in Lubec from the Visioning Session:

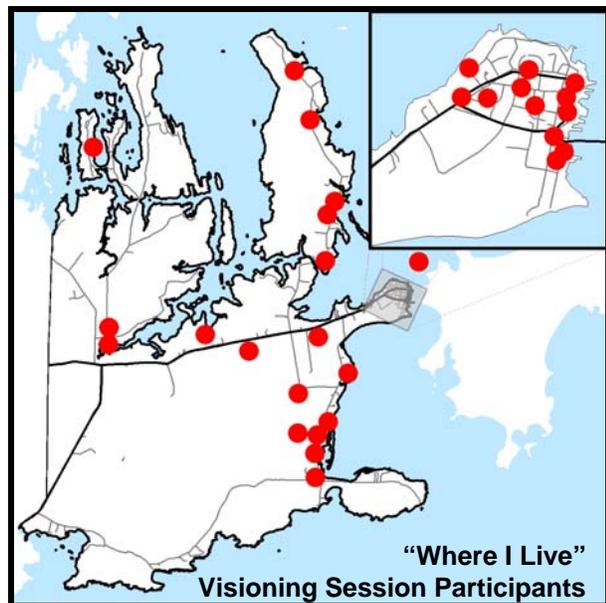
- West Quoddy Lighthouse & State Park
- Carrying Place Cove
- “All of it is special”
- “Welcome to Lubec” Sign
- All waterfront
- North Lubec Road
- McCurdy’s Smokehouse
- Water Street
- The Village
- Churches
- “The people that fish”
- Farm land
- Bailey’s Mistake
- Clam flats
- Presley herring weir
- Rier’s Sardine Museum
- The S-Turns
- Judd/Lawrence bros’ store
- Congregational Church
- Cemeteries
- Scoville Pond
- South Lubec
- Mowry Beach
- The Library
- Lubec Narrows
- Walk-able village
- Flat Iron Corner
- Klondike Creek
- The Spruces
- Lead Mines
- Civil War Memorial
- Lubec’s tides
- Coast Guard Station
- The night sky
- “All areas that offer shoreland access”
- Working waterfront

Visioning Session Participants:

Nicole Daye
 Marilyn Ness
 Sylvia Boomer
 Byron Boomer
 Michael Scrivani
 Debbie Holmes
 Karen Burke
 Peter Boyce
 Debra Ayala-Kasunic
 Eleody Libby
 William Corey
 Kenny Daye
 Nancy E Begley
 Nancy (Dee) Darling
 Sharon Yates

Lucy Burgess
 Sue Baker
 Dianne L Larkin
 Susan Reilly
 Lucinda Gannon
 Margaret D. Bailey
 Ruta Jordans
 Patricia Fry
 Gary Howard
 Harold Bailey
 TJ Goetting
 Vernon McKimney
 Carmen Flowers
 Jennifer Multhopp
 Raulf Multhopp

Ginny Morano
 Dick Hoyt
 Jean Bookman
 Lynn Bradbury
 Sara McDonnell
 Rachel Rubeor
 Bob Foster
 June Perkins
 Audrey Norton
 B. Buehner
 Claudia Mahlman
 Delia Farris (Cutler)
 Soni Biehl (Trescott)
 Sharon Mack (BDN)



APPENDIX D. DOWNTOWN SIDEWALK INVENTORY

Overview

There are just over 2 miles of sidewalks in downtown Lubec. Lubec's sidewalks include a mix of concrete, brick and asphalt sidewalks built at different times. Overall, the sidewalks in are in good condition. **Table 1** (below) provides a summary of sidewalk types and conditions in downtown Lubec. The location of the sidewalk features are indicated on the **Downtown Sidewalks Map**.

This photo inventory was conducted in November 2008 by the Washington County Council of Governments. Lubec Town officials identified preliminary issues and concerns regarding sidewalks and pedestrian facilities in Lubec. The Washington County Council of Governments then conducted a photo

inventory of sidewalk facilities in Lubec that assess the condition of each segment of sidewalk in terms of a) surface type, b) surface condition, c) any apparent accessibility issues for persons with disabilities.

The Town Officials and the Lubec Comprehensive Plan Update Committee reviewed the photo inventory for accuracy. Based on sidewalk conditions as presented in this inventory, the Lubec Comprehensive Plan Update Committee also helped formulate recommendations for improvements.

Recommendations

- Seek any available funding to install curb cuts where necessary;
- Work with the Maine Department of Transportation to address pedestrian safety issues associated with the crossing at the junction of Washington St. and Main St;
- Provide mark crossings at the following locations:
 - on Main Street (connecting sidewalk segment 9 and segment 10);
 - at the junction of Washington Street and South Street
 - from the north side of Washington Street (at “flat iron corner”) to the south side of Washington Street.
- Seek any available to funding to extend sidewalks along the south side of Washington Street from South Street to the junction with Main Street.
- Seek any available to funding to construct a pedestrian connection from Washington Street to the school (which may include a sidewalk along South Street or a paved trail).



Concrete sidewalks along Main Street in downtown Lubec. Downtown sidewalks provide connections for those without access to a car and quality of life for downtown residents and visitor. (Photo: WCCOG)

Table 1: SIDEWALK INVENTORY

Id	Location	Length	Surface	Condition
2	Church St.	290'	Concrete	C
3	Church St.	250'	Asphalt	C
4	Church St.	320'	Asphalt	A
5	Johnson St.	150'	Concrete	B/C
6	Lower Water St.	170'	Concrete	F
7	Main St.	430'	Concrete	A
8	Main St.	160'	Concrete	A
9	Main St.	340'	Concrete	A
10	Main St.	310'	Concrete	A
11	Main St.	70'	Concrete	A
12	Main St.	260'	Concrete	A
13	Main St.	180'	Concrete	A
14	Main St.	90'	Concrete	A
15	Main St.	910'	Concrete	A
16	Pleasant St.	320'	Concrete w/asphalt overlay	C
17	Pleasant St.	350'	Concrete w/asphalt overlay	C
18	Pleasant St.	300'	Concrete w/asphalt overlay	B
19	School St.	390'	Concrete w/asphalt overlay	C
20	School St.	370'	Concrete w/asphalt overlay	B
21	School St.	370'	Concrete	B
22	School St.	190'	Largely missing	F
23	Spring St.	310'	Concrete	A
24	Summer St.	330'	Concrete w/asphalt overlay	A/B
25	Summer St.	140'	Concrete w/asphalt overlay	B
26	Summer St.	250'	Concrete w/asphalt overlay	A
27	Washington St.	280'	Asphalt	A
28	Washington St.	40'	Asphalt	A
29	Washington St.	490'	Asphalt	A
30	Washington St.	210'	Asphalt	A
31	Washington St.	370'	Asphalt	A
1	Water St.	580'	Concrete	A
33	Water St.	110'	Brick with granite berm	A
34	Water St.	520'	Brick with granite berm	A
35	Water St.	240'	Asphalt	B
36	Water St.	690'	Brick with granite berm	A
37	Water St.	290'	Brick with granite berm	A

Source: WCCOG, Town of Lubec



Segment 1: Water St



Photo: November 6, 2008, WCCOG

Location: W side, across from Customs
Length: 570 ft.
Material: Asphalt
Condition: **A**
Accessibility: No apparent concerns.

Segment 2: Church St



Photo: November 6, 2008, WCCOG

Location: E side, Main to School
Length: 280 ft.
Material: Concrete
Condition: **C**
Accessibility: 1. Surface degraded near Main St
 2. Too narrow (>4') due to encroachment from vegetation near School St.
 3. No curb cut at Main St

Segment 3: Church St



Photo: November 6, 2008, WCCOG

Location: E side, Summer to Washington St
Length: 250 ft.
Material: Asphalt
Condition: **C/D**
Accessibility: Uneven horizontal surface (not flat)
Comment: The Town should extend the sidewalk from Summer St to Washington Street to enhance the connection between residential areas and Washington Street/the School.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 4: Church Street



Photo: November 6, 2008, WCCOG

Location: E side, Summer to School
Length: 310 ft.
Material: Asphalt
Condition: **A**
Accessibility: No apparent concerns.

Segment 5: Johnson St



Photo: November 6, 2008, WCCOG

Location: N side, Water St to landing
Length: 150 ft.
Material: Concrete
Condition: **C**
Accessibility: Too narrow (>4')
Comment: The Town should resurface the existing sidewalk to address vegetative encroachment and surface degradation issues.

Segment 6: Lower Water St



Photo: November 6, 2008, WCCOG

Location: S side, Pleasant to corner
Length: 170 ft.
Material: Asphalt
Condition: **F**
Accessibility: Uneven, no curb cuts
Comment: The segment of sidewalk does not connect with any other pedestrian facility. Recommended for discontinuation.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 7: Main St



Photo: November 6, 2008, WCCOG

Location: S side, Pleasant to Pike Ln
Length: 430 ft.
Material: Concrete
Condition: **A**
Accessibility: No curb cut at Pleasant St.
Comment: Seek any available funding to install curb cuts.

Segment 8: Main St



Photo: November 6, 2008, WCCOG

Location: S side, Pleasant to Main
Length: 160 ft.
Material: Concrete
Condition: **A**
Accessibility: No curb cut at Pleasant St.
Comment: Seek any available funding to install curb cuts.

Segment 9: Main St



Photo: November 6, 2008, WCCOG

Location: S side, Pike Ln to Church St
Length: 340 ft
Material: Concrete
Condition: **A**
Accessibility: No curb cut at Church St.
Comment: Seek any available funding to install curb cuts.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 10: Main St



Photo: November 6, 2008, WCCOG

Location: N side, Pike Ln to Riggs Ln
Length: 310 ft.
Material: Concrete
Condition: **A**
Accessibility: No apparent concerns.

Segment 11: Main St



Photo: November 6, 2008, WCCOG

Location: N side, Riggs Ln to Eureka
Length: 70 ft.
Material: Concrete
Condition: **A**
Accessibility: No apparent concerns.

Segment 12: Main St



Photo: November 6, 2008, WCCOG

Location: N side, Eureka to Hobson
Length: 260 ft.
Material: Concrete
Condition: **A**
Accessibility: No apparent concerns.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 13: Main St



Photo: November 6, 2008, WCCOG

Location: N side, Hobson to Horror Hill
Length: 180 ft.
Material: Concrete
Condition: **A**
Accessibility: No curb cut or crossing at School St
Comment: Seek any available funding to install curb cuts.

Segment 14: Main St



Photo: November 6, 2008, WCCOG

Location: N side, Horror Hill to Monument St
Length: 90 ft.
Material: Concrete
Condition: **A**
Accessibility: No apparent concerns.

Segment 15: Main St



Photo: November 6, 2008, WCCOG

Location: N side, Monument St to Bayview Park
Length: 910 ft.
Material: Concrete
Condition: **A**
Accessibility: No curb cut or cross at Washington
Comment: Improvements that would facilitate safer pedestrian crossing at Washington Street may include:

- Curb cuts
- Marked crosswalk(s)

Segment 16: Pleasant St



Photo: November 6, 2008, WCCOG

Location: W side, Washington St to Summer
Length: 320 ft.
Material: Concrete w/ asphalt overlay
Condition: **C**
Accessibility: 1. Too narrow (>4')
 2. No curb cut at Washington St
Comment: Improvement to address accessibility concern may include:

- Repaving at a 4' minimum width
- Marked crosswalk at Washington
- Installing curb cuts

Segment 17: Pleasant St



Photo: November 6, 2008, WCCOG

Location: W side, Summer to School St
Length: 110 ft.
Material: Concrete w/ asphalt overlay
Condition: **C**
Accessibility: 1. No curb cuts
 2. Sidewalk does not run the whole length of street.
Comments: Improvement to address accessibility concern may include:

- Repaving at a 4' minimum width
- Installing curb cuts

Segment 18: Pleasant St



Photo: November 6, 2008, WCCOG

Location: W side School St to Main
Length: 300 ft.
Material: Concrete w/ asphalt overlay
Condition: **B**
Accessibility: No curb cuts.
Comment: Seek any available funding to install curb cuts.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 19: School St



Photo: November 6, 2008, WCCOG

- Location:* N side, Main St to Church St
Length: 390 ft.
Material: Concrete w/ asphalt overlay
Condition: **C**
Accessibility: 1. No curb cuts at either end.
2. Very steep near Main St
3. Too narrow (>4') in places.
- Comment:* Improvement to address accessibility concern may include:
- Repaving at a 4' minimum width
 - Installing curb cuts
 - Grading & paving the sidewalk surface at the end near Main St

Segment 20: School St



Photo: November 6, 2008, WCCOG

- Location:* N side, Pike Ln to Pleasant St
Length: 110 ft.
Material: Concrete w/ asphalt overlay
Condition: **B**
Accessibility: 1. No curb cut at Pleasant St.
2. Significant bump at #21
- Comment:* Seek any available funding to install curb cuts.

Segment 21: School St



Photo: November 6, 2008, WCCOG

- Location:* N side, Church St to Pike Ln
Length: 370 ft.
Material: Concrete
Condition: **B**
Accessibility: 1. No curb cut at Church St.
2. Too narrow (>4') do to encroachment from vegetation

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 22: School St



Photo: November 6, 2008, WCCOG

Location: N side, Pleasant St to Water
Length: 190 ft.
Material: Largely destroyed; some brick in good condition near Water St.
Condition: **F**
Accessibility: Very uneven surface
Comment:

Segment 23: Spring



Photo: November 6, 2008, WCCOG

Location: W side, School St to Summer
Length: 310 ft.
Material: Concrete
Condition: **A**
Accessibility: No curb cut at School St.
Comment: Seek any available funding to install curb cuts.

Segment 24: Summer St



Photo: November 6, 2008, WCCOG

Location: N side, Church St to Spring
Length: 330 ft.
Material: Concrete w/ asphalt overlay
Condition: **A/B**
Accessibility: No apparent concerns.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 25: Summer St



Photo: November 6, 2008, WCCOG

Location: N side, Spring St to Green St
Length: 140 ft.
Material: Concrete w/ asphalt overlay
Condition: **B**
Accessibility: Significant gaps, in places.

Segment 26: Summer St



Photo: November 6, 2008, WCCOG

Location: N side, Green St to Pleasant
Length: 250 ft.
Material: Concrete w/ asphalt overlay
Condition: **A**
Accessibility: No apparent concerns.

Segment 27: Washington St



Photo: November 6, 2008, WCCOG

Location: N side, Pleasant to Hunter Av
Length: 280 ft.
Material: Asphalt
Condition: **A**
Accessibility: No apparent concerns.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 28: Washington St



Location: N side, Hunter to Townsend
Length: 40 ft.
Material: Asphalt
Condition: **A**
Accessibility: No apparent concerns.

Photo: November 6, 2008, WCCOG

Segment 29: Washington St



Location: N side, Townsend to Church
Length: 490 ft.
Material: Asphalt
Condition: **A**
Accessibility: No apparent concerns.

Photo: November 6, 2008, WCCOG

Segment 30: Washington St



Location: N side, Church to Somersville
Length: 210 ft.
Material: Asphalt
Condition: **A**
Accessibility: No apparent concerns.

Photo: November 6, 2008, WCCOG

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Segment 31: Washington St



Photo: November 6, 2008, WCCOG

Location: N side, Somersville to Main
Length: 370 ft.
Material: Asphalt
Condition: **A**
Accessibility: No apparent concerns.

Segment 32: Water St



Photo: November 6, 2008, WCCOG

Location: W side, Johnson to Main
Length: 110 ft.
Material: Brick with granite berm
Condition: **A**
Accessibility: No curb cut at Johnson St.

Segment 33: Water St

Location: E side, Johnson to Main
Length: 110 ft.
Material: Brick with granite berm
Condition: **A**
Accessibility: No apparent concerns.

NO PHOTO

Segment 34: Water St



Location: E side, School to bend
Length: 520 ft.
Material: Brick with granite berm
Condition: **A**
Accessibility: No apparent concerns.

Photo: November 6, 2008, WCCOG

Segment 35: Water St



Location: E side, bend to Washington
Length: 240 ft.
Material: Asphalt with granite berm
Condition: **A/B**
Accessibility: No apparent concerns.

Photo: November 6, 2008, WCCOG

Segment 36: Water St



Location: E side, Main to School
Length: 690 ft.
Material: Brick with granite berm
Condition: **A**
Accessibility: No apparent concerns.

APPENDIX D

DOWNTOWN SIDEWALK INVENTORY

Photo: November 6, 2008, WCCOG

Segment 37: Water St



Location: W side, Main to School
Length: 290 ft.
Material: Brick with granite berm
Condition: **A**
Accessibility: No apparent concerns.

Photo: November 6, 2008, WCCOG

Segment 38: Water St



Location: W side, School to the park
Length: 520 ft.
Material: Brick with granite berm
Condition: **A**
Accessibility: Too narrow (>4') due to light pole.

Photo: November 6, 2008, WCCOG

Appendix E. PUBLIC PARTICIPATION SUMMARY

This appendix summarizes the public participation process used by the Lubec Comprehensive Plan Update Committee to solicit public participation in developing the Comprehensive Plan pursuant to 30-A MRSA §4324.

The public participation process included regularly schedule public meetings, a public Visioning Session (see *Appendix C*) and a public opinion survey (see *Appendix F*).

Comprehensive Plan Committee Meetings

The Lubec Comprehensive Plan Update Committee worked to complete the Comprehensive Plan through a series of regular scheduled, monthly meetings held between October 2008 and March 2010. Comprehensive Plan Update Committee meetings were open to the public. The time and location of Comprehensive Plan Update Committee meetings was advertised at the Lubec Town Office. Lubec Comprehensive Plan Update committee meetings were staffed by the Town of Lubec and facilitated by the Washington County Council of Governments.

Community Visioning Session

The Comprehensive Plan Committee hosted a community visioning meeting in January 2010. The Community Vision Session was attended by 42 Lubec residents representing a variety of interests and living different sections of town. Participants helped to craft the vision statement for Lubec. The group process is recorded and summarized in *Appendix C*.

The Community Vision Statement was reviewed by the Comprehensive Plan Committee and posted on the Washington County Council of Governments website for comment. The Comprehensive Plan Update Committee made revisions based on input received through the website. The Community Vision Statement provided direction to the policies and implementation measures developed by the Comprehensive Plan Update Committee.

Public Opinion Survey

A Public Opinion Survey was distributed to Lubec residents in January 2010. Surveys were mailed to Lubec residents from a list compiled by the Town of Lubec. The survey was also widely advertised through flyers posted in various locations throughout the Community as well as via email and various social networking sites. An electronic version of the Community Survey was made available online through the Washington County Council of Governments' website; and supplemental hard copies of the survey were made available at the Town Office. The Comprehensive Plan Committee received 194 responses (including 119 online responses and 75 responses using the paper version of the survey).

Survey respondents were asked questions regarding a wide range of town affairs. In addition, many survey respondents submitted written comments. Responses to the survey are summarized in relevant sections of the Comprehensive Plan. Responses and comments submitted by Lubec residents guided the Comprehensive Plan Update Committee's development of goals and strategies. All of the written responses are reproduced in *Appendix F*.

APPENDIX F. COMMUNITY SURVEY RESPONSES

This appendix compiles the results of the public opinions survey distributed to Lubec residents between December 2009 and February 2010. The survey was posted online and advertised through fliers, local media, e-mail distribution lists and social networking sites. Hard copies of surveys were mailed to Lubec residents in January 2010 from a list compiled by the Town Clerk's office; and additional hard copies of the survey were made available at the Town Office.

The Comprehensive Plan Committee received a total of 194 responses (including 119 online responses and 75 responses using the paper version of the survey). To encourage participation, the Committee held a drawing for \$100 fuel voucher at the Community Visioning Session on January 27th. Based on feedback received at the same meeting, the survey response deadline was extended an additional two weeks (21 responses were received during the extended response period).

Survey respondent were asked questions regarding a wide range of town affairs. To allow for comparison between responses in 1992 and 2010, the Committee chose to use many of the same questions from the community survey developed for the Town's original 1992 Comprehensive Plan. This appendix reproduces all responses for those questions used in both that 1992 and 2010 survey. It included all responses (including written comments) received in 2010.

Survey responses are reproduced below and summarized in relevant chapters of the Comprehensive Plan. Responses and comments submitted by Machiasport residents guided the Comprehensive Plan Committees development of goals and strategies.

SECTION 1: RESPONDENT PROFILE

Summary

- Respondents’ age approximately mirrors the age profile for the overall population.
- A greater number of respondents were between the ages of 45 and 64 than in 2010 than in 1992. Correspondingly, there were few respondents in the 21 to 44 age group *and* in the 65+ age group.
- 57% of respondents (2010) have lived in Lubec for more than 10 years.
- A smaller percentage of respondents lived in Lubec for more than 20 year in 2010 than in 1992.
- 75% for respondents live in Lubec year round.
- A comparable percentage of respondents reported working in Lubec (~30%) or Campobello (~2%) in both 1992 and 2010.
- 2010 responses contain a relatively large number of respondents who work in the Machias area.
- In both 1992 and 2010, respondents’ three most important reasons for living in Lubec were:
 1. Seacoast, open space, privacy (73% Very Important, 17% Important – 2010),
 2. Sense of community (55% Very Important, 29% Important – 2010), and
 3. Friends, relatives in Lubec (44% Very Important, 25% Important – 2010).
- About 70% of respondents expect in live in Lubec 5 years from now in both 1992 and 2010.
- Among those who do not expect to live in Lubec five years from now, the most common reasons given are a limited educational and job opportunities.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. What is your age?				
16 to 20	1	1%	2	1%
21 to 44	48	32%	43	22%
45 to 64	43	28%	99	51%
65 or more	58	38%	49	25%
No response			0	0%
2. In total, how many years have you lived in Lubec?				
Less than 2 years	4	3%	18	9%
2 to 4 years	16	11%	14	7%
5 to 9 years	13	9%	49	25%
10 to 19 years	19	11%	28	14%
20 or more years	98	65%	45	23%
Whole Life			38	20%
3. Which of the following best describes your residency in Lubec?				
A year-round resident	141	93%	147	76%
A seasonal resident	5	3%	36	19%
Non-resident land-owner	1	2%	2	1%
Other, please specify:	3	1%	7	4%

Comments

- 8 to 9 months in Lubec
- More than seasonal, about 8 months/year.
- More than seasonal: 6-8 months
- partial year round
- Work in Lubec
- year round (part time)

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
4. Where do you work?				
Lubec	47	31%	60	31%
Campobello	2	1%	3	2%
Self-employed			10	5%
Homemaker	10	7%	3	2%
Work at home	12	8%	6	3%
Unemployed	5	3%	27	14%
Retired	59	39%	57	29%
Other, please specify:	16	11%	41	21%

Comments

- *ahrc in nyc*
- *Construction throughout Southeastern Washington County*
- *Cutler*
- *East Machias*
- *Edmunds*
- *Federal Government--The National Gallery of Art*
- *Florida*
- *Guilford, Maine*
- *Machias (x9)*
- *Machiasport*
- *Maryland*
- *North Carolina*
- *On full Social Security disability*
- *Out of state (Pennsylvania)*
- *part time*
- *small business owner in Lubec*
- *South Portland, ME*
- *State of Maine*
- *Teach at Mars Hill College, NC*
- *Trescott*
- *Virginia (x2)*
- *Washington, DC*
- *work from home for statewide organization*

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
5. How important are the following in your decision to live in Lubec?				
a. Friends, relatives live in Lubec				
Very Important	55	36%	86	44%
Somewhat Important	32	21%	48	25%
Not Important	36	24%	39	20%
No opinion	9	6%	8	4%
No response	19	13%	13	7%
b. Close to work				
Very Important	23	15%	46	24%
Somewhat Important	19	12.5%	38	20%
Not Important	54	36%	67	35%
No opinion	19	12.5%	23	12%
No response	19	13%	20	10%
c. Seacoast, open space, privacy				
Very Important	75	50%	141	73%
Somewhat Important	39	26%	33	17%
Not Important	11	7%	6	3%
No opinion	4	3%	3	2%
No response	22	14%	11	6%

5. How important... (cont'd)	Responses (1992)		Responses (2010)	
	Num	Per	Num	Per
d. Low land/house/rent prices				
Very Important	20	13%	59	30%
Somewhat Important	24	16%	68	35%
Not Important	50	33%	31	16%
No opinion	28	19%	19	10%
No response	29	19%	17	9%
e. Marine resources (e.g. lobsters)				
Very Important	14	9%	55	28%
Somewhat Important	28	18%	64	33%
Not Important	63	42%	43	22%
No opinion	19	13%	16	8%
No response	27	18%	16	8%
f. Sense of community				
Very Important	29	19%	106	55%
Somewhat Important	43	29%	57	29%
Not Important	32	21%	13	7%
No opinion	20	13%	9	5%
No response	27	18%	9	5%
g. Other, please specify:¹				
Very Important			14	7%
Somewhat Important			2	1%
Not Important			1	1%
No opinion			17	9%
No response			160	82%
6. Do you expect to live here five years from now?				
Yes	111	73%	138	71%
No	9	6%	15	8%
Don't know	25	17%	34	18%
No response	6	4%	27	14%

7. If you expect not to live here five years from now, why not?

- *After husband retires from military in ~ 6-8 years, we plan to move back to Maine and build a home on our land in Lubec and live there year round.*
- *Because of negative town politics, and that the town council members, each have their own agenda which is not for the better for the town of Lubec*
- *community does not seem to support the kids and activities and education for them*
- *Depends of employment*
- *depends on job availibilty*
- *I expect to retire here in 15 years.*
- *I want my daughter to have more opportunities to experience things. There is really nothing here for the kids to do like gymnastics, swimming.*

¹ Not given as a response option in 1992.

7. If not..., why not? (cont'd)

- *I would like to move into a community that can provide more activities for children. The school is under funded and lacks enough student population to provide after school activities for older children. The Elem end lack after school activies due to funding and interest to coordinate (from community and school members a like). The travel to experience is great - a whole day of travel just to get to an event. Housing is expensive compared to salary scales in the county.*
- *If the fishing economy remains profitable, we will stay indefinitely. If not, we would re-locate. It is discouraging (as a "fishing" family) that the Town doesn't support the local fisherman as much as most coastal fishing towns. It makes it difficult to live there.*
- *Lack of commitment to infrastructure maintenance. Ambivalence, if not hostility, of year-round residents to change of any kind. Unreliable medical services. Unreliable tradesmen.*
- *May have to find work elsewhere.*
- *may have to sell for financial reasons*
- *May relocate due to lack of recreational activities in the winter. May be a summer resident at that point*
- *No employment opportunities for part time work during retirement and too difficult to reach from our other home in Virginia.*
- *Opportunities for children*
- *Plan to retire to area in 10 - 15 years. Part time resident and homeowner until then.*
- *Selling and staying in Florida. No work in Lubec*
- *The jobs available in the area are scarce and the opportunities for youth are VERY minimal. Students should have more opportunities and activities, at the present moment HS students have no extra-curricular activities and nothing to do after school!*
- *The lack of job advancement in this area makes it impossible for a young adult to make any financial commitments.*
- *Unless job opportunities needs to take me further or the school does not get any better, meaning the high school, not elementary*
- *Very little for job opportunities, yet rent is high. Also would like to know there is a future in the school I plan to send my children too, the future of LHS doesn't seem very bright.*
- *When I decide to start a family of my own I would like my children to have more opportunities. Communities with larger populations have more activities for youth. The school system needs improvements!!! High School students would be better off going to a larger HS in the area so that they had the opportunity to participate in extra curricular activities. It would be nice if more people would volunteer to do activities with the youth in the community.*

SECTION 2. POPULATION, HOUSING, & ECONOMIC GROWTH

Summary

- The types of development that respondents most wanted in Lubec were:
 - Small Business activity (“Maximum growth” 91%, “Moderate growth” 21%)
 - Single family housing (“Maximum growth” 25%, “Moderate growth” 54%)
 - Large business activity (“Maximum growth” 38%, “Moderate growth” 38%)
- The types of development that respondent wanted least in Lubec were:
 - Mobile home parks (“No growth” 36%, “Negative growth” 26%)
 - Single lot mobile homes (“No growth” 25%, “Negative growth” 20%)
- Respondent in 2010 were markedly more in favor of small business activity than in 1992 (those responding “Maximum growth” increased from 46% in 1992 to 70% in 2010) and somewhat less in favor of large business activity (those responding “Maximum growth” decreased from 51% in 1992 to 38% in 2010).
- 83% of respondents think the Town should encourage businesses to locate in Lubec (up slightly from 79% in 1992)
- 61% of respondents thinks it is difficult for low to moderate income people to find affordable housing in Lubec (down from 79% in 1992)
- The most popular affordable housing solution among respondent was to give developers incentives to develop affordable housing (58% “Favor”).

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. If Lubec could control the type of development which will occur in town, what kind of growth would you like to see in the next ten years?				
a. Single Family Housing				
Maximum Growth	42	28%	48	25%
Moderate Growth	72	48%	105	54%
No Growth	12	8%	14	7%
Negative Growth	2	1%	0	0%
No Opinion	6	4%	8	4%
b. Multi-Family Housing				
Maximum Growth	18	12%	27	14%
Moderate Growth	54	36%	81	42%
No Growth	25	16%	42	22%
Negative Growth	18	12%	5	3%
No Opinion	14	9%	11	6%
c. Summer Homes				
Maximum Growth	14	9%	16	8%
Moderate Growth	55	37%	84	43%
No Growth	23	15%	43	22%
Negative Growth	20	13%	13	7%
No Opinion	18	12%	9	5%
d. Single lot mobile homes				
Maximum Growth	8	5%	12	6%
Moderate Growth	52	35%	49	25%
No Growth	29	19%	49	25%
Negative Growth	24	16%	38	20%
No Opinion	15	10%	10	5%

Types of development (cont'd)	Responses (1992)		Responses (2010)	
	Num	Per	Num	Per
e. Mobile home parks				
Maximum Growth	10	7%	15	8%
Moderate Growth	37	25%	23	12%
No Growth	32	21%	70	36%
Negative Growth	26	24%	50	26%
No Opinion	14	9%	7	4%
f. Small business activity				
Maximum Growth	69	46%	136	70%
Moderate Growth	58	38%	41	21%
No Growth	6	4%	0	0%
Negative Growth	0	0%	2	1%
No Opinion	4	3%	1	1%
g. Large business activity				
Maximum Growth	76	51%	73	38%
Moderate Growth	50	33%	73	38%
No Growth	6	4%	23	12%
Negative Growth	2	1%	9	5%
No Opinion	1	1%	3	2%
h. Industrial Activity				
Maximum Growth	58	38%	61	31%
Moderate Growth	37	25%	63	32%
No Growth	20	13%	35	18%
Negative Growth	10	7%	10	5%
No Opinion	6	4%	9	5%

2. Do you think that the Town of Lubec should adopt policies and actions to encourage businesses to locate in Lubec?

Yes	120	79%	161	83%
No	15	10%	16	8%
No Opinion	6	4%	6	3%
No response	10	7%	7	4%

3. The pressures of growth and development often lead to a situation where people of modest income can no longer afford to live in the town of their choice. Do you think that it is difficult for low and moderate income people to find affordable housing in Lubec?

Yes	120	79%	119	61%
No	17	11%	49	25%
No Opinion	7	5%	15	8%
No response	7	5%	11	6%

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
4. Towns have some tools to provide or encourage affordable housing. How do you feel about each of the following affordable housing solutions for Lubec?				
a. More multi-family housing & apt's should be encouraged				
Favor	65	43%	84	43%
Neutral	37	25%	56	29%
Oppose	35	23%	39	20%
No response	14	9%	15	8%
b. Give developers incentives[for] affordable housing				
Favor	78	52%	112	58%
Neutral	23	15%	39	20%
Oppose	35	23%	28	14%
No response	15	10%	15	8%
c. Manufactured & mobile home parks encouraged				
Favor	44	29%	25	13%
Neutral	28	19%	56	29%
Oppose	64	42%	94	48%
No response	15	10%	19	10%
d. The town should develop subsidized housing units				
Favor	44	29%	70	36%
Neutral	28	19%	61	31%
Oppose	64	42%	46	24%
No response	15	10%	17	9%

SECTION 3: TRANSPORTATION AND ROAD MAINTENANCE

Summary

- Respondents were generally satisfied with the Town’s jobs snow plowing (65% Good) and Sanding/salting (65%) in 2010.
- Nearly half of respondent said rate Bicycle and pedestrian safety on town roads as “Poor.”
- 2010 respondents expressed high levels of satisfaction with Town’s job of
 - snow plowing (those responding “Good” went from 44% in 1992 to 65% in 2010)
 - sanding/salting (those responding “Good” went from 34% in 1992 to 65% in 2010), and
 - potholes/repairs (those responding “Good” went from 34% in 1992 to 65% in 2010)
- 2010 respondents expressed notably lower levels of satisfaction with Pedestrian/bicycle safety (those responding “Good” decreased from 27% in 1992 to 10% in 2010; and those responding “Poor” increased from 19% in 1992 to 47% in 2010).
- Respondents were less satisfied with more snow plowing on State road than Town roads, but they were less satisfied with pothole repair on state roads (2010).

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. How would you rank the TOWN roads in Lubec that you frequently use regarding:				
a. Snow plowing				
Good / Acceptable	66	44%	126	65%
Neutral / Occasional Problem	50	33%	36	19%
Poor / Frequent Problem	24	16%	10	5%
No opinion	4	3%	13	7%
No response	7	4%	9	5%
b. Sanding/salting				
Good	51	34%	126	65%
Neutral	50	33%	35	18%
Poor	35	23%	6	3%
No opinion	4	3%	15	8%
No response	11	7%	12	6%
c. Pothole/repair				
Good	18	12%	53	27%
Neutral	38	25%	58	30%
Poor	84	56%	68	35%
No opinion	0	0%	6	3%
No response	11	7%	9	5%
d. Ditch, culvert maintenance				
Good	47	31%	66	34%
Neutral	36	24%	67	35%
Poor	41	27%	42	22%
No opinion	13	9%	9	5%
No response	14	9%	10	5%
e. Bridge maintenance				
Good	64	43%	59	30%
Neutral	23	15%	75	39%
Poor	11	7%	13	7%
No opinion	39	26%	31	16%
No response	14	9%	16	8%

Town roads (cont'd)	Responses (1992)		Responses (2010)	
	Num	Per	Num	Per
f. Traffic enforcement				
Good	42	28%	49	25%
Neutral	48	32%	66	34%
Poor	46	30%	34	18%
No opinion	5	3%	31	16%
No response	10	7%	14	7%
g. Public transportation				
Good	17	11%	13	7%
Neutral	3	2%	25	13%
Poor	23	15%	108	56%
No opinion	65	43%	35	18%
No response	43	29%	13	7%
h. Pedestrian/Bicycle safety				
Good	40	27%	19	10%
Neutral	42	28%	54	28%
Poor	29	19%	91	47%
No opinion	20	13%	13	7%
No response	20	13%	17	9%
i. Other:²				
Good			0	0%
Neutral			5	3%
Poor			5	3%
No opinion			18	9%
No response			166	86%

Comments

- *Am opposed to the greasy substance in addition to or in place of sand/salt that is being put on roads after snowfall.*
- *Bike lanes, paths*
- *Drug problem appears not to being addressed*
- *I don't feel that Lubec has public transportation except WHCA, there is no bike safety and sidewalks are not maintained. And the areas that have sidewalks pedestrians usually use the other side of the road which is very dangerous!!!!*
- *It would be nice for the town to plow out the Mowry Beach parking lot in the winter. Quality of life is improved when people have access to public, natural spaces. The beach is a great place to visit in the winter, and there's not a good place to park.*
- *need to control flooding & drainage better - sidewalks perhaps?*
- *Plowing frequently destroys mailboxes and turf*
- *roads are not salted well especially in the am the side roads are usually horrible and take weeks to melt*
- *roadside brushing*
- *side walks are not cleared, the intersection by the bridge remains a safety issue*
- *Since I'm not there in the winter, I do know the answers to some questions*
- *Speeders are not penalized*
- *speeding on washington st a problem*
- *There needs to be sidewalk plowing or someway to encourage pedestrian walkways in the winter.*
- *Wish we had transportation to the West Bus in Whiting*

² Not given as a response option in 1992.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. How would you rank the STATE roads in Lubec that you frequently use regarding:³				
a. Snow plowing				
Good / Acceptable			139	72%
Neutral / Occasional Problem			22	11%
Poor / Frequent Problem			12	6%
No opinion			15	8%
No response			79	41%
b. Sanding/salting				
Good			125	64%
Neutral			23	12%
Poor			12	6%
No opinion			16	8%
No response			18	9%
c. Pothole/repair				
Good			25	13%
Neutral			38	20%
Poor			109	56%
No opinion			5	3%
No response			17	9%
d. Ditch, culvert maintenance				
Good			60	31%
Neutral			59	30%
Poor			46	24%
No opinion			9	5%
No response			20	10%
e. Bridge maintenance				
Good			62	32%
Neutral			69	36%
Poor			20	10%
No opinion			25	13%
No response			18	9%
f. Traffic enforcement				
Good			40	21%
Neutral			73	38%
Poor			31	16%
No opinion			28	14%
No response			22	11%
g. Public transportation				
Good			9	5%
Neutral			32	16%
Poor			93	48%
No opinion			35	18%
No response			25	13%

³ The 1992 survey did not include questions about state roads.

State roads (cont'd)	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
h. Pedestrian/Bicycle safety				
Good			11	6%
Neutral			46	24%
Poor			98	51%
No opinion			21	11%
No response			18	9%
i. Other:				
Good			2	1%
Neutral			1	1%
Poor			4	2%
No opinion			18	9%
No response			169	87%

SECTION 4: EDUCATION AND PUBLIC SERVICES

Summary

- Respondents were most satisfied with the Town’s Fire Department (75% Satisfied) and Ambulance service (76%) and Town office services (70%) in 2010.
- Overall satisfaction with Town office services increased from 36% in 1992 to 70% in 2010.
- 43% of respondents were dissatisfied with the level of property taxes in 2010.
- Among respondents, the three highest priority projects were:
 - Repair sidewalks (43% “Urgent,” 25% “Within 10 years”)
 - Invest in shore access (43% “Urgent,” 19% “Within 10 years”)
 - New sidewalks on Washington & South Street (39% “Urgent,” 25% “Within 10 years”)
- Nearly half of respondents thought that renovating the town office is not a priority.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. The town of Lubec offers many different services to its citizens. Please rate your satisfaction with the following town services:				
a. Law enforcement				
Satisfied	52	43%	70	36%
Neutral	49	33%	59	30%
Dissatisfied	19	13%	43	22%
No opinion	20	13%	9	5%
No response	11	7%	13	7%
b. Fire Department				
Satisfied	102	68%	145	75%
Neutral	32	21%	30	15%
Dissatisfied	5	3%	1	1%
No opinion	3	2%	8	4%
No response	9	6%	10	5%
c. Ambulance Service				
Satisfied	95	63%	148	76%
Neutral	38	25%	25	13%
Dissatisfied	0	0%	2	1%
No opinion	7	5%	12	6%
No response	11	7%	7	4%
d. Town Office Services				
Satisfied	55	36%	135	70%
Neutral	49	33%	33	17%
Dissatisfied	33	22%	19	10%
No opinion	2	1%	1	1%
No response	12	8%	6	3%

Town services (cont'd)	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
e. Trash disposal⁴				
Satisfied			95	49%
Neutral			43	22%
Dissatisfied			33	17%
No opinion			13	7%
No response			10	5%
f. Recycling⁵				
Satisfied			90	46%
Neutral			48	25%
Dissatisfied			43	22%
No opinion			4	2%
No response			9	5%
g. K-12 Education⁶				
Satisfied			50	26%
Neutral			54	28%
Dissatisfied			55	28%
No opinion			25	13%
No response			10	5%
h. Adult Education				
Satisfied	70	46%	44	23%
Neutral	42	28%	72	37%
Dissatisfied	5	3%	28	14%
No opinion	18	12%	42	22%
No response	16	11%	8	4%
i. Street Lighting				
Satisfied	39	26%	100	52%
Neutral	73	49%	64	33%
Dissatisfied	26	17%	15	8%
No opinion	2	1%	6	3%
No response	11	7%	9	5%
j. Public Water⁷				
Satisfied			109	56%
Neutral			44	23%
Dissatisfied			16	8%
No opinion			16	8%
No response			9	5%

⁴ Not given as a response option in 1992.

⁵ Not given as a response option in 1992.

⁶ The 1992 survey asked separate questions about primary and secondary education.

⁷ Not given as a response option in 1992.

Town services (cont'd)	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
k. Sewerage treatment⁸				
Satisfied			82	42%
Neutral			59	30%
Dissatisfied			9	5%
No opinion			33	17%
No response			11	6%
l. Property taxes⁹				
Satisfied			51	26%
Neutral			49	25%
Dissatisfied			84	43%
No opinion			2	1%
No response			8	4%

2. Please rate the following projects in terms of priority with the next ten years:¹⁰

a. Expand & improve town park				
Urgent, within 5 years			32	16%
Needed within 10 years			64	33%
Not a priority			77	40%
No opinion			11	6%
No response			10	5%
b. Renovate town office				
Urgent, within 5 years			12	6%
Needed within 10 years			56	29%
Not a priority			94	48%
No opinion			21	11%
No response			11	6%
c. Build a salt & sand shed				
Urgent, within 5 years			47	24%
Needed within 10 years			52	27%
Not a priority			60	31%
No opinion			26	13%
No response			9	5%
d. Replace/expand town garage				
Urgent, within 5 years			26	13%
Needed within 10 years			61	31%
Not a priority			65	34%
No opinion			23	12%
No response			19	10%

⁸ Not given as a response option in 1992.

⁹ Not given as a response option in 1992.

¹⁰ Response options in 1992 reflected municipal priorities at the time; and are not comparable with current municipal goals.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
e. Repair sidewalks				
Urgent, within 5 years			83	43%
Needed within 10 years			48	25%
Not a priority			36	19%
No opinion			17	9%
No response			10	5%
f. New sidewalks on Washington & South Street				
Urgent, within 5 years			75	39%
Needed within 10 years			48	25%
Not a priority			46	24%
No opinion			13	7%
No response			12	6%
g. Invest in shore access				
Urgent, within 5 years			84	43%
Needed within 10 years			36	19%
Not a priority			50	26%
No opinion			14	7%
No response			10	5%

SECTION 5: RECREATION

Summary

- The recreation facilities that respondent use most often is their own land (74%)
- The recreation facilities that respondent use most often are:
 1. “My own land” (74%)
 2. Hiking trails (45%)
 3. State park (43%)
 4. Campobello (30%)
 5. Town wharf (29%)
- Nearly half of respondents rated recreation facilities as “Excellent” (18%) or “Good” (28%).
- Half of respondents think the town should develop additional public access and recreation areas.
- Among those who wanted most recreational facilities, the most popular responses were:
 - Public/shore access
 - Recreational facilities for youth/teenagers
- Respondents were generally satisfied with the level of public access to the coast in Lubec.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. What recreation facilities do you use most often?				
My own land	90	60%	144	74%
Others’ private land	9	6%	31	16%
School yard/courts	2	1%	16	8%
Town wharf	2	1%	56	29%
Campobello	9	6%	59	30%
Playground ¹¹			22	11%
Hiking trails ¹²			87	45%
State park	19	13%	84	43%
Land trust lands ¹³			54	28%
No response	11	7%	0	0%
Other:	3	2%	7	4%

Comments

- *Beaches (x2)*
- *Boardwalk from Sewer Plant to the Highschool*
- *crow town gallery*
- *It's one of my favorite things to walk along Lubec beaches - both Mowry Beach and south/east of the wharf*
- *Public Waterways*
- *school gymnasium b-ball, 15-20 people attend*
- *state floating docks*
- *walk the beaches Lubec*
- *Walking*
- *Fitness Port RMCL*

¹¹ Not given as a response option in 1992.

¹² Not given as a response option in 1992.

¹³ Not given as a response option in 1992.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
2. How would you rate the available recreational activities?				
Excellent	7	5%	34	18%
Good	29	19%	55	28%
Moderate	57	38%	58	30%
Poor	44	29%	32	16%
No opinion	5	3%	9	5%
No response	9	6%	6	3%

3. Do you think the town of Lubec should develop additional public access and recreation areas?

Yes	77	51%	98	51%
No	42	28%	45	23%
No opinion	23	15%	41	21%
No response	9	6%	10	5%

4. If yes, what types of recreation and where?

Response	59	39%	81	42%
No response	92	61%	113	58%

Comments

- *A decent place for teenagers to go.*
- *A marina in a sheltered place*
- *A nice dry soccer field with track around it for walking/running*
- *art center, major boat docks downtown, teen center/indoor pool*
- *BETTER ACCESS TO THE SHORELINE AND RECREATIONAL BOATING/KAYAKING AVAILABLE. ALSO, VISITORS ARE INTERESTED IN TOURS*
- *Bike/ped routes that are safe*
- *boat docks marina*
- *Build a boardwalk between the shops on the wharf for easy access to small business, views of narrows, and hold special events along the waterfront. In addition, create an online, weekly, newsletter accenting town festivals, educational opportunities, small business specials, and contact information to increase access for locals and tourists alike. This idea should be voted on by the voters in order to enhance and create access to recreational areas in the downtown and surrounding Lubec areas.*
- *Build a marina in a sustainable location.*
- *Building on the skate park / basketball area to provide rec opportunities for Middle School / High School Aged Youth would be great. Also, facilities to encourage folks to get out in winter. like a town ice rink, could be fantastic.*
- *child recreation somewhere teens and kids can go...anywhere from here to Trescott*
- *Childrens Activities, Dance class, Pool*
- *continue to develop the boardwalk area & other water access points*
- *Eco-friendly recreation to enjoy the natural beauty in Lubec*
- *Facilities for teens and children*
- *game rooms, roller skate park, mountain biking trails,*
- *help fix the school field have rec program for kids help with afterschool program for kids*
- *hiking trails, human powered boat access*
- *hiking, walking Johnson's Bay overlook*
- *I would love to have access to tennis courts and the ball diamonds down at the school definitely need work.*

Recreation comments (cont'd)

- *If fresh water swimming area were available for the kids, that would be great. Snowmobile trails, cross country ski trails might be developed over private land with cooperation of land owners.*
- *improve what we have...i.e.. Make the State Park accessible year round, improve the Stockford Park etc.*
- *Improved access to shore*
- *indoor all weather pool for health, exercise and safety training.*
- *more access to shore....*
- *more boat access, year round restaurants*
- *More walking trails like the one on Mowry Beach*
- *Ocean access*
- *ocean development for public access-tourist recreation areas and 4 season recreational activities*
- *Public marina to encourage more recreational boaters.*
- *Recreation building for use by all ages/Community ctr*
- *Repair basketball court, parks for youth, summertime activities such as a pool*
- *Safe off-road walking areas for those exercising for health reasons.*
- *Skiing, skating facilities, fishing, atv trails*
- *something for the children in town*
- *The basketball court should be maintained. The skatepark should be finished. The soccer field should be "fixed" and possibly a walking track added. The playground should be fixed. And those who destroy these properties should be prosecuted! Bike/ped paths/routes need to be implemented for safety and to help attract people to visit the area.*
- *The town does NOTHING to maintain the existing facilities and has not encouraged or supported additional recreational opportunities i.e. Mowry Beach boardwalk trail additional recreational*
- *The town should better maintain the b-ball courts, people don't use what's broken.*
- *Town needs more access to shore for clammers, kayakers. Needs to ensure additional access for hunting.*
- *trails, water access*
- *Walking areas that can be shared with bicyclists and others*
- *Walking paths or loops around the playground and/or around the school playing field, repair the playing field for drainage so it can be used for soccer and baseball/softball*
- *walking trails by ocean?*
- *we need an airport in washington county that is a bigger one*

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
5. Please rate the level of public access to the coast in Lubec:¹⁴				
a. For boaters				
Sufficient (No town action needed)			115	59%
Insufficient (Should acquire rights of way)			31	16%
No opinion			40	21%
No response			8	4%
b. For small boats (e.g. kayak)				
Sufficient (No town action needed)			100	52%
Insufficient (Should acquire rights of way)			48	25%
No opinion			35	18%
No response			11	6%
c. For pedestrian users				
Sufficient (No town action needed)			101	52%
Insufficient (Should acquire rights of way)			56	29%
No opinion			27	14%
No response			10	5%
d. For motorized users (truck, ATV)				
Sufficient (No town action needed)			88	45%
Insufficient (Should acquire rights of way)			30	15%
No opinion			66	34%
No response			10	5%

¹⁴ Questions not included in 1992 Community Survey.

SECTION 6: RESOURCE PROTECTION

Summary

- More than 40% of respondents felt that there was adequate protection for
 - Forest resources (49%)
 - Scenic resources (47%)
 - Farmland / agricultural resources (44%)
 - Wetlands and other wildlife habitat (42%)
 - Water quality of saltwater bodies (42%)
 - Quality of groundwater (40%)
- The percent of respondent who felt that protection for coastal resources (shellfish, lobsters, etc) was adequate decreased from 52% in 1992 to 35% in 2010 and the percent who though protection was inadequate increased from 25% in 1992 to 36% in 2010.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. How well do you feel the following resources of Lubec are currently protected from the adverse impacts of future growths and development?				
a. Water quality of saltwater bodies				
Too much protection	25	17%	15	8%
Adequate protection	71	47%	81	42%
Inadequate protection	34	22%	48	25%
No opinion	10	7%	35	18%
No response	11	7%	15	8%
b. Water quality of streams¹⁵				
Too much protection			10	5%
Adequate protection			81	42%
Inadequate protection			48	25%
No opinion			42	22%
No response			13	7%
c. Wetlands and other wildlife habitat				
Too much protection	12	8%	21	11%
Adequate protection	85	56%	81	42%
Inadequate protection	29	19%	50	26%
No opinion	12	8%	32	16%
No response	13	9%	10	5%
d. Quality of groundwater				
Too much protection	7	5%	3	2%
Adequate protection	85	56%	78	40%
Inadequate protection	32	21%	60	31%
No opinion	14	9%	40	21%
No response	13	9%	13	7%

¹⁵ Not given as a response option in 1992.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
e. Scenic resources				
Too much protection	10	7%	13	7%
Adequate protection	76	50%	92	47%
Inadequate protection	42	28%	55	28%
No opinion	9	6%	26	13%
No response	13	9%	8	4%
f. Forest resources				
Too much protection	5	3%	8	4%
Adequate protection	77	51%	95	49%
Inadequate protection	29	19%	41	21%
No opinion	23	15%	38	20%
No response	17	11%	12	6%
g. Farm land /agricultural resources				
Too much protection	11	7%	9	5%
Adequate protection	67	45%	86	44%
Inadequate protection	33	22%	45	23%
No opinion	17	11%	41	21%
No response	23	15%	13	7%
h. Historic buildings				
Too much protection	8	5%	13	7%
Adequate protection	57	38%	65	34%
Inadequate protection	50	33%	74	38%
No opinion	14	9%	27	14%
No response	22	15%	15	8%
i. Coastal resources (shellfish, lobsters, etc)				
Too much protection	5	3%	17	9%
Adequate protection	79	52%	68	35%
Inadequate protection	38	25%	70	36%
No opinion	9	6%	26	13%
No response	20	13%	13	7%
2. Please list the natural resources in Lubec most in need of protection:				
Response	49	32%	123	63%
No response	102	68%	71	37%

Comments

- *1. Scenic resources to increase current tourism percentages, 2. Drinking water quality, 3. Salt water/ocean life protection, 4. Regulate new housing structures to ensure shoreline regulations (forests/trees) are protected, 5. Dry land protection, home made land fills and huge fire pits are used to burn construction and refuse debris.*
- *All fresh and saltwater bodies due to sewage and other contaminates*
- *Attracting recreational boaters*
- *bays and ocean water quality need protection from exploitation and LNG*
- *Carrying Place Cove Bog north side along South Lubec Road; Mowry Beach at the S curve is eroding toward South Lubec Road*
- *Clean water*
- *coast line erosion*

Natural resources comments, (cont'd)

- Coastal areas where rich people are building homes.
- coastal resources
- coastal resources and water quality of saltwater and streams
- coastal resources that seasonal workers harvest
- Coastal resources, scenic resources and historic buildings
- Coastal, historic buildings, scenic and forest resources
- Coastline maintenance (no development), Quality of Groundwater, Need to protect from light and air pollution, need to protect the marshes and waterfront/fowl lands, protect the ocean from potential harm from large ships.
- Commercial fishing
- Deer herd - need protection from poaching. Fish and Wildlife protection non existan. Deer wintering areas. Wild land. Can no longer see the ocean in many areas in Lubec. Trees have grown to hide scenic views, buildings have constructed to block scenic views.
- Fishing
- fishing including the salmon beds, bring back the scallop industry
- Fishing, clamming and water access
- Ground water - Is Timmy Scoville's landfill in South Lubec licensed/monitored/regulated or otherwise compliant with state/local regulations?
- ground water and farm land
- groundwater/drinking water. I remember when we didn't need chlorine.
- Historic buildings
- I AM NOT AWARE OF ADVERSE IMPACTS YET IN LUBEC DUE TO GROWTH OR CHANGE. IF WE EXPERIENCE AN INFLUX OF INDUSTRY OR DEVELOPMENT, ALL NATURAL RESOURCES SHOULD BE PROTECTED TO THE MAXIMUM. I HOPE LUBEC CAN REFUSE ANY TYPE OF INDUSTRY, HOUSING, DEVELOPMENTS, ETC. THAT WOULD BE HARMFUL TO PEOPLE, ANIMALS AND THE GREAT LUBEC LIFESTYLE. THAT DOESN'T MEAN WE SHOULD MAKE IT IMPOSSIBLE TO HAVE POSITIVE GROWTH, WHICH HAS BEEN THE CASE IN THE PAST WITH MANY AREAS LIKE LUBEC. CONTROLLED, INTELLIGENT GROWTH IS THE WAY WE SHOULD GO. PERHAPS WE CAN THEN HAVE JOBS FOR PEOPLE AND KEEP FAMILIES IN THE AREA WHO WANT TO BE THERE.
- I don't know enough about the threats to answer this.
- I don't know what protections are in place. All of the items above should have adequate protection.
- I'm sorry, I'm not well enough informed to answer the questions in #1.
- I'm very satisfied with things as they are now. Access is much improved but has been done sensitively.
- intertidal flats and water quality; dark sky
- It would be great if more Lubeckers RECYCLED!!! The school, businesses, families, etc. should recycle more. Maybe an incentive of some kind could be used to kick start a campaign to recycle more! Littering is a problem and many fisherman dump garbage illegally.
- Jobs and keeping land on the tax rolls and out of the land trusts!
- Mud flats with abandoned, wrecked boats. Shore line at the quarry. Bird habitat and activity. Seal activity at the jetty.
- Native Lubec residents
- not sure
- Ocean access for all types of users, protection of scenic views (ex. by Factory B scenic parking area), etc.
- OCEAN,WETLANDS,FORESTS,ANDGROUNDWATER

Natural resources comments, (cont'd)

- *One #1 above, I named "no opinion" for the first three only because I don't know enough about existing regulations (setbacks, discharge limits) or if the town has regulations that exceed state and federal protections. I identified "inadequate" protection for groundwater because of the limited access in this region for households to dispose of hazardous household waste - and it can be easy enough for people to dump that out in a pit in their back yard.*
- *Our history, fishing industry, coastline. The sardine museum should be protected and brought back to life!*
- *our local fishermen and women*
- *rockweed*
- *rockweed*
- *Salt Water Clam Flats*
- *saltwater bodies, groundwater, scenic, coastal resources.*
- *Scallops, urchins*
- *scallops, urchins and woodland*
- *scenic resources*
- *Scenic view scapes, sand beaches, rock weed, urchin and scallop seeding grounds*
- *sea weed, wild life (eagles), fishing industry, coastal land trust,*
- *senic, wildlife, coastal*
- *shell fish growth*
- *shellfish, fish, and lobsters*
- *shore access*
- *Shore access for both recreation and commercial uses*
- *shore lands protected*
- *shore line*
- *shorefrontage from developers*
- *shoreland (both public access and vistas), wetlands,*
- *shoreline open space vs new vacation and summer homes*
- *shoreline protection*
- *streams and wetlands*
- *The clam beds and sea bottom. We should protect our clam beds from pollution and take steps to make our local fisheries more sustainable.*
- *the shoreline, wildlife. i worry that too many developers will gobble up the coast for big projects that 1) restrict the general population from enjoying the views and recreation, 2) buildings that don't complement that beautiful seacoast surroundings, and 3) that negatively impact the wildlife.*
- *the waterfront*
- *Town water supply needs to be in a larger zone of protection.*
- *water quality*
- *water quality ; would like to see protection so that our fresh water supply cannot be accessed by big companies*
- *Waterfront in town (for tourism)*
- *waterfront views and working waterfront*
- *waterfront, puplic parks*
- *we need to promote growth without allowing homes built on each other. We need to maintain access to the water and not let people prohibit others from accessing the water by building fences.*
- *wetlands for migrating birds*
- *wetlands, shoreline, saltwater bodies, groundwater and stream quality, air quality (freedom from noxious odors ie fish composting)*
- *Wild and open spaces*

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
3. Please list the most significant historic resources in Lubec:				
Response	51	34%	114	59%
No response	99	66%	80	41%

Comments

- 1. churches, 2. residential houses, 3. lighthouses, 4. bogs, 5. wharf and local buildings (e.g.: Peacock's warehouse) 6. FDR's Summer Home; and, 7. McCurdy's Smokehouse (Art Gallery).
- all historical buildings
- ALL OF LUBEC IS HISTORICALLY SIGNIFICANT. I WISH THE TOWN LOOKED LIKE IT DID AT ITS PEAK. OF COURSE, THE HOUSES IN TOWN AND OUT NORTH LUBEC ROAD AND ALL THE WAY OUT TO US 1 SHOULD BE MAINTAINED AND MONEY SHOULD BE THERE (A HUD SORT OF FUNDING) FOR MAINTAINING AND IMPROVING THOSE SITES FOR PEOPLE WHO CANNOT AFFORD TO KEEP THEM IN GOOD STEAD. THE LOCAL PEOPLE SHOULD HAVE TO LEAVE THE AREA BECAUSE THEY CANNOT AFFORD TO KEEP UP THEIR HOUSES. SO THEY SELL FOR A CURRENT MARKET PRICE, WHICH IS BETTER THAN IT WAS YEARS AGO AND THEY LEAVE. I WOULD LIKE TO SEE LOCAL AFFORDABLE HOUSING FOR PEOPLE TO BE BUILT IN SUCH A WAY THAT THE NEW STRUCTURES WOULD COMPLIMENT "OLD" LUBEC, I.E., WOODEN VICTORIAN STRUCTURES OR COTTAGES ON GOOD LAND THAT COULD BE LANDSCAPED AND PROVIDE ENOUGH GREENSPACE WITH TREES THAT IT RESEMBLES DOWNTOWN LUBEC. NOT SOMETHING THAT LOOKS LIKE URBAN BLIGHT HOUSING PROJECTS OR APARTMENT BUILDINGS.
- Buildings and Cannery
- Cannery; Spark Plug Lighthouse; Waterfront in town
- canning sheds
- Cemeteries...old documents at the historical society and library...elders...older homes and businesses that show interesting and unique architecture
- Cemetery
- Churches, McCurdy's Landmarks, bandstand, cemeteries and Peacock Canning
- Churches.
- Congregational Church (built in 1820) jail cemeteries town and church records records West Quoddy Head lighthouse
- Down-town buildings and homes (particularly the older victorians). I think that they positively add to the history and charm of the town. Lubec's "charm" should be a priority to preserve. It is important to locals and draws-in others.
- downtown old privately owned homes
- Downtown waterside structures. Also structures in general older than 120 years.
- elderly and museum
- Historic buildings
- historical society and Lubec Landmarks
- I am not sufficiently informed to know what are the most significant. I like what has been done with the fish-packing museum.
- i think that APPLE / Tours of Lubec and Cobscook has been doing a fabulous job of promoting the area and it's positives. The historical society plays an important role as well for those who have lived here many generations and for those who visit. The library is amazing for such a small town. I think that the town should step-up and provide support to keep these organizations financially healthy.
- Lawrence Brothers Store. Locations of Klondikes.
- Library, historical society and the Lubec Masons
- Locals
- Many buildings with historical details, but no protection against razing or destroying details.

Historic resources comments (cont'd)

- *Many historic buildings in-town Lubec*
- *McCurdy's Smokehouse, water front in general*
- *memorial park, many abandoned buildings are of historic significance and currently badly deteriorated. Most others of historical significance have burned or disappeared due to neglect. Town Code Enforcement Officer is a joke. There are minimal (if that) efforts to force property owners to maintain their buildings.*
- *Monument Square*
- *museum, town office*
- *N/A*
- *no opinion*
- *no opinion*
- *Old North Lubec Post Office/Lawrence Cannery Bldg; McCurdy Smokehouse.*
- *older buildings monument lot*
- *Older buildings of historic and architectural significance. Older people & their stories. Historical society has many significant documents. All of these resources are not being cared for & protected adequately at the present. Losing older buildings to McMansions & Modulars is particularly upsetting.*
- *our elders*
- *our heritage...sardine museum, water street. I feel that water street should be used for commercial use only...not for residential use.*
- *our history of fishing and sardine packing*
- *People, buildings*
- *Quoddy Head Lighthouse*
- *Sardine museum should be saved, the sparkplug, Quoddy Head Lighthouse, etc.*
- *Sardine museum, elderly (need to capture their stories), historical society*
- *sardine/fish packing factory buildings, channel light, west quoddy head lighthouse*
- *smoke house*
- *smoke houses, library, grange hall*
- *smokehouse complex*
- *The 100+ year old buildings (homes, churches buildings).*
- *The buildings on water street The Grange The Old on North Lubec Rd*
- *the down town buildings (the ones that are left)*
- *The elders of Lubec are the most significant historic resources...*
- *the fisheries*
- *The fishery and fishermen's boats*
- *The many buildings/houses that are caving in and falling to the ground.*
- *THE TOWN ITSELF*
- *the vets memorial park and some old homes in town*
- *There are many. Churches, old homes, lighthouses, photos & paper docs that need adequate protection*
- *W Quoddy Light Bob Judd's historic building on N Lubec Road*
- *W.Quoddy lighthouse, downtown Lubec*
- *water st, historic buildings.*
- *Water Street and other waterfront areas.*
- *West Quoddy Head*
- *west quoddy head lighthouse*
- *West Quoddy Head Lighthouse, the Lubec Channel Light, McCurdy Smokehouse, Rier's Sardine Museum; Lubec Historical Society, Lubec Landmarks & Lubec Memorial Library historical collections*
- *West Quoddy Lighthouse, Landmarks Museum and property, old cemeteries, historic homes*
- *Wharf area, downtown*
- *Wharf, Lubec Landmarks and the downtown area*

SECTION 7: LAND USE

Summary

- The two most common response for where respondent prefer designated growth areas were:
 - “Along Route 189” (52%)
 - “Anywhere where natural resources at not negatively affected” (45%)
- Within designated growth areas, respondents were generally in favor of:
 - Off street parking requirements for multi family housing (64%)
 - Off-street parking requirements for commercial development (58%)
 - Noise/vibration performance standards (54%)
 - Front lot line (road) setbacks (51%)
 - Side set backs (49%)
- Most respondents favored (41%) or were neutral (37%) maintaining the existing 40,000 sq ft minimum lot size within designated growth areas. Fewer respondents favored (18%) or were neutral (35%) to allowing a small minimum lot size within growth areas.
- Across the board, fewer respondents favor all types of land controls in rural areas.
- Respondents were most in favor of:
 - Site plan review for subdivisions (71%)
 - Design standards for roads (63%)
 - Impact fees (61%)
- Half of respondents favor building permits for structures larger than 100 square feet.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
1. Which of the following would you prefer to see designated as a growth area?				
Along Route 189	34	22%	101	52%
North Lubec	4	3%	18	9%
South Lubec	1	1%	10	5%
West Lubec	8	5%	32	16%
Lubec Neck	2	1%	14	7%
Anywhere nat. resources... not neg. affected	81	54%	87	45%
Other:	8	5%	18	9%

Comments

- *ALL OF THE WATER FRONT*
- *anywhere period*
- *area near pumping station might be appropriate*
- *As long as growth does not affect natural resources.*
- *build along 189 a few miles outside of town*
- *clean up water street(in town)*
- *I don't really want any growth, though I want more employment and I want people of limited income to have reasonable places to live. It's a quandary.*
- *i like cotage-type businesses and feel that these should branch throughout north, south, west and along route 189. the larger (but still small scale) businesses perhaps more along rte 189 out of the heavily populated residential areas. i do NOT support big business/corporations such as fast food chains.*
- *I think this question is too complex to be answered so easily, or with such sweeping areas. Perhaps parts of each of those would qualify, but certainly not the whole. Every section of Lubec has natural resource and historical areas that should be protected, just as every section has potential growth areas.*
- *need to extend services beyond the main town proper*
- *none*

Growth area comments (cont'd)

- north lubec
- open space that fronts on 189, but developed with good screening, and not likely to adversely impact natural resources
- RT 189 from Lubec Neck to the airport
- Water Street
- Water Street & Johnson street

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
2. How do you feel about each of the following land use controls in designated growth area(s):¹⁶				
a. ½ acre (~20,000 square foot) min. lot size				
Favor			35	18%
Neutral			68	35%
Oppose			53	27%
No response			38	20%
b. 40,000 square foot minimum lot size (same as present)				
Favor			79	41%
Neutral			71	37%
Oppose			14	7%
No response			30	15%
c. Sideline setbacks				
Favor			95	49%
Neutral			56	29%
Oppose			17	9%
No response			26	13%
d. Front lot line (road) setback				
Favor			98	51%
Neutral			56	29%
Oppose			15	8%
No response			25	13%
e. Noise/vibration performance standards (commercial)				
Favor			105	54%
Neutral			54	28%
Oppose			14	7%
No response			21	11%
f. Off-street parking requirements for comm. Development				
Favor			113	58%
Neutral			48	25%
Oppose			10	5%
No response			23	12%

¹⁶ Question asked in a different format in 1992.

Growth area (cont'd)	Responses (1992)		Responses (2010)	
	Num	Per	Num	Per
g. Off-street parking requirements for multi-family housing				
Favor			124	64%
Neutral			37	19%
Oppose			10	5%
No response			23	12%
h. Other			0	0%
Favor			7	4%
Neutral			12	6%
Oppose			2	1%
No response			173	89%

Comments

- 2 acre minimum lot size
- Again, I'm not knowledgeable enough to answer these.
- cluster housing with common open space
- control of odors so that they do not affect air quality and quality of life
- control of unshielded collection of rubbish on property
- decreased property taxes for new business' for first 5 years
- dont know much about this kind of thing, sorry!
- I favor height restrictions.
- If development is outside of town water access, there should be a minimum five acre parcel purchase requirement to insure water and sewer viability.
- In designated growth areas, I would prefer tighter cluster development with larger green space left around it
- Not all potential growth areas have town sewer connection. Areas outside the sewer district should have larger minimum lot size.
- Not really sure how to answer these.
- off street parking for employees! Thank-you Lubec Hardware!
- Public restrooms...might encourage buses to stop and shop
- requirements for night sky preservation (down lighting only)
- The survey does not give the oppotunity to comment further on small vs. large commercial business land use. A small retirement community most likely will need half acre building specs, however, this should not apply toward professional property developers in the town of Lubec where gated communities could be built. Outside of the town, where land appears to be plentiful and a larger commercial developer may need additional land to build a manufactionering plant might not be able to if a 1/2 acre restriction is enforced.

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
3. In Rural Areas, what types of land use control would you consider appropriate?¹⁷				
a. 40,000 square foot minimum lot size (same as present)				
Favor			68	35%
Neutral			65	34%
Oppose			29	15%
No response			32	16%
b. 80,000 square foot (~2 acre) minimum lot size for new lots				
Favor			39	20%
Neutral			80	41%
Oppose			43	22%
No response			32	16%
c. Greater than 80,000 sq Ft minimum lot size for new lots				
Favor			25	13%
Neutral			80	41%
Oppose			54	28%
No response			35	18%
d. Sideline setbacks				
Favor			87	45%
Neutral			56	29%
Oppose			22	11%
No response			29	15%
e. Front lot line (road) setback				
Favor			92	47%
Neutral			53	27%
Oppose			21	11%
No response			28	14%
f. Other				
Favor			4	2%
Neutral			17	9%
Oppose			3	2%
No response			170	88%

Comments

- *As long as the bogs, water sheds, and natural resources (habitats for wildlife) are protected, I would be in favor of commercial building. However, the city of Lubec will need experts to analyze anyone's business plans prior to and afterwards to enforce EPA and other state protection regulations.*
- *Height restrictions.*
- *I favor large lot sizes in general in the rural areas, and in addition to that I favor "greener" types of developments such as cohousing, where houses can be clustered closer together and a larger chunk of undeveloped land (or farmland) is set aside. The Belfast Ecovillage (a project currently underway) is a good example of that (www.mainecohousing.org).*
- *increased taxes for non year round residents and newly built homes*
- *Let me use ALL my land please!*
- *limit (preferably exclude) commercial activity, introduce residential-only zoning*

¹⁷ Questions asked in a different format in 1992.

Rural area comments, (cont'd)

- requirements for night sky preservation (low lighting)
- same

	<i>Responses (1992)</i>		<i>Responses (2010)</i>	
	<i>Num</i>	<i>Per</i>	<i>Num</i>	<i>Per</i>
4. How do you feel about each of the following land use controls in Lubec?¹⁸				
Building permits for structures larger than 100 square ft				
Favor			97	50%
Neutral			46	24%
Oppose			31	16%
No response			20	10%
Town-wide zoning				
Favor			86	44%
Neutral			47	24%
Oppose			37	19%
No response			24	12%
Impact fees				
Favor			119	61%
Neutral			35	18%
Oppose			21	11%
No response			19	10%
Site plan review for subdivisions				
Favor			138	71%
Neutral			23	12%
Oppose			8	4%
No response			25	13%
Design standards for roads (non-forestry/agricultural roads)				
Favor			123	63%
Neutral			33	17%
Oppose			12	6%
No response			26	13%

¹⁸ Questions asked in a different format in 1992

SECTION 8: ADDITIONAL COMMENTS

- 1. The use of town funds decided upon by the selectmen without a local vote to determine how general funds are used, I am not in favor of supporting what appear to be nepotistic decisions with local tax payers' monies, 2. I am not in favor of the local attitude that tourism does not exist nor does tourism dollars support the maintenance and efforts of Lubec, the selectmen must study tourism and how it positively affects the town of Lubec, 3. I am not in favor of the town interpreting state and federal laws for their own use and not to protect the local citizenry or natural resources, 4. I am in favor of promoting Lubec as one of the last Down East natural resources left in the state where eagles, whales, seals, and the stars can be seen with the naked eye - by controlling water, soil, and air pollution. 5. I am in favor of a noise pollution regulation(s) for the downtown area; regulations should be geared for small and large businesses in order to maintain order and a peaceful environment (especially after sunset). 6. I am in favor of each property survey that the town, small or large businesses, or other possible property developer or building renovators to publish land surveys at the public library to ensure land is measured correctly, the public is notified, and legal action is limited against the town thus saving the tax payer's dollars. 7. I am in favor of the town selectmen creating/offering the start up of a business association (to become an independent entity to liaise with the selectmen) for small and large business owners to work together to seek grants, small business loans, insurance umbrella plans, etc., in order beautify and enhance the downtown area, as well as to enhance relations and protections of such businesses. 8. I am in favor the selectmen to hold bi-annual meetings with a state representative from August to seek business enhancement programs, comprehensive legislative development, as well as fiscal support for new and old business owners alike; then publish the results of their actions on-line and through hardcopy reports in the public library. 10. I am in favor transparent and detailed communication from our selectmen to the general public when representing the town with any entity that may affect the local life, natural resources, or the environment.*
- ALL OF LUBEC IS HISTORICALLY SIGNIFICANT. I WISH THE TOWN LOOKED LIKE IT DID AT ITS PEAK. OF COURSE, THE HOUSES IN TOWN AND OUT NORTH LUBEC ROAD AND ALL THE WAY OUT TO US 1 SHOULD BE MAINTAINED AND MONEY SHOULD BE THERE (A HUD SORT OF FUNDING) FOR MAINTAINING AND IMPROVING THOSE SITES FOR PEOPLE WHO CANNOT AFFORD TO KEEP THEM IN GOOD STEAD. THE LOCAL PEOPLE SHOULD NOT HAVE TO LEAVE THE AREA BECAUSE THEY CANNOT AFFORD TO KEEP UP THEIR HOUSES. SO THEY SELL FOR A CURRENT MARKET PRICE, WHICH IS BETTER THAN IT WAS YEARS AGO AND THEY LEAVE. I WOULD LIKE TO SEE LOCAL AFFORDABLE HOUSING FOR PEOPLE TO BE BUILT IN SUCH A WAY THAT THE NEW STRUCTURES WOULD COMPLIMENT "OLD" LUBEC, I.E., WOODEN VICTORIAN STRUCTURES OR COTTAGES ON GOOD LAND THAT COULD BE LANDSCAPED AND PROVIDE ENOUGH GREENSPACE WITH TREES THAT IT RESEMBLING DOWNTOWN LUBEC. NOT SOMETHING THAT LOOKS LIKE URBAN BLIGHT HOUSING PROJECTS OR APARTMENT BUILDINGS. FOR THOSE STRUCTURES IN TOWN THAT ARE NOT BEING MAINTAINED, ESPECIALLY ALONG WASHINGTON AND WATER STREETS, THE OWNERS OF THOSE PROPERTIES SHOULD BE FINED IF THEY DO NOT MAKE THE NECESSARY REPAIRS AND/OR IMPROVEMENTS. IF THEY DO NOT WANT TO OR CANNOT AFFORD TO TAKE CARE OF THE PROPERTIES, THEY SHOULD BE SOLD TO PEOPLE WHO DO CARE ABOUT THEM. OR PERHAPS THEY COULD BE DEEDED TO THE LOCAL HISTORIC/ART GROUPS WHO, WITH VOLUNTEERS AND DONATED SUPPLIES, WOULD RENOVATE AND SAVE THESE VERY PUBLICLY VISIBLE STRUCTURES. NOT ONLY DOES THE OLD DODGES STORE AND THE BUILDING ACROSS FROM THE LIBRARY AND PHIL'S ICE CREAM SHOP LOOK DEPLORABLE, BUT ALSO LOOK LIKE THEY HAVE BECOME UNSAFE. I WON'T EVEN MENTION HOW BAD PEACOCK'S LOOKS! I KNOW FORM OVER FUNCTION IS NOT ALWAYS THE PATH TO TAKE BUT FORM AND FUNCTION CAN EXIST AS ONE. WE LOVE LUBEC AND WOULD LIKE TO SEE AREAS ALONG THE WATERFRONT WHERE EVERYONE (NOT JUST AWAY PEOPLE AND**

VISITORS) CAN SIT ON NICE PARK BENCHES AND/OR HAVE PICNICS WITH PICNIC TABLES FOR ENJOYING THE WATERFRONT. PERHAPS USE TOWN-OWNED LAND ON AND AROUND THE WATERFRONT AS "PARKS" WITH PARK-LIKE FACILITIES (PICNIC TABLES, BENCHES, PUBLIC BATHROOM, ETC.) WEST QUODDY LIGHT HAS A BATHROOM FACILITY WITH PICNIC TABLES, BENCHES, ETC., SO I KNOW IT IS POSSIBLE. IT SEEMS THIS WOULD REQUIRE MINIMAL EXPENSE TO DO. I KNOW THERE ARE PEOPLE IN AND AROUND LUBEC WHO WOULD VOLUNTEER TO HELP WITH THESE PROJECTS. I VOLUNTEER RIGHT NOW!

- avoid sprawl along roads and highways, encourage areas where businesses can locate like a development park
- Better public disclosure/notification, better use of town website, agendas & minutes of town meetings posted on website, etc.
- Clean-up and removal of debris from vacant or abandoned buildings and land
- Concerns with the increase of control for fishing; concerns about the future of Lubec Consolidated School, mostly the high school. What is the town doing to encourage good, young citizens to stay and improve the town?
- Create incentives for businesses to move into the area- work with State to develop. MAKE PEOPLE clean their yard- there are so many areas where the homes are vacant and there is trash or the home itself (ex. trailer out by Betsy Cases, Mary Scoville house) is embarrassing. Customer service for people. Visitors come to the area and receive negative tones and attitudes. Incentives for families- market broadband and the capacity for adults to work from home while raising their family in a safe community. Invest in our history- apply for grants that will cover the cost of gathering and preserving our information.
- Creating more opportunity for living wage jobs is vitally important to Lubec and Washington County. Please make this a priority! Adult education programs should focus on helping residents successfully start small businesses. Also, extensive skills training for residents should be in place so that there is an attractive employee skills and knowledge employment base for businesses considering establishing themselves in this area. This skills training should be in conjunction with surveys of needs of businesses that would like to establish themselves in this area.
- Do not allow Lubec to become a Camden or Bar Harbor. Preserve the existing working water frontage.
- I feel that something should be done with properties/buildings, etc. that are not maintained, are environmentally harmful, have trash/junk everywhere and are unsafe! Examples include the trailer at Hunts Hollow, Mary Scoville's on Maple Tree Road, the over hang/gas pumps at McGonigals, the corner building across from the library, etc.
- I feel with the high portion of taxes that goes to Lubec School we should have people banging at the doors to get their kids in. I would like to see exceptional teachers brought in combine classes if needed. Why don't we have a top rated school?
- I haven't lived here long enough to have an informed opinion.
- I hope you can preserve the town-center focus of Lubec, and provide incentives for local and small businesses to prosper. I hope you will keep light pollution to an absolute minimum (I wish the town street lights were not so blinding.) Bicycle lanes, the water taxi, and other public transportation would be great, too.
- I love Lubec. Both my husband, and I, are from here, went away to school and returned. We are fortunate to be able to continue to live here, as we both have good employment. I am optimistic that the comprehensive plan will help. I hope our town leadership has what it takes to help Lubec change. It will be interesting to see the results of the survey. I think that it is important for the town to cater to locals as well as future opportunities. There are a number of families still being supported by the fishing industry, and that is something Lubec should be proud of. As stated before, it seems that (compared to other fishing communities) Lubec falls very short in their support for the fishing industry. I'm in favor of economic development through sustainable tourism and creative small business, and oppose large industry. I also feel that housing is an

issue. I know several people who have graduated from LHS within the last 10-15 years and are still living with their parents because they cannot find employment with pay high enough to afford rent. Most of the decent "rentable" housing is used for weekly summer rentals and is unaffordable to locals. This deters uneducated people from living here. Educated locals would love to live here, but have difficulty finding employment. This is nothing that everyone doesn't already know. There are some really tough decisions that are going to need to be made - good luck!

- *I only heard about this survey because I happened to be talking to someone on planning committee who mentioned it. I did not see it publicized on local access channel, in local papers, posted at town hall, or promoted anywhere. An on-line computer survey seems like an ineffective way to solicit input from residents who are, as a group, older and poorer and less educated than are most residents of Maine. How are Lubec residents without computer access or skills being asked to comment or contribute?*
- *I wish Lubec had more businesses to attract more people to our town, have more jobs and to keep people here, when people leave it affects all, especially our school*
- *I would definitely like to see a push for tourism in this area. I would like to see the town take an active role of support in growing the arts, eco-tourism, and environmental initiatives. I've heard a comment before that "you can tell it is spring in lubec because the trash in the culverts is visible again". So - a general clean-up, spruce-up (which has improved some since we moved here almost 9 years ago. I would like to see all the buildings downtown active and open for business, and perhaps some requirements that keep the buildings' looks clean/maintained. I would like to see more for the children, perhaps a youth center with an indoor pool, games, programs, etc. I think it would be economically helpful to have a car ferry for tourists and locals - that travels between eastport, lubec, the islands, new brunswick. how could we make this happen? some sort of partnership with canada? and - a marina. we need a marina. need to keep the positives flowing too- good publicity in the bangor daily. the new reporter (sharon kiley mack) has been doing a wonderful job so far - keep in contact with her everytime we have positive news to report. support for our school system is needed - to build it up rather than attack it. the school is a prime location to turn it into a tuition school - or a magnet school to aquaculture or the arts. invest in our children and continue to support and grow the programs that work. i have seen huge improvements in the school in the past 3-4 years. let's keep moving it forward - financial support and volunteers!*
- *I would like to see a more comprehensive recycling program.*
- *I would like to see better enforcement of a leash law; also would like to see the drugs out of the town and the local criminals prosecuted; Lubec is a wonderful place and those that abuse it should be punished. Maybe go back to displaying drug deals in the center of town for everyone to see. I would like to see the arts encouraged more and a place established for working artists. also, what about fixing up the airport*
- *I would like to see economic development to ensure that our youth have a future in Lubec , as it is now the future is bleak for our youth!!!*
- *I would like to see more attention paid to the general appearance of Lubec and also more consideration of pedestrian traffic. This is very much a walkable town but lack of sidewalks and sidewalk maintenance is prohibitive.*
- *I would like to see the sidewalks cleared in the winter. It is impossible to walk safely in town at night without being able to use the sidewalks. I think that this survey is a useful tool and should be continued.*
- *I would like to see the town government and the town manager act in a more professional, fair and courteous way. Specifically, no more back door politics, trying to "rule" with fear and intimidation. Set limits on how many family members can be associated with the town office or board. Why is it that when parcels of land go up for auction, it seems that a selectmen's family member or themselves are always the winning bid? Lubec is a great town built on the backs of many generations. We need educate ourselves and our children in order to compete in today's world.*
- *I would really like to see them have building permits because there are alot of places in Lubec*

- that are not on the tax roll.*
- *I'd like to know the number and percentage of year round residents/summer residents/seasonal rental buildings. We seem to have a lot of empty houses in town. More than just the number of residents, as defined in the census, I think for planning, we need to know the answers to the above questions.*
 - *important in discussion to make distinction between what people want to see and what they want Town to do*
 - *Improved enforcement of animal control ordinance, noise control, odor control. I'm concerned about the hostility exhibited by some residents resulting in criminal behaviors toward others, ie fires, harassment, destruction of property toward those deemed "outsiders" or "unworthy" to be in Lubec. I believe this hostility to be the biggest threat to to the future of Lubec.*
 - *Incentives for rehabilitation of existing housing in village; demolition of derelict structures; focus on cultural and environmental wealth rather than transformation catering to tourists; serious mentoring of teens.*
 - *Industry, business, and employment are vital to this towns continuation. Without it, this town will continue to fall in to the ground!*
 - *Keep it simple to encourage growth. We (locals) need growth to survive!*
 - *Keep the small town feel. Protect the shoreline from development. Encourage development inland along 189.*
 - *Keep the town moving forward but with a specific plan.*
 - *lubec needs zoning to protect the peoples property. like allowing a boat to be lived in within feet away from resident homes.*
 - *Lubec is not just the downtown area; it includes N, S, W Lubec etc. Selectperson meetings do not appear to offer as much information as they have in the past. They have the appearance that business has been conducted prior to the open meeting. Do not want to see a city/town manager form of government. Would be interesting to see if Lubec and Campobello could somehow cooperate in school system. Need nuisance ordinances ie barking dogs/business noises after certain hours - do not apply to commercial fishermen.*
 - *Lubec must continue to support the development of eco friendly tourism and encourage the development of a marina for seasonal use of visiting boats*
 - *Lubec needs affordable housing and jobs. Make conditions favorable or provide incentives to encourage housing, small business and large business*
 - *Lubecs biggest export at this time is High School Graduates. We need Jobs. Soon the rich people from away won't have anyone left to clean their houses.*
 - *Need to improve the infrastructure, access to the internet/cable/satellite services. Encourage businesses to develop and relocate. Encourage and assist small businesses to establish and grow. Lose the 'good ole boy' network.*
 - *no opinion*
 - *Opportunities for children*
 - *Provide insentives for business to locate in Lubec but not with no tax breaks but reduced taxed burdon. If company request tax break then will need to have long trem commitment to town or pay a penalty for depart.*
 - *provision that prevents accumulation on cars or other junk on a property*
 - *resolve the issue of abandoned and in disrepair buildings that are scattered throughout the town - especially the faulty towers*
 - *Rt. 189 is the entrance to Lubec. Strongly suggest that further commercial development on it be in selected areas only, leaving large parts of 189 zoned rural/agricultural. Goal is to maintain existing self water and inland farms, which add to the attractiveness of the drive into town.*
 - *support fishing, tourism,*
 - *the goal of the town should be to create jobs. Produce something.*
 - *The town needs to lower the taxes for year round residents. Before long people will not be able to pay their taxes.*

- *The town should do more to control blight on properties, especially those visible along Rt 189 and entrance into town.*
- *There is general dissatisfaction with town government. Residents are disengaged from the political process here due to the poor quality of representation. There is little, if any, attempt to inform the public of important town business and Board of Selectmen meetings are not attended due to the manner in which they are conducted -- no publicized agenda, no opportunity for residents to speak unless their opinions are favored by Bill Daye. In general, I would have to say the taxpayers of this town are treated with contempt by town government. A very sad situation.*
- *This does not address the issue of the ever-increasing number of summer visitors that we receive and the impact on the town, most specifically, parking. Just this year, with the opening of two additional eateries on the same corner and one other, parking will become difficult. One can only assume that 8-10 years out, we may well be looking at a Br-Harbor type problem. This is the time to be proactive and address this issue.*
- *this town badly needs some type of buisness that would employ residents [year round] with a decent income*
- *To the greatest extent possible, I would like to see the town work closely with folks in surrounding municipalities, as well as the county, on regoinal planning. We all know that forests, streams and wildlife habitat do not end at municipal lines. Similarly, our quality of life here rests not only in the town in which we live, but also where we work, go shopping, recreate, go to school, and more. I know that the town is only one partner in helping to improve the quality of life for Lubec residents, and I hope that it is a leader in pulling in all partners who can work together to maintain and improve the quality of life in our area.*
- *Town employees should be more active in looking for funds, community activities, county activities, economic development, county wide issues, etc.*
- *Town Office needs to cut back staff and minimize costs. The taxpayers are tired of feeding family added to the Town Office Crew.*
- *Town-wide zoning is long overdue. Inappropriate commercial activity in predominately residential areas needs to be stopped.*
- *Training in optimism, hope, and mutually supportive relationships would be a wise, long-term investment.*
- *Trash containers downtown. Business District Sign listing business downtown. The outdoor museum was a terrific suggestion*
- *We need more business and more working age residents.*
- *We need to be welcoming to new families and businesses.*
- *We need to do something to draw in people and small business before the town is empty.*
- *we need to stop allowing land trusts from buy up all the prime real estate and putting it into open space, we should ban all further land trust purchase unless approved by the whole town and a town meeting*
- *Year round residents should have free access to marina*

Appendix G. PLAN IMPLEMENTATION

This appendix brings together the all of the recommended goals, policies and strategies included in the Comprehensive Plan. It prioritizes how each implementation strategies will be carried out and identifies the responsible party.

HISTORY

Goal: *Lubec will preserve its cultural, historic and archeological resources for future generations.*

Policy	Implementation Strategy	Responsibility	Timeframe
Encourage and promote the identification and subsequent protection of significant historic and archaeological areas through the efforts of landowner involvement nonprofit groups, and the Lubec Historical Society.	For sites with identified potential for historical and archeological resources, through local land use ordinances require subdivision or non-residential property developers to look for and identify any historical and archaeological resources, and to take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.	Planning Board & CEO	Ongoing
	Encourage public and private educational activities which enhance the understanding of and the aesthetic appreciation of the Town’s identified historic and archaeological resources.	Selectmen	Ongoing
	Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	Planning Board & CEO	Ongoing
	Encourage the Lubec Historical Society or other interested group to conduct an inventory of the Town’s historic resources.	Selectmen; Historical Society	Medium-term (2-5 years)

RECREATION

Goal: *Lubec will maintain existing facilities and expand recreational access for its citizens.*

Policy	Implementation Strategy	Responsibility	Timeframe
Expand the recreation opportunities and surface water access provided to its citizens.	Implement CDBG Public Facilities Grant to address drainage issues at baseball and softball fields.	Selectmen	Immediate
	Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or town official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Selectmen	Immediate
	Include necessary investments in recreation facilities in the Town’s Capital Investment Plan.	Selectmen	Immediate
	Continue to participate in regional recreational initiative and programs.	Selectmen	On-going
	Requests that land owners, state agencies, land trusts and others making significant conservation decisions in Lubec meet with the town to discuss the potential social and economic impact of further conservation; to identify strategies to maximize the public benefit of conservation for local residents; and to identify strategies that will mitigate any adverse impacts.	Selectmen	On-going
	Work with a local land trust or other preservation organization to expand public access to open space and recreational land already in conservation.	Selectmen	On-going
	Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	Selectmen	On-going
	Provide education regarding the benefits and protections for landowners allowing public recreational access on their property.	Selectmen	On-going

POPULATION

Goal: *Lubec will use complete and current information about its population when making administrative and policy decisions for the city.*

Policy	Implementation Strategy	Responsibility	Timeframe
It is the policy of the Town of Lubec to monitor actively the size, characteristics and distribution of its population and incorporate such information into all relevant public policy decisions, including the remaining policies contained in this Comprehensive Plan and its periodic updates.	In conjunction with the Washington County Council of Governments, the designated census information center for Washington County, the town will gather all available population estimates, census data and other information concerning the number and characteristics of the town's population.	Town Administrator; School Board	Ongoing

PUBLIC FACILITIES AND SERVICES

Goal: *Lubec will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.*

Policy	Implementation Strategy	Responsibility	Timeframe
Plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adoption and implementation of a capital improvement program.	Actively pursue grants needed to match municipal funds in order to design and construct a new town garage.	Selectmen, Town Admin	On-going
	Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	Selectmen	On-going
	Re-activate the Recycling Committee or empower a task force to identify strategies to reduce Lubec's municipal solid waste disposal costs and increase Lubec's municipal recycling rate.	Selectmen, Town Admin	Immediate
	Work with private vendors and explore opportunities for public/private partnerships that will expand cell phone coverage and the availability of broadband internet access.	Selectmen	Immediate
	Participate in regional efforts to deliver local service in an effective and cost efficient manner.	Selectmen	On-going

NATURAL RESOURCES

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

Policy	Implementation Strategy	Responsibility	Timeframe
Critical Natural Resources			
The Town of Lubec requests that land owners, state agencies, land trusts and others making significant conservation decisions in Lubec meet with the town to discuss the potential social and economic impact of further conservation; to identify strategies to maximize the public benefit of conservation for local residents; and to identify strategies that will mitigate any adverse impacts.	Inform land trusts and State agency actively involved in land conservation projects in Lubec of the Town’s request to assess the potential social and economic impact of further conservation projects on the Town.	Selectmen	Immediate
Conserve critical natural resources in the community.	Encourage the identification, mapping and registry of any and all sites which may be eligible for the State Critical Areas and/or Natural Heritage Programs, and encourage the continued inventory of fish and wildlife resources by the Department of Inland Fisheries and Wildlife.	Planning Board	Short-term (1- 2 years)
	Regulate incompatible development in significant Critical Areas, through Resource Protection zoning as outlines in the Land Use Plan: include identified critical natural areas identified by the Department of Inland Fisheries and Wildlife, the Critical Areas Program and the Natural Heritage Program in the Towns Resource Protection District.	Planning Board	Short-term (1- 2 years)
	Adopt natural resource protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community’s officials, employees, and contractors.	Planning Board	Short-term (1- 2 years)
	Incorporate maps and information provided by the Maine Beginning with Habitat program into the Planning Board review process.	Planning Board	Short-term (1- 2 years)
	Encourage public and private educational activities which enhance the understanding of and aesthetic appreciation of Lubec’s identified Critical Natural Resources.	Selectmen	On-going
	Amend local shoreland zone standards to meet current state guidelines.	Planning Board	Short-term (1- 2 years)

Policy	Implementation Strategy	Responsibility	Timeframe
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen	On-going
	Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations	Selectmen	On-going
Water Resources			
Preserve and protect surface water and groundwater resources, through municipal ordinances and enforcement of State laws.	<ol style="list-style-type: none"> 1. Amend land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: <ol style="list-style-type: none"> a. The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and 06-096 CMR 500 and 502). b. DEP's allocations for allowable levels of phosphorus in lake/pond watersheds. c. The Maine Pollution Discharge Elimination System Stormwater Program 	Planning Board	Short-term (1- 2 years)
	Update the floodplain management ordinance to be consistent with state and federal standards.	Planning Board	Short-term (1- 2 years)
	Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Short-term (1- 2 years)
	Enact public wellhead and aquifer recharge area protection mechanisms, as necessary.	Selectmen	Medium-term (3 - 5 years)
	Provide water quality "best management practices" information to farmers and loggers.	Selectmen	On-going
	Adopt water quality protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees and contractors.	Planning Board	Short-term (1- 2 years)
Participate in appropriate regional programs to preserve and protect the area's water resources.	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen	On-going
	Inform shoreland homeowners about the effects of failing septic systems on water quality.	CEO	On-going
	Apply for the DEP Program which helps finance the replacement of private site standard septic systems.	Selectmen	On-going
Agricultural and Forest Resources			
Protect Lubec's limited agricultural and forest resources.	Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	Planning Board	As necessary

Policy	Implementation Strategy	Responsibility	Timeframe
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	As necessary
	Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	Planning Board	Short-term (1- 2 years)
	Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers’ markets, and home occupations.	Planning Board	Short-term (1- 2 years)
Encourage sound agricultural and forest practices through appropriate land use ordinances and planning.	Inform owners of agricultural and forest lands of the existing State programs which tax such properties at lower rates based on their use and yield of their resale value.	CEO, Assessor	On-going
	Permit activities that support productive agriculture and forestry operations, such as road-side stands, greenhouses, and pick-your-own operations.	Planning Board	Short-term (1- 2 years)
	Include agriculture and commercial forestry operations in local or regional economic development plans.	Selectmen	On-going

EMPLOYMENT AND ECONOMY

Goal: *Promote an economic climate that increases job opportunities and the overall well being of Lubec.*

Policy	Implementation Strategy	Responsibility	Timeframe
Encourage and promote the development of small businesses and light manufacturing within its jurisdiction.	Identify sites suitable for redevelopment and/or new business development through the Future Land Use Plan and subsequently work with land owner to pre-approve sites for development.	Selectmen	Immediate
	Continue to use the Town’s revolving loan fund to support small businesses in Lubec.	Revolving Loan Fund	On-going
	Develop and adopt incentives to attract new business to Lubec, such as the creation of TIF district.	Selectmen	Immediate
Promote the economic impact of tourism.	Continue to use the Town website to promote tourism in Lubec.	Selectmen	On-going
	Improve the availability of information about local businesses available at trailhead, state parks and other tourism-related facilities.	Selectmen	Immediate

Policy	Implementation Strategy	Responsibility	Timeframe
Support actively and participate in appropriate State and Regional economic and business development programs which enhance the Town's economic well being and increase job opportunities for local residents.	Work with regional business development organizations (EMDC ¹ , SCEC, Coop Ext'n, IWW) on providing assistance to new and existing business owners. This assistance could include newsletters, seminars, and open forums.	Selectmen	On-going
	Participate in regional transportation planning efforts to seek continued improvement to regional transportation infrastructure on which Lubec depends, and to improve signage directing visitors to Lubec.	Selectmen	Ongoing
	Participate in regional economic development efforts which benefit the Town's economy, yet do not negatively affect its environment.	Town Staff	On-going

MARINE RESOURCES

Goal: Lubec will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town's heritage and quality of life.

Policy	Implementation Strategy	Responsibility	Timeframe
Continue to protect and enhance the quality of Lubec's marine resources.	Work with land owners, the DEP and neighboring communities to identify and eliminate OBD and non-point source pollution.	Selectmen	On-going
	Encourage owners of marine businesses to participate in clean marina/boatyard programs.	Selectmen; Harbor Board	On-going
Encourage and promote the development of water dependent uses in the appropriate areas, which will contribute to the economic well-being of the town.	Enforce shoreland zoning provisions and provide adequate training to the code enforcement officer.	CEO; Selectmen	On-going
To maintain and, where warranted, improve harbor management and facilities.	Monitor condition of the wharf and coordinate with the State to make improvements as necessary.	Harbor Board	On-going
Actively monitor the harvesting of shellfish within its jurisdiction.	Continue to support the work of the Shellfish Conservation Committee, including flat management work, and reseeded efforts.	Warden; Shellfish Committee	On-going

¹ EMDC – Eastern Maine Development Corporation
 SCEC - Sunrise County Economic Council
 Coop Ext'n – University of Maine Cooperative Extension
 IWW - Incubators without Walls (Washington Hancock Community Agency)

Policy	Implementation Strategy	Responsibility	Timeframe
To protect, maintain and, where warranted improve, access to the community’s marine resources for all appropriate uses including fishing, recreation and tourism.	Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private land owners to secure these accesses will include: <ul style="list-style-type: none"> • Acknowledgement of landowners who continue the centuries old practice of allowing public use of their lands; • Informal agreements allowing public use of lands; • More formal agreements allowing public use of lands until & unless problems arise from disrespectful use of private land; • Providing property tax incentives to property owners who grant written, revocable rights of access across their property; • Purchasing permanent easements or fee title to access points or property of critical importance to the fishery. 	Selectmen; Planning Board	Immediate (1-2 years)
	Provide information about the current use taxation programs to owners of waterfront land used to provide access to or support the conduct of commercial fisheries.	Selectmen; Assessor	On-going

HOUSING

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

Policy	Implementation Strategy	Responsibility	Timeframe
Encourage and promote affordable, appropriate, and adequate housing for its residents.	Continue to utilize the Town Revolving Loan Funds, regional housing assistance grants and other sources of funding to address substandard housing issues.	Selectmen	On-going
Ensure that land use controls encourage the development of quality affordable housing, including rental housing.	Keep minimum lot size and road frontage requirements small to encourage residential density in growth areas and maintain access to affordable housing throughout Lubec.	Selectmen	On-going
	Continue to allow the types of development that result in affordable housing, such as the addition of accessory apartments.	Selectmen	On-going
	Encourage senior citizen housing opportunities and work with developer and regional partner to permit and develop addition senior housing as necessary and appropriate.	Selectmen; Planning Board	On-going

Policy	Implementation Strategy	Responsibility	Timeframe
Continue to not discriminate against manufactured housing, mobile home parks, elderly housing or low income housing projects within the Town's jurisdiction.	Ensure that land use regulation continue to allow mobile homes through the Town's jurisdictions.	Selectmen	On-going
	Designate locations in growth areas where mobile home parks are allowed pursuant to 30-A MRSA §4358(3)(M).		
Pursue programs and grants that can assist in ensuring that at least 10% of new residential development meets the definition of affordable housing.	Continue to participate in program and grants (CDBG housing assistance and rehabilitation programs) for the use of residents.	Selectmen; Town Administrator	Immediate
	Institute a building permit or intent to build filing so that the Town can track new development occurring outside of the shoreland zone.	Planning Board	Short Term (1-2 years)
	Monitor the conversion of seasonal to year-round homes to ensure that septic systems are adequate to handle the increased demand and that water quality is not threatened.	Planning Board	On-going
Support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.	Continue to support the efforts of WHCA and other regional organizations to address affordable housing and substandard housing issues.	Selectmen	On-going

TRANSPORTATION

Goal: *Lubec will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town’s anticipated growth and economic development.*

Policy	Implementation Strategy	Responsibility	Timeframe
Plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adoption and implementation of a capital improvement program.	Purchase and implement use of Road Surface Management System (RSMS) or similar software maximize efficiencies road maintenance budget.	Selectmen/Road Commissioners	Short Term (2-5 years)
Prepare and maintain a long range Town Road Maintenance and Improvement Program.	Develop a long range town road maintenance and improvement program which anticipates diminishing funding the Maine Department of Transportation and includes road standards for town roads, subdivisions and other private roads.	Selectmen/Road Commissioners	On-going
Maintain, expand and improve its road system in accordance with its adopted long range Road Maintenance and Improvement Program.	The town will consider a local roads ordinance that harmonizes the access of driveways and entrances with the state access management regulations. New state regulations will be available at the town office for property owners.	Selectmen	Long Term (5-10 years)
	When State roads require reconstruction or repair the town will request that shoulders be added to improve public safety.	Selectmen/Road Commissioners	Long Term (5-10 years)
The town will ensure that new development does not negatively impact the capacity or safety of existing roadways.	Consider additional parking requirements in future commercial development planning.	Planning Board	Short Term (2-5 years)
	The town will consider increasing center line setbacks on collector roads outside of the village area from 35 feet to 50 feet to accommodate future drainage, utility and safety concerns.	Selectmen/ Planning Board	Short Term (2-5 years)
Improve the pedestrian environment including adequate parking, pedestrian and inter-modal facilities serving the village center.	Implement the recommendations of the sidewalk inventory as outlined above.	Planning Board	Immediate (1-2 years)

	Submit an application to the Safe Route to School Program to fund new sidewalks along Washington and South Streets	Selectmen	Short Term (2-5 years)
Establish an integrated transportation plan	Develop a comprehensive transportation plan to include traffic flow, pedestrian links, sidewalk, scenic turnoffs, etc.	Selectmen or their designee	Short Term (2-5 years)
Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Enact or amend local ordinances as appropriate to be consistent with local, regional and state transportation policies identified in this plan.	Selectmen	Short Term (2-5 years)
	Enact or amend local ordinances as appropriate to address or avoid conflicts with: a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b) State access management regulations pursuant to 23 MRSA §704; and State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.	Selectmen	Short Term (2-5 years)
	Work with the MaineDOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system.	Selectmen	Ongoing
Promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	Enact ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Selectmen	Short Term (2-5 years)
Plan for optimum use, construction, maintenance and repair of roads in conjunction and cooperation with neighboring towns, given available resources.	Participate in regional transportation planning efforts facilitated by MaineDOT, WCCOG and other groups interested in improve regional coordination of transportation.	Selectmen	Ongoing
	The town will participate in CEDS (Community Economic Development Strategy) Transportation sub-committee policy committee.	Selectmen	On-going

FISCAL CAPACITY

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

Policy	Implementation Strategy	Responsibility	Timeframe
Finance public facilities and services in a cost effective manner and reduce Maine’s tax burden by staying with LD 1 spending limits.	Implement the capital investment plan by developing a capital improvement program prioritizing the projects listed in the Capital Investment Plan	Selectmen	On-going
	Actively work SAD 19 to explore ways to reduce educational expenses. The option of closing Lubec High School should be considered; along with plans for re-use of the High School facilities.	Selectmen; School Board	Immediate
	Develop a strategy for assessing impact fees of developers according to the Capital Improvement Program.	Selectmen; Planning Board	Short-term (1-2 years)
	Review and/or update the capital improvement program biennially.	Selectmen	On-going
	Explore grants available to assist in the funding of capital investments within the community.	Selectmen	Short Term (1-2 years)
	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	Selectmen	On-going
	Work with neighboring communities and WCCOG to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Selectmen	On-going
Pursue all legal means to seek full and timely reimbursement from the State for revenues promised to the Town; and to off-set revenues lost as a result of Current Use Taxation Programs.	Advocate with state legislators and appropriate departments to fully and timely payments of revenues promised to the Town.	Selectmen	Ongoing
	Publish the names fo property owners benefitting from Current Use Taxation programs in the Town’s Annual Report.	Selectmen; Tax Assessor	Ongoing

LAND USE

Goal: *To encourage growth and development in appropriate areas of Lubec while protecting the Town’s character, and making efficient use of public services.*

Policy	Implementation Strategy	Responsibility	Timeframe
In line with Lubec’s Community Vision, continue to encourage growth and development compatible with the community’s rural character.	Using the descriptions in this Chapter, enact and amend local ordinances to clearly define the scale, type and location of future development.	Planning Board	Short-term (2-5 years)
	Permit infill development at similar densities and dimensions compatible with existing development within growth districts.	Planning Board	Ongoing
	Require new growth-related public facilities be located within growth areas.	Selectmen	Immediate (1-2 years)
Protect critical natural resources from the impacts of development.	Periodically review the Town’s Shoreland Zoning Ordinance to ensure that appropriate critical natural resources within the Town’s Shoreland are protected from the impacts of development.	Planning Board	On-going
	Continue to work with land owner to protect critical natural resource through voluntary measures including better management practices and voluntary participation in land conservation.	Selectmen; Planning Board	On-going
Ordinances and Regulation			
Establish efficient permitting procedures, especially in growth areas.	Establish fair and efficient permitting procedures with appropriate fees; and define protective measures for critical resources areas.	Planning Board	Immediate (1-2 years)
Review and revise existing use regulations, consistent with the goals and guidelines of this Comprehensive Plan.	Prepare a municipal ordinance to provide standards for adequate visual screening (fencing, vegetative buffers) of junkyard/vehicle graveyards and appropriate standards for setbacks from public roads	Selectmen; CEO	Immediate (1-2 years)
	Prepare a zoning ordinance for review and approval by municipal vote consistent with the future land use designations in the Comprehensive Plan.	Planning Board	5-10 years
	Periodically update existing ordinances to ensure their consistency with state and federal laws and the local needs.	Planning Board; CEO	On-going
	Track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.	Planning Board; Selectmen	On-going

Policy	Implementation Strategy	Responsibility	Timeframe
Retain affordable and adequate housing options for young people just starting families, elderly people, and low income people appropriate for their needs.	Ensure town ordinances pertaining to road frontage requirements, minimum lot size and the location of mobile homes inter alia do not inhibit construction of affordable housing.	Selectmen	On-going
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Selectmen	On-going
Enforcement			
Enforce ordinances fully and fairly.	Ensure ordinances contain proper legal language and definitions.	Planning Board; Selectmen	On-going
	Develop summary of regulations (town, state and federal) to meet in order to obtain a building permit, and ensure that town permitting processes are transparent and efficient.	Planning Board	Immediate (1-2 years)
	Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M RSA §4451.	Planning Board; Selectmen	On-going
Regional Coordination			
Continue to co-operate neighboring communities and coordinate Lubec's; and use strategies with other local and regional land use planning efforts.	Continue serving in regional groups and organizations including the Sunrise County Economic Council and the Washington County Council of Governments.	Selectmen	On-going
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory (acquisition, et cetera) strategies.	Selectmen	Immediate (1-2 years)

Appendix H. EVALUATION MEASURES

This appendix establishes evaluation measures that describe how the Town of Lubec will periodically (at least every five years) evaluate the following:

- A. The degree to which future land use plan strategies have been implemented;
- B. Percent of municipal growth-related capital investments in growth areas;
- C. Location and amount of new development in relation to community's designated growth areas, rural areas, and critical resource areas
- D. Amount of critical resource areas protected through acquisition, easements, or other measures.

Implementation of Future Land Use Plan

The Land Use Chapter of the Comprehensive Plan establishes a municipal policy directing the Selectmen and Planning Board to “Review and revise existing use regulations, consistent with the goals and guidelines of this Comprehensive Plan.”

In addition, the Comprehensive Plan directs the Planning Board and Selectmen to “track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.”

To ensure that these objectives are met, it is recommended that the Selectmen hold within six months of adoption of the Comprehensive Plan a joint meeting with the Planning Board, the Code Enforcement Officer, and staff from the Washington County Council of Governments to develop a specific time table for implementation of the Land Use policies and implementation strategies established in the Comprehensive Plan.

Growth Related Capital Investment

The Fiscal Capacity chapter establishes a municipal policy of “financ[ing] public facilities and services in a cost effective manner” and with an implementation strategy directing to the Selectmen to “direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.”

To ensure that these objectives are met, in years when the Town makes growth-related capital investment(s) the Selectmen should in their annual report indicate the percent of each growth related capital investment made in designated growth areas.

Location and Amount of New Development

The Land Use Chapter of the Comprehensive Plan directs the Planning Board and Selectmen to “track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.”

To ensure that this objective is met, the Selectmen should direct the Chair of Planning Board to submit with his/her annual report a table indicating the type and location of new development for which permits have been issued in the previous year.

Protection of Critical Resources

The location(s) of critical natural resources are indicated on *Map 6: Critical Habitat*. Many of these resources are already protection to a large degree by shoreland zoning and/or through conservation. To monitor the amount of critical resource areas protected through acquisition, easements, or other measures, the Town Assessor should maintain a record of parcels enrolled in Tree Growth, Farmland or Open Space protection programs as well as those parcels protected by conservation easement or managed by land trusts, the Town or federal and state agencies for conservation purposes, so that a parcel level map of protected critical resources can be compared against *Map 6: Critical Habitat* as part of the periodic evaluation (see above).

Appendix I. REGIONAL COORDINATION PROGRAM

The Town of Lubec actively coordinates with neighboring communities on a broad range of issues. This appendix summarized regional coordination efforts undertaken by the Town of Lubec for shared resources and facilities, including but not limited to marine waters and transportation facilities; and reproduces recommended policies and strategies for continue regional coordination from relevant sections of the Comprehensive Plan Update.

REGIONAL COORDINATION EFFORTS

As a rural community, community life in Lubec both affects and is affected by what happens in neighboring communities where Lubec residents shop, play and find employment. In addition Lubec shares responsibility for management of natural resources, including rivers and bays with neighboring communities.

PUBLIC FACILITIES AND SERVICES

The Town of Lubec engages in a high degree of regional coordination with regards to public facilities and services. Notably, regional coordination efforts include participation in Downeast Emergency Medical Service to provide 24-hour EMS coverage, and participation in regional solid waste disposal efforts through the Marion Transfer Station.

Lubec is currently seeking opportunities for greater regional cooperation with regard to the delivery of public education. Policies and strategies that address regional coordination for the delivery of public facilities and services are reproduced below.

Goal: *Lubec will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.*

Policy	Implementation Strategy	Responsibility	Timeframe
Plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adoption and implementation of a capital improvement program.	Work with private vendors and explore opportunities for public/private partnerships that will expand cell phone coverage and the availability of broadband internet access.	Selectmen	Immediate
	Participate in regional efforts to deliver local service in an effective and cost efficient manner.	Selectmen	On-going

NATURAL RESOURCES

The natural resources chapter identifies a number of shared natural resources that require regional coordination for effective management. Most notably these include Essential and Significant Wildlife Habitat, high-value areas for agriculture and forestry.

The Town of Lubec currently works with DEP and neighboring communities on issues pertaining to water quality. The town has identified additional strategies for enhanced regional coordination, including consultation with relevant state agencies and neighboring communities in the development of land use ordinances and other municipal regulations. Policies and strategies that address regional coordination with regard to natural resources are reproduced below.

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

Policy	Implementation Strategy	Responsibility	Timeframe
Critical Natural Resources			
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen	On-going
	Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations	Selectmen	On-going
Water Resources			
Participate in appropriate regional programs to preserve and protect the area's water resources.	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen	On-going
Agricultural and Forest Resources			
Protect Lubec's limited agricultural and forest resources.	Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	Planning Board	As necessary
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	As necessary
Encourage sound agricultural and forest practices through appropriate land use ordinances and planning.	Include agriculture and commercial forestry operations in local or regional economic development plans.	Selectmen	On-going

EMPLOYMENT AND ECONOMY

The Town of Lubec promotes regional coordination of economic development efforts in Washington County through support of the Washington County Development Authority and Cobscook Bay Chamber of Commerce; and participating and/or coordinating with other organizations that promote economic development in the region (Sunrise County Economic Council, Washington County Council of Governments, Eastern Maine Development Corporation, Incubators without Walls, et cetera).

Policies and strategies that address regional coordination with regard to employment and the economy are reproduced below.

Goal: *Promote an economic climate that increases job opportunities and the overall well being of Lubec.*

Policy	Implementation Strategy	Responsibility	Timeframe
Support actively and participate in appropriate State and Regional economic and business development programs which enhance the Town’s economic well being and increase job opportunities for local residents.	Work with regional business development organizations (EMDC ¹ , SCEC, Coop Ext’n, IWW) on providing assistance to new and existing business owners. This assistance could include newsletters, seminars, and open forums.	Selectmen	On-going
	Participate in regional transportation planning efforts to seek continued improvement to regional transportation infrastructure on which Lubec depends, and to improve signage directing visitors to Lubec.	Selectmen	Ongoing
	Participate in regional economic development efforts which benefit the Town’s economy, yet do not negatively affect its environment.	Town Staff	On-going

MARINE RESOURCES

Marine resources in the Town of Lubec are shared with neighboring communities, including Eastport, Trescott, Perry, Pembroke and Campobello, New Brunswick. There is current not a “bay management” approach in place. However, the Town does informally promote regional coordination through communication with neighboring communities and responsible state agencies regarding marine resources issues as they arise.

Goal: *Lubec will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town’s heritage and quality of life.*

¹ EMDC – Eastern Maine Development Corporation
 SCEC - Sunrise County Economic Council
 Coop Ext’n – University of Maine Cooperative Extension
 IWW - Incubators without Walls (Washington Hancock Community Agency)

HOUSING

To date, Lubec has not participated in regional efforts to address issues of housing affordability. Policies and strategies that address regional coordination with regard to housing are reproduced below.

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

Policy	Implementation Strategy	Responsibility	Timeframe
Support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.	Continue to support the efforts of WHCA and other regional organizations to address affordable housing and substandard housing issues.	Selectmen	On-going

TRANSPORTATION

The Town of Lubec currently participates in regional transportation planning efforts through the Washington County Council of Governments; and promotes integration of transportation planning with CEDS (Community Economic Development Strategy).

In addition to the specific policy listed below, a number of policies identified in the Transportation and Land Use Chapters promote access management.

Policies and strategies that address regional coordination with regard to transportation are reproduced below.

Goal: *Lubec will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town’s anticipated growth and economic development.*

Policy	Implementation Strategy	Responsibility	Timeframe
Plan for optimum use, construction, maintenance and repair of roads in conjunction and cooperation with neighboring towns, given available resources.	Participate in regional transportation planning efforts facilitated by MaineDOT, WCCOG and other groups interested in improve regional coordination of transportation.	Selectmen	Ongoing
	The town will participate in CEDS (Community Economic Development Strategy) Transportation sub-committee policy committee.	Selectmen	On-going

FISCAL CAPACITY

The Town of Lubec has participated in a number of regional projects coordinated through WCCOG as well as *ad hoc* efforts to coordinate municipal purchasing. Lubec will continue to support efforts to increase cost savings and efficiencies by working with neighboring communities to plan for and finance shared or adjacent capital investments.

Policies and strategies that address regional coordination with regard to fiscal capacity are reproduced below.

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

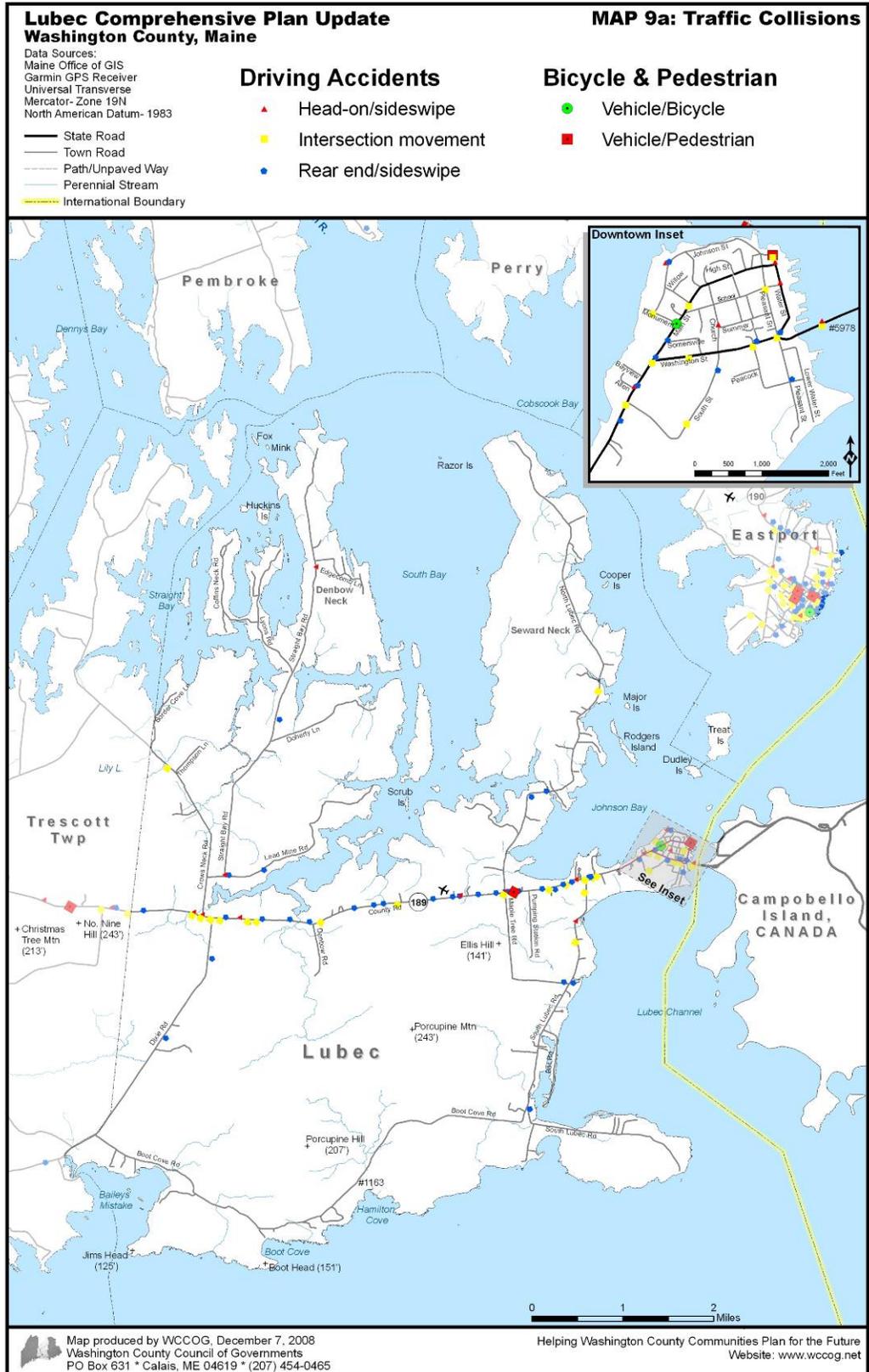
Policy	Implementation Strategy	Responsibility	Timeframe
Finance public facilities and services in a cost effective manner and reduce Maine’s tax burden by staying with LD 1 spending limits.	Actively work SAD 19 to explore ways to reduce educational expenses. The option of closing Lubec High School should be considered; along with plans for re-use of the High School facilities.	Selectmen; School Board	Immediate
	Work with neighboring communities and WCCOG to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Selectmen	On-going

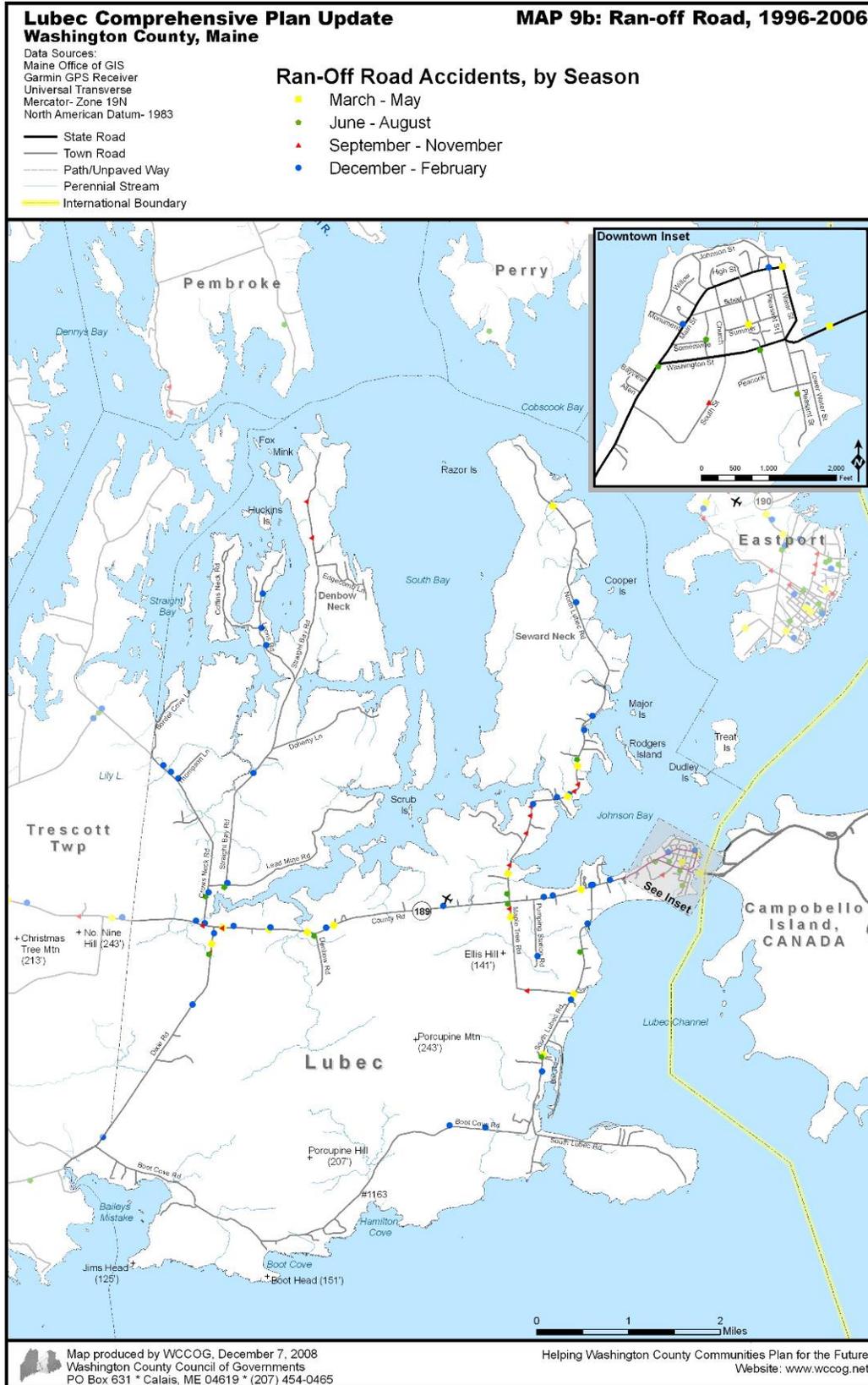
LAND USE

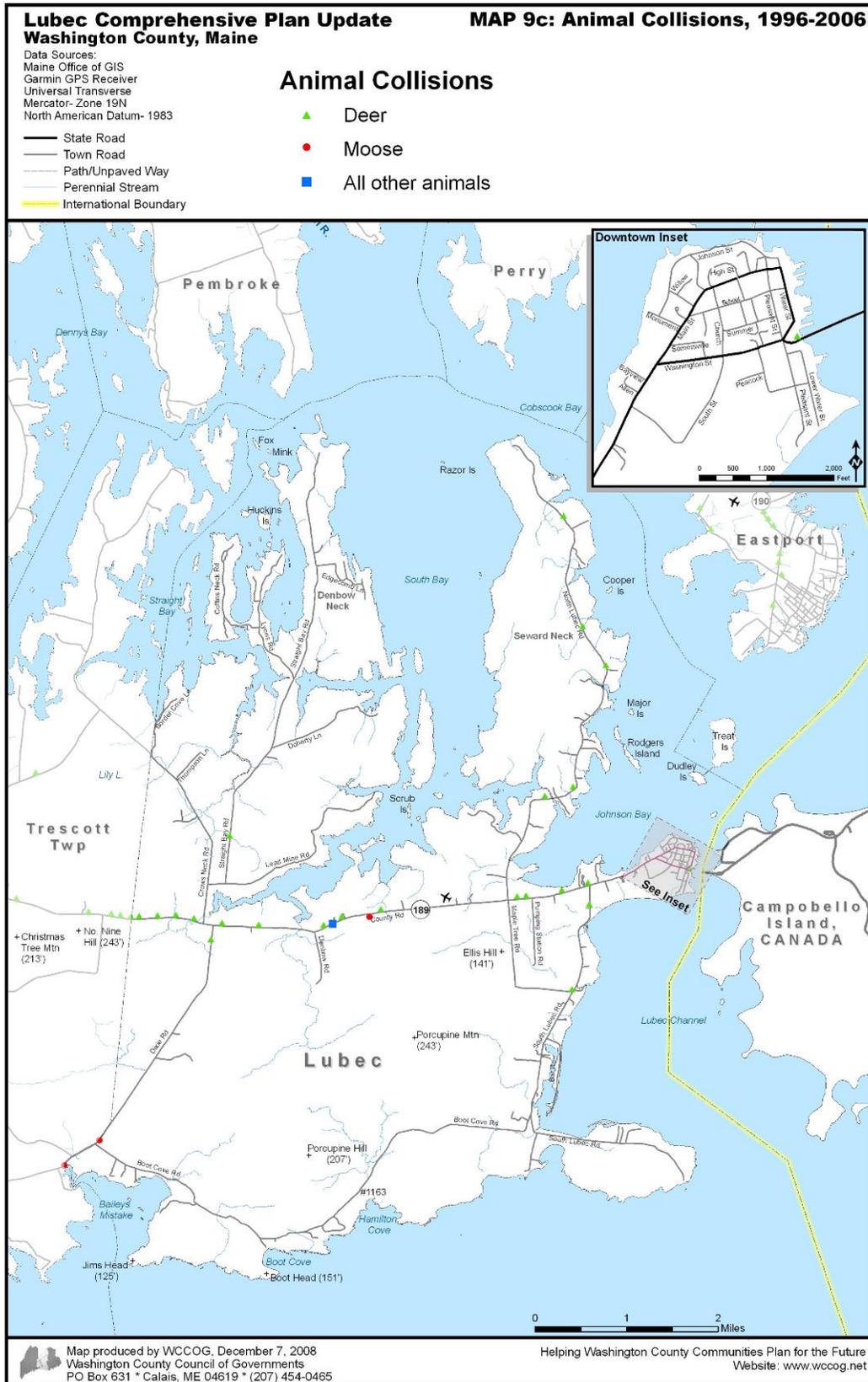
As noted in the Land Use chapter, municipal land use regulation in Lubec is limited. However, the Town does participate in a number of regional organizations and will continue to participate in these organizations and seek input from neighboring communities as it develops ordinances to implement recommendations of the Comprehensive Plan Update. Policies and strategies that address regional coordination with regard to land use are reproduced below.

Goal: *To encourage growth and development in appropriate areas of Lubec while protecting the Town’s character, and making efficient use of public services.*

Policy	Implementation Strategy	Responsibility	Timeframe
Continue to co-operate neighboring communities and coordinate Lubec’s; and use strategies with other local and regional land use planning efforts.	Continue serving in regional groups and organizations including the Sunrise County Economic Council and the Washington County Council of Governments.	Selectmen	On-going
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory (acquisition, et cetera) strategies.	Selectmen	Immediate (1-2 years)







ROAD DESIGN STANDARDS

APPENDIX K

Access Category	Low Volume			Medium Volume										High Volume				
	1-50 ADT			50-100 ADT			100-400 ADT			400-1500			1500+		100 PCE+			
Traffic Volume Level	R	V/U	I/C	R	V/U	I/C	R	V/U	I/C	R	V/U	I/C	R	V/U	I/C	R	V/U	I/C
Density Pattern	40'	40'	40'	40'	40'	50	50	50	50	50	50	60	60	60	60	60	60	60
Minimum Right of Way	14'	16'	16'	18'	18'	24'	18'	20'	28'	18'	20'	30'	20'	22'	30'	22'	24'	30'
Minimum Traveled Way Width	0'	0'	4'	0'	1'	2'	2'	1'	2'	2'	2'	4'	3'	4'	5'	3'	4'	5'
Minimum Shoulder Width (each side)*	7'	7'	7'	7'	7'	7'	7'	7'	7'	8'	8'	8'	8'	8'	8'	8'	8'	8'
Clea Zone Width (each side)	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'	14'
Minimum Vertical Clearance**	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.5
Minimum Grade	8%	8%	5%	8%	8%	5%	8%	8%	5%	6%	6%	5%	6%	6%	5%	5%	5%	5%
Maximum Grade***	100'	100'	350'	100'	100'	350'	100'	100'	350'	140'	140'	350'	140'	140'	350'	350'	350'	350'
Minimum Centerline Radius****	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25'/ft	.25"
Roadway Crown Asphalt Surface	5'/ft	N/A	N/A	5'/ft	N/A	N/A	5'/ft	N/A	N/A	5'/ft	N/A	N/A	5'/ft	N/A	N/A	5'/ft	N/A	N/A
Roadway Crown Aggregate Surface	155'	155'	230'	155'	155'	230'	155'	155'	230'	155'	155'	230'	155'	155'	230'	155'	155'	230'
Minimum Internal Sight Distance	25'	25'	40'	25'	25'	40'	25'	25'	40'	25'	25'	40'	25'	25'	40'	25'	25'	40'
Minimum Internal Spacing Standards*****	30'	30'	75'	30'	30'	75'	30'	30'	75'	30'	30'	75'	30'	30'	75'	30'	30'	75'
Minimum Internal Access to Street Corner Clearance*****	30'	30'	75'	30'	30'	75'	30'	30'	75'	30'	30'	75'	30'	30'	75'	30'	30'	75'

*The Board may require an increase in shoulder width for stormwater management purposes or road stabilization.
 **The minimum vertical clearance is the vertical clearance over the entire roadway width, including any shoulders.
 ***Maximum grade may be exceeded for a length of
 ****Super-elevation is not recommended for any subdivision street, unless recommended by Town engineer or Town- hired consultant.
 *****Internal spacing distances are measured from the edge of one internal subdivision access to another, excluding curb radii.
 *****Internal access to street corner clearances are measured from the edge of an internal subdivision access to an intersecting public road, excluding curb radii.

The street design guidelines used in the *Model* were developed to be compatible with the low, medium and high traffic volume thresholds used to guide access design in Section 10.15.1.A.7. These standards are further broken down by the estimated traffic volume expected to be served by the internal subdivision street, and the "density pattern" defined by zone in Section 10.15.1.B.2.f. The road standards were developed to correspond with ADT and zoning density information in order to provide Board's with context sensitive design criteria for geometric road standards.

The right-of-way must be wide enough to contain the traveled way, the clear zone, curbing or shoulders where constructed, and drainage swales or utility infrastructure where they are needed. Streets wider than necessary may have unintended deleterious effects on the visual characteristics of an area. Full grading of the right-of-way should not take place, if it is not necessary.

The traveled way must be wide enough to allow safe passage of vehicles in either direction, yet should not be wider than necessary. Wider roads tend to compromise the intended design speed of the street. In the preparation of the *Model*, several sources were consulted. The recommendations contained herein are based on references that advocate minimal widths without compromising safety or access for emergency vehicles.

Shoulders have multiple purposes for streets. At a minimum, shoulders may be required for stormwater management purposes or for road stabilization. The shoulder guidelines in Table 10.15-3 are based on the assumption that shoulders are not needed for stormwater management or road stabilization. For residential access streets with low Average Annual Daily Traffic in particular, shoulders are discouraged to minimize maintenance costs (other than mowing) and maintain the narrow appearance of the street in order to discourage speeding. An additional benefit to shoulders is that they can have some safety benefits to pedestrians that don't have sidewalks, bicyclists, or cars that don't have parking lanes dedicated to them on the side of the street. Further on in this section, the *Model* provides some direction for Boards interested in providing additional shoulder lengths for sections of road that can be expedited to have a high demand of pedestrian and bicycle activity or demands for on-street parking.

Clear zone widths are sometimes confused with shoulder widths. The clear zone does not require a base above the natural topography of the ground, except for cut and fill alterations for stormwater management. The clear zone is an area that can be used as a snow removal location in the winter, it can serve the function of a shoulder and provide some space for an occasional vehicle to park, or provide space to an occasional pedestrian walking down a street.

The 14 foot minimum vertical clearance is designed to accommodate service delivery vehicles, emergency vehicles, or large trucks.

A minimum grade is required to prevent standing water from accumulating within the street.

The maximum permissible grade is often a trade-off between minimizing construction costs and maximizing safety. ITE's Recommended Guidelines vary the maximum permissible grade depending on the general terrain of the area. ITE suggests a 4% maximum grade in generally level (grade range of less than 8%) areas, an 8% maximum grade in rolling (grade range of 8% - 15%) areas and a 15% maximum grade in hilly (grade range of over 15%) areas. However, ITE also suggests that areas with winter icing conditions "may prefer" a maximum grade of 8%. The *Model* therefore suggests maximum grades of 8% or less. The footnote to the table does permit the maximum grade to be exceeded for short lengths.

A minimum centerline radius controls how sharp a curve may be designed into a street. The *Model* does not recommend super-elevating any curves, because the design speeds for all subdivisions in this *Model* are designed for slow speeds.

A roadway must be crowned (higher in the center) to provide adequate drainage of storm water from the traveled surface. Aggregate surface streets require more crown due to their relative surface roughness.

Internal sight distances are inserted into the internal design of the subdivision street so that sight distance obstructions including vegetation, structures, and vertical and horizontal curves do not compromise the safety of drivers, pedestrians, and bicyclists using the subdivision street.

Internal spacing standards are applicable to the accesses inside the subdivision and their relationship to one another. This distance is represented by the edge of one driveway or entrance to another not including the curb radius.

Internal access to street corner clearance refers to the distance from the edge of the driveways and entrances (not including curb radii) internal to the subdivision to intersecting public streets.