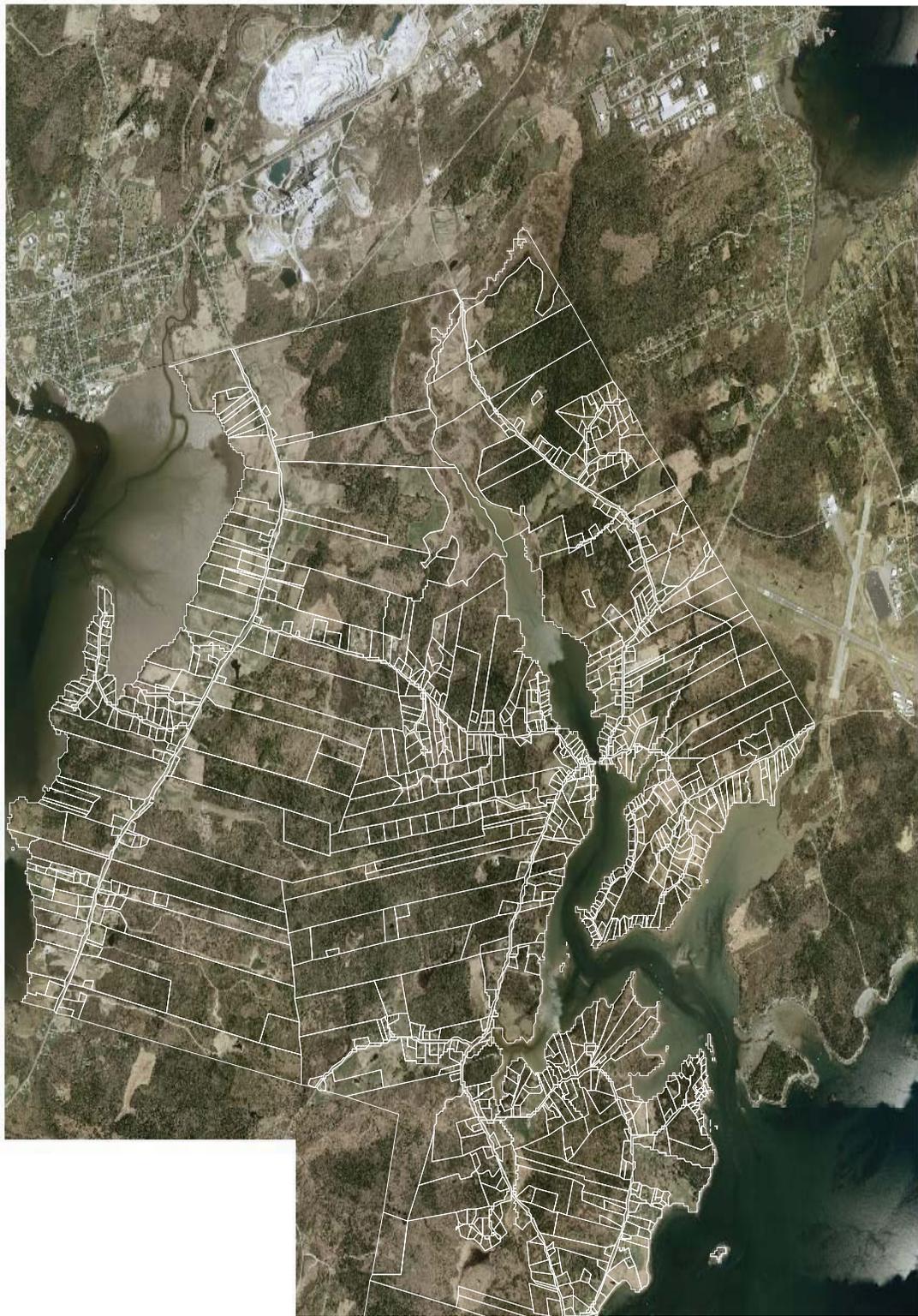


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COMPREHENSIVE PLAN

MARCH 2010

ADOPTED 30 MARCH 2010

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Preface

The South Thomaston Comprehensive Plan is the culmination of over three years of work and research by a committee including the Town's Selectmen and volunteers. The effort was focused on updating the Town's 1989 Comprehensive Plan and it began with the development of a Comprehensive Plan Survey that was sent to 898 town residents and non-residents, with over 40 % responding. The committee reviewed the survey results and developed a list of town issues that required study and evaluation. This Comprehensive Plan contains an analysis and presentation of topics including Housing, the Economy, Public Facilities and Services, and Land Use. The plan contains recommendations that should be considered by South Thomaston town committees for review, discussion and implementation at future Town Meetings. The plan recommends future goals and concepts, based on the survey responses of town residents, but it is not an ordinance. Four public meetings including a Public Hearing were held for discussion of the Comprehensive Plan before the Town Meeting vote that approved the plan on March 30, 2010.

Acknowledgements

It is important that all of the key individual participation by the Comprehensive Plan Committee members be recognized. The following South Thomaston residents have made invaluable contributions of countless hours of service to the Town:

Penelope Alley	Selectman
John Spear	Selectman
Jeff Northgraves	Selectman
Bob Branco	
Dianne Darling	
Skip Connell	
Larry Terrio	
Ken Wilson	
Vivian Newman	
Cheryl Waterman	
Bill Atwood	
Gary Skarka	

The Comprehensive Plan Committee received outstanding assistance from Mid-Coast Regional Planning Commission Executive Director Eric Galant. His extensive instruction in the process and detailed research and insights were invaluable in the Committee's completion of this demanding effort. In addition, Town Clerk Barbara Black's outstanding administrative support added a great deal to the successful result of the plan development.

Revision History

The last Comprehensive Plan for the Town of South Thomaston was submitted on March 21, 1989. The Maine State Planning Office requires towns to update comprehensive plans to address the goals, problems and issues of their town and to develop recommendations for addressing them. In the fall of 2006 the Comprehensive Plan Committee was formed with Town Selectmen and resident volunteers of varied experience to develop a revised Comprehensive Plan for South Thomaston. This Plan is the result of the long detailed research and study of the Town's population, economy, housing, transportation, recreation, natural resources (agricultural, forest, marine and water resources), history (archaeological), public facilities and services, fiscal capacity and land use by the Committee's members.

VISION STATEMENT

In the past ten years, the Town of South Thomaston has had some increases in the development of new home construction to support its increase in population. In the survey of South Thomaston residents not only did 54% express a need for more affordable housing but the town's people also placed a high priority on maintaining South Thomaston's rural character, coastline, waterfront character, and scenic resources. The town residents are also supportive of enhancing our successful fishing industry and supporting the development of light industry and small business. The management and proper enforcement of land use regulations to protect our natural resources and the environment are essential to maintaining our fisheries and agricultural lands as well as to guaranteeing the clean water in a town where aquifers and wells are the sole providers for drinking water for the town's population. With the high costs of government there is a need to continue to pursue regional area coordination in all public facilities and services. The discussion, evaluation and implementation of recommendations of this Comprehensive Plan for South Thomaston and its residents will be key to its future development.

Part I Summary of the Plan

This Comprehensive Plan presents a recommended approach to future land use for the Town of South Thomaston. To begin the effort, the Committee reviewed and compiled and up to date topic analysis for all of the required areas.

- Population
- Economy
- Housing
- Transportation
- Recreation
- Natural Resources (including Agricultural, Forest, Marine and Water Resources)
- History (includes Archaeological Resources)
- Public Facilities and Services
- Fiscal Capacity
- Land Use
- Regional Coordination

In each of these topic areas there are recommendations for policies and implementation strategies. Some of the topic areas have routine recommendations, others such as Land Use are significant and require discussion by town committees and review at Town Meetings. General policies about encouraging small business and light industry for the town's economic development are key to the future development of the town and are important to livelihood of its residents. Making housing more affordable to South Thomaston residents by decreasing lot size in areas where septic requirements can be met will be an important step. The importance of the protection of South Thomaston's natural resources with sound environmental enforcement are very important given the potential impact on fishing , agriculture and water resources for residents of the town.

Land use development for housing and businesses has grown in recent years making the development of sound policies for Planning Board and Selectmen review most important. Water resources for homes dependent on wells and protection against coastal erosion and environmental pollution are key issues to be monitored. Each of these topic chapters contains the research, background and recommendations for future policies.

Part II Future Land Use

FUTURE LAND USE

May 2007 Town Survey Results

In the May 2007 survey distributed to the Town's residents, the following results expressed the following about topics related to Land Use:

- 61% felt that the Town should encourage affordable housing
- 54% believed that the Town should encourage the building of nursing/assisted living facilities and apartments and affordable housing for seniors
- nearly 80% of the respondents were in favor of encouraging the preservation and protection of natural and historic resources
- 54% of the Town's year-round population felt that the Town should protect and enhance light industrial business
- 79% of the residents felt that people should be allowed to have small businesses on their property

A review of these ideas and opinions would indicate that most of the existing land use ordinance regulations would only require routine reviews by the Town's Planning Board and Selectmen for property development requests from residents and business establishments. Unanimously the town residents are in favor of preserving the environment and natural and historic resources in the town. One of the Town's major economic resources, the fishing industry, requires the careful maintenance of a proper environment for its long term future and environmental pollution must be prevented at all costs. In addition, the Town's residents are totally dependent and reliant on clean wells and aquifers for their water use for their homes, so that environmental protection of those sources is paramount.

As long as the Town actively enforces its land use ordinances there should be no need for any significant land use revision in those areas. Those light industries and small businesses in the town have a responsibility to the entire Town for the proper handling of all waste materials and products that they produce that could endanger the Town's people.

Affordable Housing

There were several aspects of the survey that focused on affordable housing affecting all age groups of the Town's residents. The majority of town residents were solidly in favor of encouraging affordable housing for families and for seniors, including nursing and assisted living facilities. By decreasing the lot sizes in selected areas, affordable housing can be encouraged and made available to more residents. In each case, septic approval must be met before construction will be authorized. The Committee reviewed the options for responding to these needs and is recommending that three specific adjustments be made to the Land Use Ordinance:

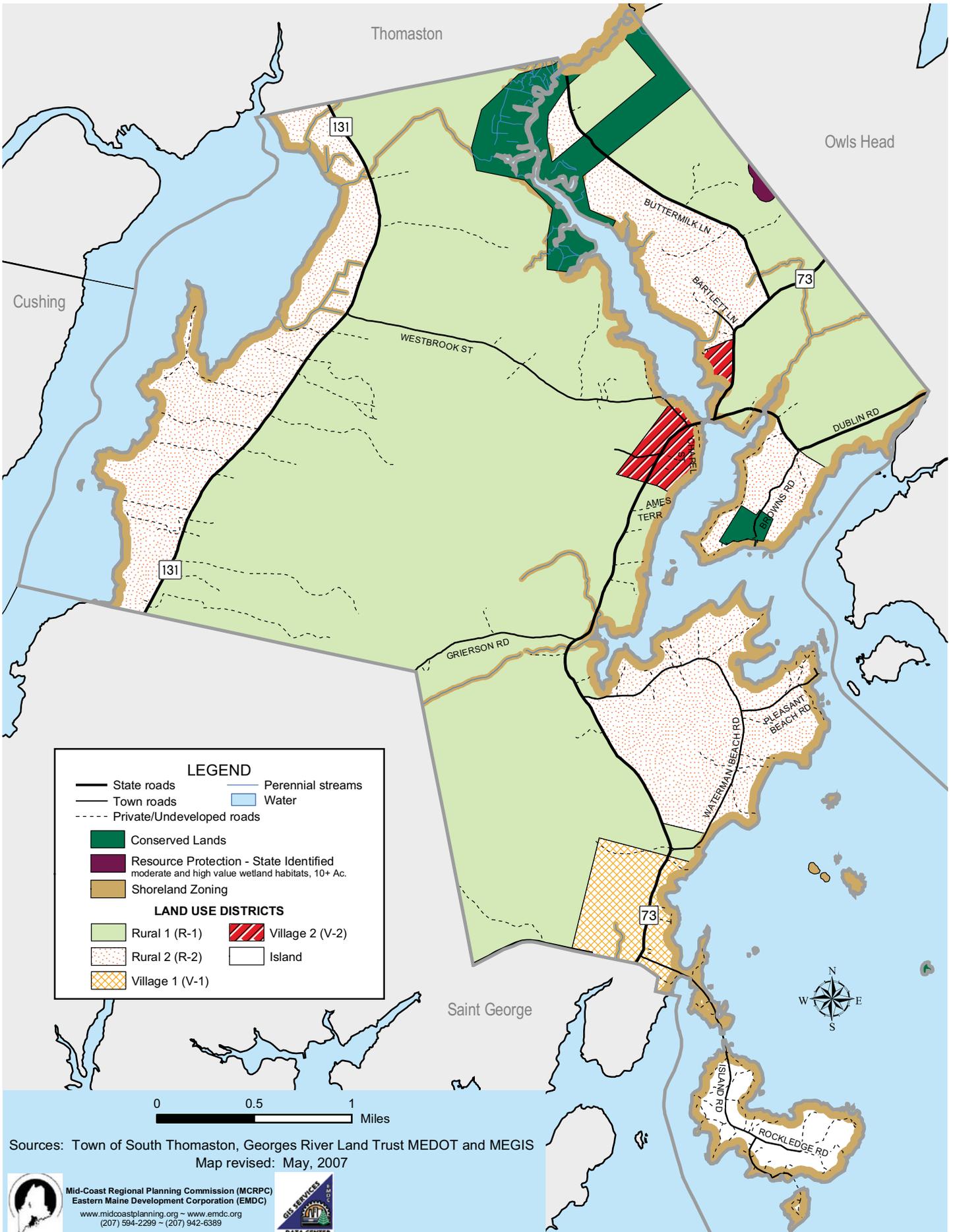
- (1) A revision to the Land Use District diagrams to expand the Rural 2 District along both shoreland areas of the Weskeag River up to the Weskeag Marsh and including Dublin Road.
- (2) A revision to the Land Use District diagrams to provide for redefining the Village 1 and Village 2 Districts into Villages and Village Extension Districts. The Villages would include the Keag Village, Spruce Head Village and Spruce Head Island. The Village Extension District would include a portion of Westbrook Street extending west from Route 73, and also South on Route 73, extending beyond the Town Office building.
- (3) A revision to the Land Use District Minimum Lot Areas as follows:
 - Villages – 1 acre
 - Village extension – ½ acre
 - Rural – 1 (R-1) – 1 acre
 - Rural – 2 (R-2) - 1 acreSeptic approval is required for the proposed reduced lot sizes prior to beginning the construction of housing.

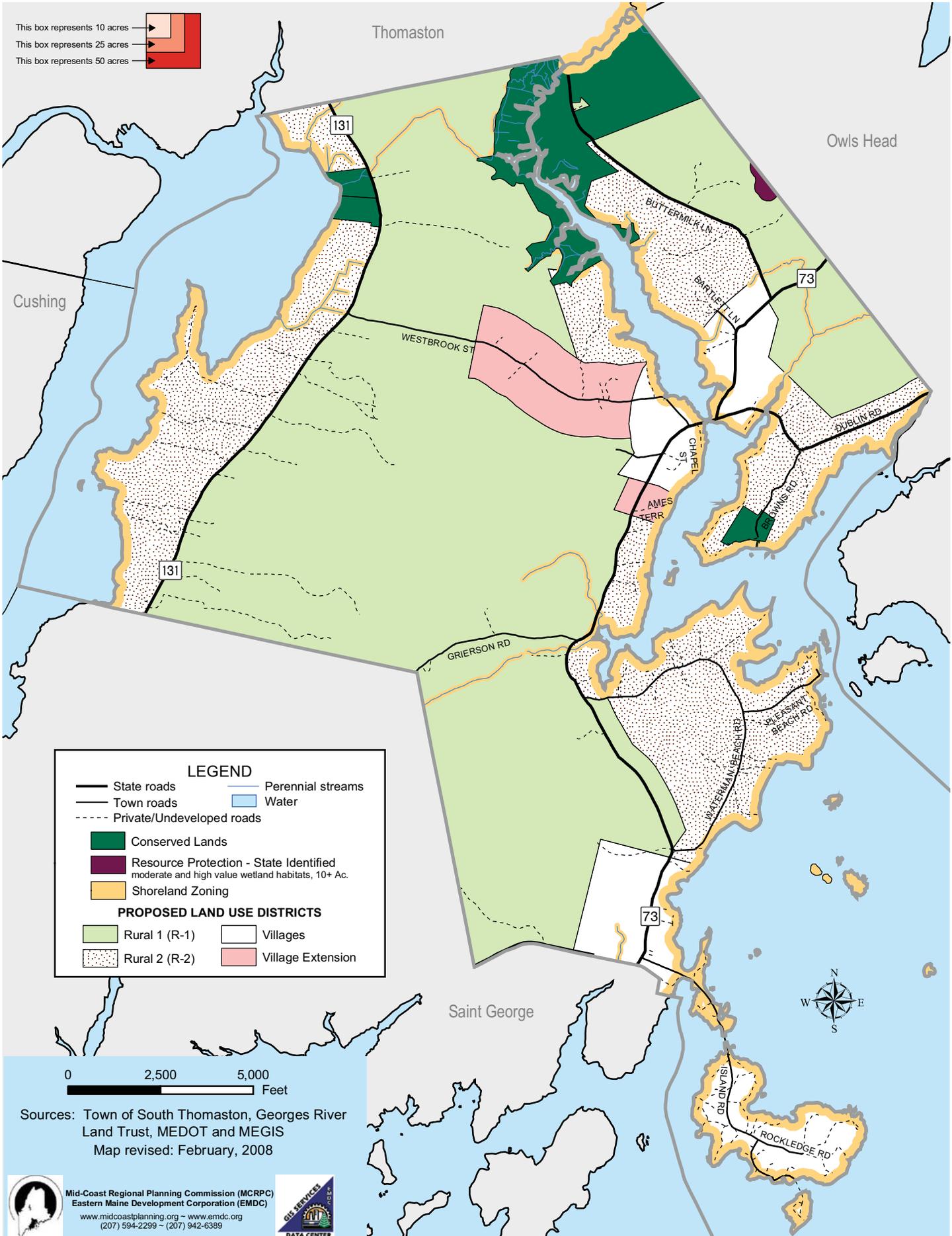
In every case, these revisions to promote more affordable housing in the Town of South Thomaston must be approved at a Town Meeting by the residents.

Affordable housing initiatives for apartments, nursing and assisted living facilities must meet all safe septic requirements, and any building development proposal for multi-user requirements must pass Planning Board review.

Enforcement

The active enforcement by the Town’s Code Enforcement Officer, the Planning Board, the Town Board of Appeals, and the Selectmen is key to the success of Future Land Use initiatives whether for other affordable housing or light industry or home businesses. Proactive involvement will result in the future successful management of Land Use in the Town of South Thomaston.





Part III Detailed Plan Topic Analysis

Introduction

The eleven chapters of the Plan topic analysis contain detailed analysis of recent costs, expenditures, and other scientific data on a wide range of topic areas. Appendix B also has Town maps provided to give further information about these subjects. Each chapter contains recommendations for policies for future South Thomaston development. Most policy recommendations were based on concerns and opinions from town residents in the Survey conducted in 2007. The results of that survey are provided in Appendix A.

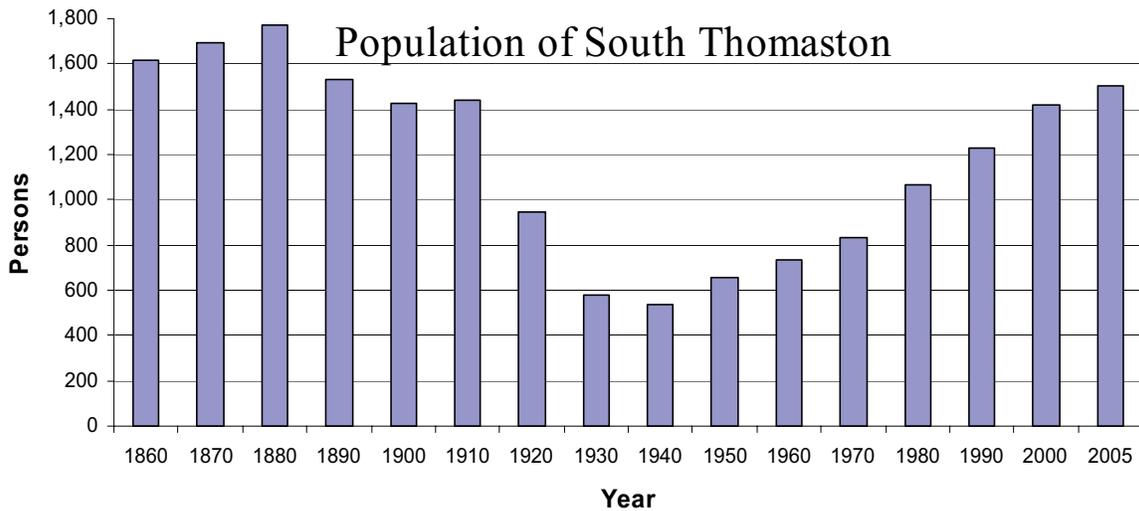
CHAPTER 1 POPULATION

Introduction

An important goal of a municipal comprehensive plan is to relate the demographics of a community with its economy, development and environment. Most of the chapters and the recommendations of this plan are dependent upon or strongly influenced by the size and composition of South Thomaston's current and forecasted population, both year-round and seasonal.

Population Trends

South Thomaston's population peaked in 1880 at 1,771 persons. After that the population declined, with the largest drop occurring between 1910 and 1920. Part of South Thomaston was annexed to form Owls Head in 1921, which accounts for the change in population from 1920 to 1930. Since then population has increased to total 1,416 in 2000 and an estimated 1,503 in 2005. South Thomaston's growth rate outpaced Knox County from 1950 to 2005. See the table on the next page for Town and County figures from the Census.



Source: Census, *2005 Estimate

Notes: Part of Saint George was annexed to South Thomaston in 1865.
Part of South Thomaston was annexed to form Owls Head in 1921.

Population Trends

Year	South Thomaston		Knox County	
	Number	%	Number	%
1860	1,615	--	32,716	--
1870	1,693	4.8	30,823	-5.8
1880	1,771	4.6	32,863	6.6
1890	1,534	-13.4	31,473	-4.2
1900	1,426	-7.0	30,406	-3.4
1910	1,438	0.8	28,981	-4.7
1920	947	-34.1	26,245	-9.4
1930	579	-38.9	27,693	5.5
1940	538	-7.1	27,191	-1.8
1950	654	21.6	28,121	3.4
1960	732	11.9	28,575	1.6
1970	831	13.5	29,013	1.5
1980	1,064	28.0	32,941	13.5
1990	1,227	15.3	36,310	10.2
2000	1,416	15.4	39,618	9.1
2005*	1,503	6.1	41,219	4.0

Source: Census, *2005 Estimate, Percents Rounded

Notes: Part of Saint George was annexed to South Thomaston in 1865.

Part of South Thomaston was annexed to form Owls Head in 1921.

Migration and Natural Change

Analysis of birth and death statistics and population totals indicate how much of a community’s population is changing because of migration or because of natural change. Births to South Thomaston residents between 1990 and 2000 totaled 162, while deaths totaled 159. Natural change (births minus deaths) accounts for a net gain of 3 persons. There was an approximate net in migration of 186 people to South Thomaston between 1990 and 2000. Accordingly, recent population gains are almost entirely the result of people moving into South Thomaston, rather than through births to South Thomaston residents. This trend has continued.

According to the Census, 872 persons lived in the same house in South Thomaston in 2000 as they did in 1995, 310 lived in a different house within Knox County, and 54 lived in a different house outside of the County but still within Maine. One hundred and four people, who lived in South Thomaston in 2000, lived in a different state in 1995.

Population Forecast

For planning purposes, South Thomaston’s population is projected to total up to a maximum of 1,775 persons by the year 2018, as forecasted by the Maine State Planning Office. This is a rough estimate given the fluctuations seen and the relatively small total

population. Changes in land use including new year-round residential development will determine the actual population growth in South Thomaston.

Seasonal Population

No State or federal statistics on seasonal population for South Thomaston are available. Based on a total of 172 seasonal/recreational housing units, as reported in the 2000 Census, and estimating average non-resident household size at 2.6 persons, about 447 persons may stay in South Thomaston seasonally. This figure includes rental units, and is in line with Town estimates. By 2018 around 563 persons may stay in South Thomaston seasonally. When combined with the year-round population forecast maximum of 1,775 people, in 2018 South Thomaston may total 2,338 persons in season. There are 2 bed and breakfasts/inns, with a capacity for 15 persons.

Age Distribution

South Thomaston, Knox County and the State have a similar proportion of children. The median age of South Thomaston residents is just slightly lower than the Knox County median but higher than the State median. In 1990, the median age of Town residents was 37.4. For County residents, the median age was 36.9 in that same year.

Age Group Distribution in 2000

Age Group	South Thomaston		Knox County		Maine	
	Number	%	Number	%	Number	%
Under 5 years	76	5.4	2,082	5.3	70,726	5.5
5 to 9 years	79	5.6	2,383	6.0	83,022	6.5
10 to 14 years	96	6.8	2,762	7.0	92,252	7.2
15 to 19 years	98	6.9	2,437	6.2	89,485	7.0
20 to 24 years	55	3.9	1,691	4.3	69,656	5.5
25 to 34 years	152	10.7	4,655	11.7	157,617	12.4
35 to 44 years	242	17.1	6,210	15.7	212,980	16.7
45 to 54 years	230	16.2	6,404	16.2	192,596	15.1
55 to 59 years	75	5.3	2,232	5.6	68,490	5.4
60 to 64 years	70	4.9	1,930	4.9	54,697	4.3
65 to 74 years	134	9.5	3,377	8.5	96,196	7.5
75 to 84 years	86	6.1	2,497	6.3	63,890	5.0
85 years +	23	1.6	958	2.4	23,316	1.8
Median age	41.1	--	41.4	--	38.6	--

Source: Census SF-1, Percents Rounded

South Thomaston’s resident forecasted age distribution is based on recent trends and assumes up to 1,775 persons will reside year-round in South Thomaston by 2018. Since population growth may occur at a different rate than forecasted, it is believed that the percentages shown for the year 2018 are of more value for planning purposes than are the actual numbers of persons predicted for each age group. It is likely that the proportion of

school-aged children will continue to increase slightly. The number of retirees will grow substantially. However, it is probable that working-aged individuals will continue to constitute a majority of the year-round population. See the Economy Chapter for labor force statistics.

South Thomaston Age Distribution Trends

Age Group	1990		2000		2018 Forecast	
	Number	%	Number	%	Number	%
Under 5	75	6.1	76	5.4	85	4.8
5-17	205	16.7	242	17.1	222	12.5
18-24	95	7.7	89	6.3	102	5.7
25-54	512	41.7	620	43.8	728	41.0
55-64	151	12.3	147	10.4	241	13.6
65 and older	189	15.4	242	17.1	397	22.4

Source: Census, SPO and MCRPC, Percents Rounded

Gender

Females constituted a growing but slight majority of the Town population from 1990 to 2000.

South Thomaston Population by Gender

Year	Female		Male		Total
	Number	%	Number	%	
1990	636	51.8	591	48.2	1,227
2000	734	51.8	682	48.2	1,416

Source: Census SF-1

Households

A household includes all the people who occupy a housing unit as their usual place of residence. The average household size in South Thomaston decreased during the 1990s, indicating the presence of more households with fewer or no children. This downward trend was greater at the County and State levels.

Household Size Comparison

Average Household Size and Growth Rate		1990	2000
South Thomaston	Persons per household	2.47	2.38
	Percent Change	--	-3.6%
Knox County	Persons per household	2.45	2.31
	Percent Change	--	-5.7%
State	Persons per household	2.56	2.39
	Percent Change	--	-6.6%

Source: Census SF-1, Percents Rounded

The number of households in South Thomaston grew more percent wise than the County and State rates during the 1990s. Household growth has outpaced total population growth at the Town, County and State levels. This type of growth indicates the presence of more retiree, single-person, and single-parent households.

Household Totals Comparison

Number of Households		1990	2000
South Thomaston	Number	496	594
	Percent Change	--	19.8%
Knox County	Number	14,344	16,608
	Percent Change	--	15.8%
State	Number	465,312	518,200
	Percent Change	--	11.4%

Source: Census SF-1, Percents Rounded

From 1990 to 2000, South Thomaston’s family households increased by 56 numerically but decreased slightly as a proportion of total households. Likewise, married couples increased in number, but decreased slightly as a proportion of total households. Non-Family households were the only type of household to increase in both number and in proportion to total households. Single-person households increased in number, but had a nominal decrease as a proportion of total households. Elderly households were unchanged in number but decreased as a proportion of total households

South Thomaston Households by Type

Household Types	1990		2000	
	Number	%	Number	%
Total households	496	100.0	594	100.0
Family households (families)	366	73.8	422	71.0
Married-couple family	317	63.9	363	61.1
Non-family households	130	26.2	172	29.0
Householder living alone	112	22.6	132	22.2
Subset: Householder 65 years and over	49	9.9	49	8.2

Source: Census SF-1

See the Housing Chapter for trends in housing unit growth, building permits issued, occupancy figures and housing types.

School Enrollment

In both 1990 and 2000, South Thomaston had a somewhat lower percentage of its population enrolled in school than did the County and the State. South Thomaston school enrollment increased in number and comprised a nominally larger proportion of the total population in 2000 than in 1990. At the County and State levels, school enrollment increased in absolute and percent terms during the 1990s. That trend has continued.

Total School Enrollment (Public and Private Schools and Home Schooled)

Enrolled: aged 3 and older	1990		2000	
	Number	%	Number	%
South Thomaston	244	19.9	283	20.0
Knox County	7,660	21.1	8,546	21.6
State	304,868	24.8	321,041	25.2

Source: Census SF-1

Note: Percents calculated from persons aged 3 and older, Percents Rounded

According to the Maine Department of Education, 85 pupils (Grades K-2) attended the Gilford Butler School as of October 1, 2004. The Maine Department of Education no longer disaggregates this information by town. MSAD 5 provides for the education of pupils in the communities of Owls Head, Rockland, and South Thomaston. It operates the following schools:

MSAD 5 -- Schools

School	Location	Total Enrolled Pupils (in 2004)	Grades
Gilford Butler School	South Thomaston	85	K-2
MacDougal School	Rockland	145	K-1
Owls Head Central School	Owls Head	106	2-5
South School	Rockland	280	2-5
Rockland District Middle School	Rockland	335	6-8
Rockland District High School	Rockland	481	9-12

Source: Maine Department of Education

Public School Enrollment of South Thomaston Residents

School Year (As of October)	Elementary Grades	Secondary Grades	Total
1996-97	151	63	214
1997-98	148	70	218
1998-99	147	73	220
1999-2000	147	76	223
2000-01	136	92	228
2001-02	159	95	254
2002-03	159	97	256
2003-04	158	102	260
2004-05	156	84	240
2005-06	145	93	238

Source: MSAD 5

Given the relatively small enrollment totals over the past ten years, it is difficult to accurately forecast enrollment figures for the next ten years. For planning purposes only, a maximum enrollment figure of 290 students will be considered for the school year 2017-18.

A higher percentage of South Thomaston residents have graduated from high school than have Knox County and State residents. A lower percentage of South Thomaston residents have graduated from college than have County and State residents on the whole.

Educational Attainment in 2000

Level of Educational Attainment of persons aged 25 and older	South Thomaston		Knox County	State
	Number	%	%	%
High School graduate or higher	887	87.9	87.5	85.4
Bachelor's degree or higher	208	20.6	26.2	22.9

Source: Census SF-1

Note: Percents calculated from persons aged 25 and older, Percents Rounded

See the Public Facilities Chapter for more information on schools.

Survey Results

The 2007 *Community Survey* found that the town’s people:

- want to maintain the town’s rural character and not expand with a lot of development
- want to preserve the waterfront and fisheries
- want to encourage light industry

Summary

The year-round population of South Thomaston has grown over the past six decades, from 538 to an estimated 1,503 persons in 2005. This is still lower than the historical peak seen in the late 1800s. Most recent growth is the result of people moving into South Thomaston, rather than through births to South Thomaston residents. The median age of Town residents is slightly younger than the Knox County median, but older than the State median age. The total number of school age in Town has children has increased modestly. As with Knox County and the State, South Thomaston has seen a decrease in the average household size. More retirees, single-person and single-parent households are locating in South Thomaston, many of whom were once seasonal residents of the Town. For planning purposes, the Town’s year-round population is forecast to total a maximum of 1,775 persons in 2018. The seasonal population, for which there are no State or federal statistics available, averages 447 additional persons in Town, and is forecast to total 563 persons in 2018. Subsequent chapters in this plan describe and assess the impacts and needs of year-round and seasonal residents.

Goal

1. To understand and consider population trends in order to better plan for the provision of Town services.

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To inform residents and municipal officials, the Town will gather available population estimates, census data and other information concerning the number and characteristics of the Town's population. These will be maintained in appropriate files that will be available in the Town office (Planning Board) Ongoing.

CHAPTER 2 ECONOMY

Introduction

This chapter identifies and analyzes South Thomaston’s local and regional economy, including income, employment sectors, businesses, employment rates, and retail sales. The goal of this chapter is to develop policies that expand the Town’s tax base, improve job opportunities for residents needing employment, and encourage overall economic well-being.

Income

Median household income and the percent change over the recent period are shown in the table below. South Thomaston’s median household income has been increasing at a faster rate than seen at the County level and statewide. This has been due largely to the in migration of more affluent individuals than to changes in the regional labor market. The median household income of South Thomaston residents will likely continue to stay above the Knox County and State median household income.

Median Household Income

Place	1989	1999	‘89-‘99 Change	2005 Estimate	Total Change
South Thomaston	\$26,402	\$43,594	65.1%	\$53,689	103.4%
Knox County	\$25,405	\$36,774	44.8%	\$44,005	73.2%
Maine	\$27,854	\$37,240	33.7%	\$43,370	55.7%

Source: Census STF-3, SF-4, and Claritas 2005 Estimate

Note: These figures are unadjusted for inflation.

The income distribution for residents of South Thomaston and Knox County is shown in the next table for the most recent year for which data are available. South Thomaston has a greater proportion of households who earn between \$50,000 and \$149,999 than Knox County.

Income Distribution in 1999: 2000 Census

	South Thomaston		Knox County	
	Number	%	Number	%
Households Earning:	585	100.0	16,608	100.0
Less than \$10,000	30	5.1	1,567	9.4
\$10,000 to \$14,999	38	6.5	1,308	7.9
\$15,000 to \$24,999	84	14.4	2,462	14.8
\$25,000 to \$34,999	80	13.7	2,444	14.7
\$35,000 to \$49,999	106	18.1	3,226	19.4
\$50,000 to \$74,999	145	24.8	3,141	18.9
\$75,000 to \$99,999	60	10.3	1,230	7.4
\$100,000 to \$149,999	29	5.0	778	4.7
\$150,000 to \$199,999	5	0.9	232	1.4
\$200,000 or more	8	1.4	220	1.3
Per capita income	\$21,303	-	\$19,981	-

Source: Census SF-4

Note: The Census counted nine fewer households for income type than for population, and so the lesser figure they used is included in the table above.

Sources of income for South Thomaston and Knox County residents for 1999, the most recent year for which data are available, are shown in the table below. More than 80% of South Thomaston households derived their primary source of income from wages, salaries, interest income or rental income, or a combination of these sources. For the County that figure was less, around 78%. Wage and salary income includes total money earnings received for work performed. While wage and salary employment is a broad measure of economic well-being, the figures do not indicate whether the jobs are of good quality.

Income Type in 1999

(Households often have more than one source of income, as seen here.)	South Thomaston		Knox County	
	Number	%	Number	%
Households	585	100.0	16,608	100.0
With earnings (wage, salary, interest, rental) income	472	80.7	13,010	78.3
With Social Security income	183	31.3	5,027	30.3
With public assistance income	16	2.7	562	3.4
With retirement income	101	17.3	2,908	17.5

Source: Census SF-4

Note: The Census counted nine fewer households for income type than for population, and so the lesser figure they used is included in the table above.

More than 31% of South Thomaston residents collected social security income. This is a slightly larger proportion than for Knox County residents. Social Security income includes Social Security pensions, survivor’s benefits and permanent disability insurance payments made by the Social Security Administration, prior to deductions for medical insurance and railroad retirement insurance from the U.S. Government. Almost 3% of South Thomaston residents received public assistance. Public assistance income includes payments made by Federal or State welfare agencies to low-income persons who are 65 years or older, blind, or disabled; receive aid to families with dependent children; or general assistance. More than 17% of South Thomaston residents received retirement income, which was slightly less than Knox County residents as a whole.

The table below shows poverty status in South Thomaston and Knox County from the 2000 Census. The income criteria used by the U.S. Bureau of Census to determine poverty status consist of a set of several thresholds including family size and number of family members under 18 years of age. In 2000, calendar year 1999, the average poverty threshold for a family of four persons was \$17,050 in the contiguous 48 states (U.S. DHHS). Five percent of South Thomaston’s families were listed as having incomes below the poverty level, which included 112 individuals. Knox County had a higher percentage of residents in poverty than did South Thomaston.

Poverty Status in 1999

Below poverty level	South Thomaston		Knox County	
	Number	%	Number	%
Individuals	112	7.9	3,865	10.1
Persons 18 years and over	67	6.1	2,782	7.3
Persons 65 years and over	4	1.7	525	1.4
Families	21	5.0	695	6.4
With related children under 18 years	17	10.6	503	4.7
With related children under 5 years	12	23.5	250	2.3

Source: Census SF-4

Note: Percents calculated from total population and total number of families.

In 2003, the poverty rate for Knox County individuals was 10.5%. For Maine it was 10.7%. Town level data for 2003 or later is not yet available.

Labor Force

The labor force is defined as all persons who either are employed or are receiving unemployment compensation. The table below shows the distribution of South Thomaston and Knox County residents aged 16 and older who are working. South Thomaston has a similar percentage of residents who are in the labor force in comparison with Knox County.

Labor Force Status: 2000

Labor Force Persons 16 years and over	South Thomaston		Knox County	
	Number	%	Number	%
In labor force	1,138	100.0	31,782	100.0
Civilian labor force	714	62.7	20,024	63.0
Employed	705	62.0	19,939	62.7
Unemployed	687	60.4	19,263	60.6
Armed Forces	18	1.6	676	2.1
Not in labor force	9	0.8	85	0.3
	424	37.3	11,758	37.0

Source: Census SF-4

In 2000, 1.6% of South Thomaston residents were unemployed and considered to be seeking work, while countywide slightly more than 2% were unemployed. The general consensus is that most everyone who wants to work has a job, although opportunities for well-paying occupations continue to be limited. More than 37% of South Thomaston residents 16 years and older were not in the labor force, similar to the county figure.

The size of the labor force and its distribution by industry are important factors to consider when planning for future economic development. The plans for a new business or the expansion of an already existing one must be based on the assessment of available labor, in addition to the potential consumer market. See the next table for South Thomaston and Knox County labor force figures by sector. The top four employment sectors as defined by the 2000 Census for South Thomaston residents were:

1. Educational, health and social services
2. Retail trade
3. Manufacturing
4. Fishing, agriculture, forestry, hunting and mining

For Knox County the top four sectors were 'Education, health and social services'; 'Retail trade'; 'Manufacturing'; and 'Arts, entertainment, recreation, accommodation and food services'. Not surprisingly, South Thomaston has a significantly larger segment of

its population working in the sector that includes fisheries than does the County. The Town has a slightly lower proportion of residents with generally well paying jobs in the finance, insurance and realty markets, than does Knox County, but a slightly higher percentage of people working in the manufacturing sector. There is not one major employer of South Thomaston residents; however, a number of businesses in the Town are ultimately dependent on one another for some of their individual success.

Employment Characteristics in 2000

Sector by Industry	South Thomaston		Knox County	
	Number	%	Number	%
Employed civilians 16 years and over	687	100.0	19,263	100.0
Agriculture, forestry, and fisheries, mining	73	10.6	1,157	6.0
Construction	44	6.4	1,529	7.9
Manufacturing	77	11.2	2,013	10.5
Wholesale trade	29	4.2	692	3.6
Retail trade	93	13.5	2,611	13.6
Transportation, warehousing, utilities info	29	4.2	623	3.2
Information	30	4.4	587	3.0
Finance, insurance, and real estate	45	6.6	1,376	7.1
Professional, scientific, management, administrative, and waste management services	40	5.8	1,223	6.3
Education, health and social services	133	19.4	3,926	20.4
Arts, entertainment, recreation, accommodation and food services	32	4.7	1,638	8.5
Other services (except public administration)	36	5.2	1,014	5.3
Public administration	26	3.8	874	4.5
Class of Worker				
Private wage and salary workers	491	71.5	13,424	69.7
Government workers	69	10.0	2,507	13.0
Self-employed workers	123	17.9	3,266	17.0
Unpaid family workers	4	0.6	66	0.3

Source: Census

Manufacturing jobs have provided a base historically for Knox County residents, but as seen nationwide, the manufacturing sector has declined steadily over the past three decades. In 2000, 77 South Thomaston residents were employed in manufacturing; while in 1990 such jobs employed 112 Town residents, see the next table. Oftentimes, lower paying service sector jobs, including retail and tourism related occupations, have replaced lost manufacturing jobs. The creation of service sector jobs in Knox County has outpaced the demise of the manufacturing base. Unlike county trends, construction occupations decreased for South Thomaston residents during the 1990s, from 56 to 44 jobs. Note: The Census used somewhat different sector categories between 1990 and 2000.

Employment Characteristics in 1990

Sector by Industry	South Thomaston		Knox County	
	Number	%	Number	%
Employed persons 16 years and over	584	100.0	16,200	100.0
Agriculture, forestry, and fisheries	57	9.8	944	5.8
Mining	0	0.0	1	0.0
Construction	56	9.6	1,295	8.0
Manufacturing, nondurable goods	55	9.4	1,053	6.5
Manufacturing, durable goods	57	9.8	1,528	9.4
Transportation	18	3.1	534	3.3
Communications and other public utilities	6	1.0	251	1.5
Wholesale trade	38	6.5	605	3.7
Retail trade	113	19.3	2,914	18.0
Finance, insurance, and real estate	18	3.1	637	3.9
Business and repair services	7	1.2	648	4.0
Personal services	16	2.7	777	4.8
Entertainment and recreation services	6	1.0	199	1.2
Health services	49	8.4	1,566	9.7
Educational services	32	5.5	1,289	8.0
Other professional and related services	33	5.7	1,181	7.3
Public administration	23	3.9	778	4.8
Class of Worker				
Private wage and salary workers	403	69.0%	11,189	69.1
Government workers	59	10.1%	2,261	14.0
Self-employed workers	118	20.2%	2,699	16.7
Unpaid family workers	4	0.7%	81	0.5

Source: Census STF-3

Employers

Most businesses located in South Thomaston employ just a few people each. In 2006 it was estimated by the Maine Department of Labor that South Thomaston businesses employed about 263 persons.

South Thomaston: Employment and Wages by Sector in 2005

Industry	Average Number of Establishments	Average Number of Employed	Average Weekly Wage
Total, all industries	61	263	\$436
Goods-Producing Domain	28	36	\$553
Natural Resources and Mining	13	5	\$946
Construction	9	18	\$484
Manufacturing	6	13	\$487
Service-Providing Domain	33	226	\$417
Trade, Transportation and	13	94	\$509
Financial Activities	***	***	***
Professional and Business	5	24	\$362
Education and Health Services	***	***	***
Leisure and Hospitality	4	14	\$306
Other Services	***	***	***
Public Administration	***	***	***

Source: Maine Department of Labor, Labor Market Information Services

Note: Asterisks indicate non-disclosable data

Most local employers do not provide a full package of benefits to employees. A portion of South Thomaston's economy is based on service to the summer community and seasonal visitors. Seasonal fluctuations of employment are significant for tourism related businesses. Some individuals make a living by doing several jobs, usually seasonally, but sometimes during the same season, rather than working for one employer full-time, year-round.

Selected South Thomaston businesses are listed below based upon Maine Department of Labor data.

Selected Employers in South Thomaston (2006)

Name	Location	Sector	Employee Range
Atwood Lobster Co.	278 Island Road	Commercial/Retail	10-19
ASK For Homecare	641 St George Rd	Health Care	50-99
Gilford Butler School	54 Spruce Head Rd	Education	10-19
Harbor Road Veterinary Hosp	626 St George Rd	Health Care, Veterinary	10-19
KEAG Store	4 Elm St	Grocers-Retail	10-19
Little Learners Childcare	Field St.	Daycare	8-10
New Island Store	26 Island Rd	Retail	5-9
Hoggy's	Route 131	Grocers-Retail	5-9
Spruce Head Fisherman's Co-Op	275 Island Rd	Fish and Seafood Market	5-9
Wee Care Day Care Center	Route 131	Day Care	5-9
A 1 Nickerson Svc	Route 73	Commercial Machinery	1-4

Name	Location	Sector	Employee Range
Alliance Plumbing & Heating	PO Box 114	Plumbing	1-4
Art Of The Sea	5 Spruce Head Rd	Art Dealers	1-4
Auntie's Essentials	641 St George Rd	Gift Shop	1-4
Baudanza Seafood Inc	59 Browns Rd	Fish and Seafood Market	1-4
Big A Charters	171 St George Rd	Scenic/Sightseeing Transp.	1-4
Blue Lupine	372 Watermans Beach Rd.	Bed & Breakfast	1-4
Broad Reach Painting Co	127 Dublin Rd	Painting	1-4
C K's Collision Repair	104 Buttermilk Ln	Automotive Repair	1-4
Charlie's Body Shop	9 Westbrook St	Automotive Repair	1-4
Chippers Auto Body	73 Buttermilk Ln	Automotive Repair	1-4
Fishing Vessel Tempres	Route 73	Recreation Services	1-4
John E Hansen	632 Spruce Head Rd	Architectural Services	1-4
Harjula Heating	333 Westbrook St	Heating Contractor	1-4
Hit The Road	23 Alder Ln	Taxi	1-4
Harmony Bible Baptist Church	Route 73	Religious Organization	
Island Road Auto	20 Island Rd	Automotive Repair	1-4
J & H Marine	670 Spruce Head Rd	Boat Dealers, Marina	1-4
Lee Schneller Landscaping	49 Brown's Rd	Landscaping/Gardening	5-9
Lobster Buoy Campsite	280 Waterman Beach Rd	RV Park, Campground	1-4
Maine Coast Seafood	98 Island Rd	Fish and Seafood Market	1-4
McLoon's Wharf	Island Rd.	Fish and Seafood Market	1-4
Merchants Landing, LLC	Spruce Head	Mooring Rental	1-4
Norman Assurance Assoc	4 Bartlett Ln	Insurance Agency	1-4
Northeast Mold Solutions	171 St. George Rd		1-4
Paul's Painting Svc	127 Dublin Rd	Painting	1-4
Peoples United Methodist	13 Chapel St	Religious Organization	1-4
Pet Shop/Fish Store	19 Birch Lane	Commercial/Retail	1-4
Pro-Paint	205 Westbrook St	Painting	1-4
Renovations By Russ Homes	PO Box 186	General Contractor	1-4
Riverside Publishing Co	12 Riverview Dr	Publishing, Computer	1-4
Seacoast Machine & Fabrication	245 Spruce Head Rd	Commercial Machinery	1-4
Studio 308	308 St. George Rd.	Hair Salon	1-4
Seekins Service & Repairs	128 Westbrook St	Automotive Repair	1-4
Self Storage Units	Foster Beach Rd	20 Units	1-4
Simpson Concrete	23 Alder Ln	Construction Materials	1-4
South Thomaston Public Library	8 Dublin Rd	Library	1-4
Takecare	641 St. George Rd.	Spa Services	1-4
Thomas John Sr. Clock & Watch	Buttermilk Rd	Clocks-Repairing & Parts	1-4

Name	Location	Sector	Employee Range
Town Office	125 Spruce Head Rd	Municipal Government	1-4
US Post Office	8 Elm St	Federal Government	1-4
Varieties	635 St George Rd	Video Tape and Disc Rental	1-4
Watermans Beach Lobster	343 Waterman Beach Rd	Fish and Seafood Market	1-4
Weskeag Inn At The Water	14 Elm St	Hotel, Inn	1-4
Yacht Sales Group	5 Spruce Head Rd	Boat Dealer	1-4
Young Realty	532 St George Rd	Real Estate	1-4

Source: Reference USA

Major regional employers in Knox County are listed in the table below.

Selected Major Employers in Knox County

Business Name	Location(s)	Employees	Sector
Penobscot Bay Medical Center	Rockport	801-999	Hospital
State Prison	Warren	401-450	Correctional Facility
MSAD 5	Rockland, South Thomaston, Owls Head	201-250	Education
MSAD 50	Thomaston, St. George, South Thomaston	251-300	Education
Samoset Resort	Rockport	201-250	Hotels
MSAD 28	Camden, Rockport, Lincolnville	151-200	Education
Wal-Mart Assoc. Inc	Rockland	151-200	Retail
Hannaford Brothers Co.	Rockland	151-200	Retail – Grocers
Maritime Energy	Rockland	151-200	Fuel
Five Town CSD	Rockport	151-200	Education
Maine DOT	Rockland	151-200	State Gov.
Fisher Engineering	Rockland	101-150	Construct. Machinery
Camden Health Care Center	Camden	101-150	Nursing Home
FMC Corp	Rockland	101-150	Food Processing
Mid Coast Mental Health Center	Rockland	101-150	Counseling
Camden National Bank Corp.	Camden	101-150	Bank
Dragon Products Company	Thomaston	101-150	Cement
The Home Depot	Rockland	101-150	Retail
Morse Boatbuilding, Lyman	Thomaston	101-150	Boat Manuf.
Consumers Maine Water Co.	Rockport	500-999	Utility

Source: Maine Dept. of Labor, 2005 and Reference USA

Commuting

In 2000, more than 21% of those South Thomaston residents who worked did so in South Thomaston. Almost 70% worked outside South Thomaston, but still in Knox County, many in Rockland. See the Transportation Chapter for more information on commuting patterns.

Taxable Sales

Taxable sales are one of the few available indicators of the actual size, growth, and economic character of a region. The table below shows total taxable sales for South Thomaston. All figures are in real dollars, not adjusted for inflation. From 2001 to 2005, total taxable sales in South Thomaston increased by almost 26%. The largest sector in Town was Business Operating, comprising more than 24% of total taxable sales in 2005. This sector saw an increase of more than 86% during this five year period. Categories are defined on the next page.

Total Taxable Sales by Sector in Thousands of Dollars for South Thomaston

Year	Business Operating	Bldg. Supply	Food Store	General Mdse.	Other Retail	Auto Transp.	Restaurant & Lodging	Total
2001	475.9	461.7	1275.8	0	178.1	298.6	227.2	2917.3
2002	464.5	457.5	1276.4	0	166.0	335.5	258.0	2957.9
2003	488.7	538.1	1215.9	0	182.1	519.8	214.8	3159.4
2004	687.4	509.3	1255.9	1.8	289.0	434.3	209.8	3387.5
2005	887.9	473.7	1348.0	0	275.8	408.8	275.2	3669.4

Source: Maine Revenue Services, Figures Rounded

In Knox County from 2001 to 2005, total taxable sales increased by almost 21%. Building Supplies activity generated the largest percent increase (almost 75%) in taxable sales during this same period. In 2005, Building Supplies constituted the most taxable sales generated of any sector (18.7% of total sales), followed by Auto Transport, with 16.1% of total sales. Categories are defined on the next page.

Total Taxable Sales by Sector in Thousands of Dollars for Knox County

Year/ Quarter	Business Operating	Bldg. Supply	Food Store	General Mdse.	Other Retail	Auto Transp.	Restaurant & Lodging	Total	
2001	1	9202.1	9555.9	8362.5	12934.6	6420.9	16750.1	8721.4	71947.5
	2	10807.7	14144.1	10163.3	17940.9	13113.6	21973.7	15552.7	103696
	3	10284.7	14494	12622	20781.5	18487.4	22130.8	31861.6	130662
	4	10000.1	14913.6	10052.8	22217.6	12262.1	20284.7	13829.7	103560.6
	YR	40294.6	53107.6	41200.6	73874.6	50284.0	81139.3	69965.4	409866.1
2002	1	7574.1	10858.1	8566.7	16047.4	5996	15902.6	9346.5	74291.4
	2	10619.3	15957.5	9965.9	17937.3	12372.3	22293.3	16135.1	105280.7
	3	11131.8	17990.5	12599.7	22185.7	16821.6	24292.8	33192.6	138214.7
	4	10888.8	16516.2	10086.9	21513.2	11647.4	19776.1	14260.5	104689.1
	YR	40214	61322.3	41219.2	77683.6	46837.3	82264.8	72934.7	422475.9
2003	1	9116.5	10719.3	8902.1	13206.1	5745.4	17317.1	8845.6	73852.1
	2	11733.4	17276.5	10519.2	17710.4	12398.9	22646.7	15839.3	108124.4
	3	14089.8	20037.3	13222.7	20876.2	17367	24494	33013.1	143100.1
	4	16598.9	17982.2	11250.9	23612.3	12883.5	21663.5	14766.4	118757.7
	YR	51538.6	66015.3	43894.9	75405	48394.8	86121.3	72464.4	443834.3
2004	1	13691.5	15399.8	9294.6	14968.5	6361.6	17953.8	9913.4	87583.2
	2	16651.2	23726	11215.1	18626.7	12914.6	21789.8	16428.3	121351.7
	3	17092.4	26018.2	13652.8	21219.5	18634.7	24561	32900.8	154079.4
	4	16390.2	24954.1	11104.2	21689.1	14293.6	19355.2	14777.9	122564.3
	YR	63825.3	90098.1	45266.7	76503.8	52204.5	83659.8	74020.4	485578.6
2005	1	11659.5	14655.1	9407.7	14217.4	7430.3	16923.3	9667.4	83960.7
	2	20741.2	24414.4	11466.2	17603.8	13135.7	23714.3	16641.6	127717.2
	3	18182.1	28368.2	14540.8	21074.2	19412.6	22543	34226.4	158347.3
	4	16561.4	25390.2	11531.9	22489.7	17444.8	16802	15163.7	125383.7
	YR	67144.2	92827.9	46946.6	75385.1	57423.4	79982.6	75699.1	495408.9

Source: Maine Revenue Services, Rounded

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).

Business Operating: Purchases for which businesses pay Use Tax, i.e., for items that are used by the business in its operation (like shelving and machinery) and not re-sold to consumers.

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 most food intended for home consumption is not taxed.

General Merchandise: In this sales group are stores carrying lines generally carried in large department stores. These include clothing,

furniture, shoes, radio-TV, household durable goods, home furnishing, etc.

Other Retail: This group includes a wide selection of taxable sales not covered elsewhere. Examples are dry good stores, drug stores, jewelry stores, sporting good stores, antique dealers, morticians, bookstores, photo supply stores, gift shops, etc.

Auto Transportation: This sales group includes all transportation related retail outlets. Included are auto dealers, auto parts, aircraft dealers, motorboat dealers, automobile rental, etc.

Restaurant/Lodging: All stores selling prepared food for immediate consumption. The Lodging group includes only rental tax.

Survey Results

The 2007 Community Survey found that the South Thomaston residents believe the Town should encourage development in farming, forestry, fishing, home based businesses, aquaculture, and light industry.

Summary

The top sectors of employment for South Thomaston residents were 'Educational, health and social services'; 'Retail trade'; 'Manufacturing'; and 'Fishing, agriculture, forestry, hunting and mining'. In 2000, 21% of South Thomaston residents who worked did so in South Thomaston. Most residents worked outside of the Town but still in the County. There has been recent growth in the past four years in the opening of new retail establishments in Knox County including Home Depot, Hampton Inn, several new chain restaurants, and recently Lowe's. Many South Thomaston businesses employ just a few people each. The Town has a slightly lower unemployment rate than seen countywide. Living in South Thomaston does not significantly limit employment opportunities given the Town's proximity to Rockland and other nearby service centers. South Thomaston can help shape its economic growth by encouraging development that has manageable impacts on community character, natural resources, and infrastructure, and is located in the best suitable areas. South Thomaston's continued development of its traditional business pursuits of forestry, fishing, and home based businesses, could be supplemented with the development of aquaculture and light industry to provide for a stable long term future of employment for its residents.

Goal

1. To expand the Town's tax base, improve job opportunities for residents needing employment, and encourage overall economic well-being.

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To better educate the future workforce of the Town, our School Board representative and Selectmen will work with the new Regional School Unite 13 School Superintendent and staff to ensure that educational opportunities are available to our young people for their future careers:
 - a. The opportunities should include academic, vocational and technology education courses for job opportunities. (Selectmen/School Board Representative). Ongoing
 - b. Promoting the development of advanced educational opportunities at the University College at Rockland and Mid-Coast School of Technology to enhance the employment possibilities of South Thomaston residents. (Selectmen/School Board). Ongoing
 - c. To provide for the opportunity for job changes the technical training necessary to prepare the local work force should be provided at Mid-Coast School of Technology and other local trade schools, those that are part of our School Districts and private job training companies. In addition to the normal training in trades like plumbing, carpentry and electricity, new courses for computers, software development, and electronics should be pursued. (Selectmen).Ongoing
2. To retain existing businesses and encourage new ones, the Town will consider the following:
 - a. Sponsoring a local business fair in conjunction with other towns in the area including Thomaston, Rockland and Owls Head. (Selectmen). Ongoing
 - b. Town representatives should regularly attend State and Regional business development conferences to identify opportunities for light industrial projects and companies to locate in the Town. The types of light industries that can serve as examples for our economy are Lie Nielsen Toolworks Inc. and Knox Machine Company, both in Warren, Maine. (Selectmen). Ongoing
 - c. The selectmen should investigate and pursue collaboration with Thomaston, Rockland, Saint George and Owls Head to attract businesses to the region (Selectmen). Ongoing.

3. To attract, enhance and support existing and future economic development, while minimizing negative impacts of non-compatible uses, the Town will:
 - a. Examine amending land use ordinances as necessary to contain appropriate provisions on permitted, conditional and prohibited uses and will identify appropriate areas for commercial development. These provisions will reduce the likelihood of poorly planned development, resistance to new projects, or incompatible uses. (Selectmen/Planning Board/Town Meeting). Ongoing
 - b. Home occupation performance standards will be included in the land use ordinance to ensure compatibility with residential neighborhoods and adjacent properties (Selectmen, Planning Board, Town Meeting) Immediate.
4. To promote economic development that maintains and enhances community character, the Town will obtain funds from State and Federal government and private sources to provide support for roads, parks, public transportation or other activities that materially aid the Town's economy. These include but are not limited to Community Development Block Grants and US/Maine DOT Enhancement Funds. Town expenditures required to participate in such programs will be presented to the voters for approval (Selectmen/Town Meeting). Ongoing.
5. To assist low and moderate income persons, the elderly and disabled, the Town will collect and distribute information on applicable programs to ensure that those eligible for public assistance, unemployment assistance, job training, aid to the elderly, and/or disabled are made aware of and assisted in applying for such programs (Selectmen) Ongoing.

CHAPTER 3 HOUSING

Introduction

Housing represents the major investment of most individuals. Property taxes provide the basis for funding South Thomaston government services and schools. With rising property values and assessments, affordable housing has become a concern for many residents. The goal of this chapter is to document housing conditions and to encourage affordable, decent housing opportunities for all South Thomaston residents.

Housing Units

In 2000, South Thomaston had 804 housing units. During the 1990s, the Town recorded more than a 15.4% increase in its housing stock, compared to 13.7% for Knox County and 11.0% for the State.

Total Housing Units

Place	1980	1990	2000	Annual Average Change	Total Change
South Thomaston	575	697	804	2.0%	39.8%
Knox County	16,331	19,009	21,612	1.6%	32.3%
Maine	501,093	587,045	651,901	1.5%	30.1%

Source: Census (Percents Rounded)

Housing Types

In 2007, there are no multi-unit housing structures greater than four (4) units in town. South Thomaston has more mobile homes and trailers relative to its entire housing stock than does Knox County. Mobile homes and trailers are located on individual lots. Although not disproportionate, many of these homes are inhabited by elderly people. Overall, mobile homes are in fair condition.

Housing Units in Structure

Housing Types	South Thomaston				Knox County			
	1990		2000		1990		2000	
	Number	%	Number	%	Number	%	Number	%
Total housing stock	697	100.0%	804	100%	19,009	100.0	21,612	100.0
1-unit, detached	581	83.4%	688	85.6%	14,120	74.3	16,310	75.5
1-unit, attached	7	1.0%	6	0.7%	265	1.4	489	2.3
2 to 4 units	23	3.3%	25	3.1%	2,013	10.6	2,003	9.3
5 to 9 units	0	0.0%	0	0.0%	491	2.6	474	2.2
10 or more units	0	0.0%	0	0.0%	486	2.6	581	2.7
Mobile home, trailer, boat, RV, other	86	12.3%	85	10.6%	1,634	8.6	1,755	8.1

Source: Census DP-4, SF-3 (Percents Rounded)

Housing Age

South Thomaston’s housing on average is not as old as the County and State averages. More than 19% of South Thomaston’s housing stock was built in the 1990s, compared to almost 15% for Knox County and the State. More than 30% of South Thomaston’s housing stock dates prior to 1939, compared with almost 40% for the County and almost 30% for the State. These older units are more likely to be in substandard condition and in need of repair.

Year Structure Built

Years	South Thomaston		Knox County		Maine
	Number	%	Number	%	%
1990 to March 2000	155	19.3	3,207	14.8	14.6
1980 to 1989	134	16.7	3,327	15.4	16.0
1970 to 1979	153	19.0	2,931	13.6	15.9
1940 to 1969	118	14.7	3,524	16.3	24.4
1939 or earlier	244	30.3	8,623	39.9	29.1
Total housing stock	804	100.0	21,612	100.0	100.0

Source: Census SF-3 H34 (Percents Rounded)

Building Permits Issued

According to the U.S. Department of Housing and Urban Development, South Thomaston had a total of 90 housing permits issued from 2001 to 2005, with a yearly average of 18 permits. For the same period, Knox County, including South Thomaston, had a total of 1,577 housing permits issued, with a yearly average of 315.4 permits.

Housing unit Building Permits issued in South Thomaston

Structure Type	2001	2002	2003	2004	2005	Total	Yearly Average
Single-Family	16	17	19	16	22	90	18
Multi-Family	0	0	0	0	0	0	0
Total Units	16	17	19	16	22	90	18

Source: U.S. Department of Housing and Urban Development

Housing Construction

The Town records indicate that 117 homes have been built between 2001 and 2006. When added to the 2000 Census figures, the total number of housing in South Thomaston in 2006 was 921 units.

NEW HOMES	2001	2002	2003	2004	2005	2006	TOTALS
Stick-Built/Modular	19	14	17	14	22	21	107
Mobile	2	1	1	2	2	2	10
Total	21	15	18	16	24	23	117

Source: South Thomaston Code Enforcement Office

Since 1993, there have been 10 subdivisions approved. Most of them have been located off Route 131, Route 73, Buttermilk Lane and Westbrook Street.

Occupancy and Tenure

Home ownership is a good indicator of the overall standard of living. A high rate of owner-occupied housing is typical in a predominately residential community like South Thomaston. During the 1990s, South Thomaston had a small increase in the proportion of owner-occupied housing to more than 61% in 2000. Renter occupied housing increased during the same period, comprising almost 13% of housing in 2000 at the Town level. In 2000, more than 26% of the Town's total housing units were classified as vacant by the Census; most of these vacant units were for seasonal or recreational use.

Housing Occupancy and Tenure

Housing Units	South Thomaston				Knox County			
	1990		2000		1990		2000	
	Number	%	Number	%	Number	%	Number	%
Total	697	100.0	804	100.0	19,009	100.0	21,612	100.0
Occupied	496	71.2	594	73.9	14,344	75.5	16,608	76.8
- Owner-occupied	416	59.7	491	61.1	10,564	55.6	12,287	56.9
- Renter-occupied	80	11.5	103	12.8	3,780	19.9	4,321	20.0
Vacant	201	28.8	210	26.1	4,665	24.5	5,004	23.2
- For Seasonal Use	160	23.0	172	21.4	3,541	18.6	4,054	18.8

Source: Census (Percents Rounded, calculated from total units)

Housing Values

The value of housing units surveyed by the Census in the table below includes 356 of the 594 occupied housing units in South Thomaston for 2000. More recent figures are shown later in this chapter. It is important to note that at any given time, most homes are not for sale, and so their value does not reflect their availability for purchase.

South Thomaston Specified Owner-Occupied Housing Units

Value in 2000	Number	%
Less than \$50,000	0	0
\$50,000 to \$99,999	106	29.8
\$100,000 to \$149,999	117	32.9
\$150,000 to \$199,999	65	18.3
\$200,000 to \$299,999	48	13.5
\$300,000 or more	20	5.7
Median	126,600	--

Source: Census (Percents Rounded)

Note: To maintain confidentiality, the Census Bureau applies statistical procedures that introduce some uncertainty into data for small geographic areas with small population groups. This table contains sampling error and non-sampling error.

The rents surveyed by the Census in the next table include 100 of the 103 renter-occupied housing units in South Thomaston. As surveyed by the 2000 Census, 33% of monthly rents charged in South Thomaston were under \$500, while 34% were between \$500 and \$749. Fourteen percent of apartments had no cash rent charged.

**South Thomaston
Specified Renter-Occupied Housing Units**

Gross Rent in 2000	Number	%
Less than \$200	0	0.0
\$200 to \$299	2	2.0
\$300 to \$499	31	31.0
\$500 to \$749	34	34.0
\$750 to \$999	17	17.0
\$1,000 to \$1,499	2	2.0
\$1,500 or more	0	0.0
No cash rent	14	14.0
Median	550	(X)

Source: Census (Percents Rounded)

Note: To maintain confidentiality, the Census Bureau applies statistical procedures that introduce some uncertainty into data for small geographic areas with small population groups. This table contains sampling error and non-sampling error.

Affordable Housing

Affordable housing is important for every municipality. High costs are burdensome to individuals, to governments, and the local economy. Several factors contribute to the challenge of finding affordable housing, including local and regional employment opportunities, older residents living longer in their homes; more single-parent households; seasonal housing markets, and generally smaller household sizes.

Affordable housing means decent, safe, and sanitary living accommodations that are affordable to very low, low, and moderate-income people. The State 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 (including utilities) not exceeding 30% of the monthly income. Affordable housing often includes manufactured housing, multi-family housing, government-assisted housing for very low, low and moderate-income families, and group and foster care facilities.

The next table shows monthly housing costs as a percentage of household income for almost 60% of the owner-occupied housing units in South Thomaston in 1999, the most recent available Census data. In that year, 21.6% of South Thomaston households had monthly owner costs over 30% of their income, indicating that their housing was

considered unaffordable. The table also shows monthly housing costs as a percentage of household income for more than 97% of the renter-occupied housing units in South Thomaston in 1999. Twenty-seven percent of these households had monthly rental costs over 30% of their income, indicating that their housing was considered unaffordable. This data suggest that housing affordability has been an issue for a sizable minority of South Thomaston residents. More current data suggest that this issue affects more people than it once did.

Selected South Thomaston Households: Monthly Owner Costs in 1999

Household Income Spent on Housing	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Less than 15%	129	36.2	22	22.0
15 to 19%	61	17.1	17	17.0
20 to 24%	62	17.4	13	13.0
25 to 29%	25	7.0	7	7.0
30 to 34%	35	9.8	6	6.0
35% or more	42	11.8	21	21.0
Not computed	2	0.6	14	14.0
Total Households Surveyed	356	100.0	100	100.0

Source: Census (Percents Rounded)

Note: To maintain confidentiality, the Census Bureau applies statistical procedures that introduce some uncertainty into data for small geographic areas with small population groups. This table contains sampling error and non-sampling error.

The Maine State Housing Authority (MSHA) has calculated that housing on average in Knox County, the Rockland Housing market, and the State as a whole is unaffordable to the median income earner. The next table shows the estimated median income and the median home price in 2006. The median home that is affordable, based on the State definition of not spending more than 30% of monthly income on housing, is shown.

2006 Housing Affordability

Place	Index	Est. Median Income*	Home Price the Median Income Can Afford	Actual Median Home Price	Income Needed to Afford	Annual Income Gap
South Thomaston	0.73	\$52,281	\$168,780	\$232,500	\$72,019	\$19,738
Knox County	0.71	\$45,623	\$142,760	\$200,000	\$63,916	\$18,293
Rockland Metropolitan Housing Market	0.79	\$45,307	\$141,771	\$180,000	\$57,524	\$12,217
Maine	0.73	\$44,488	\$134,329	\$185,000	\$61,270	\$16,782

Source: MSHA, Note: An Index of less than 1 is Unaffordable; more than 1 is Affordable. *Estimated Median Income of those who earn an income, not the Median Household Income.

The South Thomaston 2006 figures are based just on the sale of homes through the Multiple Listing Service, and so may not fully reflect the local housing market. In 2005,

the median home sale price in South Thomaston was \$260,000. In 2004, it was \$200,500. Such a large fluctuation may be based on the small number of total sales in each year and not due entirely to a large increase in housing prices. Nevertheless, home prices have tended to rise in recent years beyond the affordability of many residents who depend on the local or regional economy for their livelihoods.

The estimated number of extremely low, very low, low and moderate-income households in South Thomaston, and what housing they could afford in 2006 is shown in the next table. On an annual basis there are often only a limited number of home sales. Nevertheless the 2006 median home price figure is considered for purposes of understanding the gap between the median home price and the median income of South Thomaston residents. The median home price was only affordable to those in the moderate income group and above.

Estimated Housing Affordability by Income 2006

Income Categories	South Thomaston Households				
	Number	%	Income	House can Afford	Rent can Afford
Extremely Low (up to 30% of Median Household Income)	53	8.5	\$15,684	\$50,633	\$392
Very Low (greater than 30% to 50% of Median Household Income)	70	11.3	\$26,141	\$84,392	\$654
Low (greater than 50% to 80% of Median Household Income)	117	19.0	\$41,825	\$135,025	\$1,046
Median Household Income	-	-	\$52,281	\$168,780	\$1,307
Moderate (greater than 80% up to 150% of Median Household Income)	210	33.8	\$78,422	\$253,172	\$1,961

Source: 2006 Claritas, MSHA, MCRPC

Note: The analysis for rents assumes rental costs do not exceed more than 30% of income. Rental data represents two bedroom rents and does include a utility allowance. Those households earning above the moderate income level are not included in this table and comprise 170 households in South Thomaston.

South Thomaston households earning the median household income or less cannot afford the median price of a house in South Thomaston. Accordingly, housing affordability has become a serious concern for young persons seeking to stay in South Thomaston but live in their own home, and for elderly persons as well. Mobile homes or modular homes constitute much of the new affordable housing created because the cost of the existing housing stock is often too expensive for local families to afford. Once a family has bought land, often they can only afford a mobile home or modest modular for their lot.

Affordability and State Law

The State of Maine Planning and Land Use Regulation Act requires that every municipality "...shall seek to achieve a level of least 10% of new residential

development, based on a five-year historical average of residential development in the municipality, meeting the definition of affordable housing.” During the past five-year period from 2001 to 2006, 117 housing units were constructed in South Thomaston. Thus, South Thomaston would meet the Act if the Town sought to provide 12 low-or-moderate income units in this period. Within this period, affordable housing meeting state guidelines was built in the form of mobile homes, as 10 such units were put in place, which was 8.5% of all residential housing constructed. This is 2 fewer units than sought by the Act.

The Maine State Housing Authority (MSHA) records just one Section 8 Voucher (subsidized) housing in South Thomaston in 2006. MSHA estimates a need for an additional 32 subsidized units in South Thomaston to serve all age groups.

Affordable Housing Remedies

There is a desire by residents to maintain and provide for affordable housing, as needed, beyond the state minimums. The State recommends that the Town considers ways of helping meet this need. The Town suggests the following solutions:

1. Take steps to allow mobile homes and modular homes in more areas. At present, the Town allows these units in all districts as single units, not as parks. They require a building permit. The Plan recommends that Mobile Home Parks be restricted from the Island District and from V1 and V2, but be allowed in R1 and R2. Possible to develop with ½ acre lots. Requirements would fall under Subdivision Regulations and would be overseen by the Planning Board.
2. Consider allowing construction of duplex and / or triplex housing on one (1) acre lots as long as septic systems and setbacks are acceptable and conform to all requirements.

Lot Size and Community Wastewater Facilities

Smaller housing lots are more affordable than larger lots. Given rising housing costs, the Town will consider lot sizes in amending land use ordinances. Depending upon soil conditions, small lots may not be able to support housing that is dependent upon septic system and/or well standards necessary to ensure the health of a home’s occupants, and to meet minimum state standards. In these areas, municipal sewer and water can allow for smaller and therefore more affordable lots for homebuyers. South Thomaston has no sewers and no public water in town.

The extension of sewers and water systems is a substantial cost to municipalities. Significant state and federal funds are often leveraged to develop or expand these systems. Maintenance of sewer and water systems is a large part of the municipal expenditures of service center communities. Consideration of community wastewater facilities may prove to be a worthwhile compromise. Such shared systems allow for development on smaller lots than could be accommodated by individual septic systems. These shared systems are paid for by developers and users rather than by the town as a

whole. When major subdivision proposals are before the town, with adequate ordinance standards, the planning board could request proposals from developers for community wastewater facilities. The costs of these systems are often offset by the increase in allowable units and in costs savings to developers for these planned developments.

Elderly Housing

Elderly housing is a concern for many South Thomaston residents. In 2000, those aged 65 years and older resided in 26.3% of occupied housing in South Thomaston. In the same year, 49 individuals over 65 years old were living alone. South Thomaston has no assisted living facilities. Rockland and Thomaston have assisted living facilities. The Town needs to re-introduce into its Land Use Ordinance guidelines for establishing Community Living / Congregate Living Housing that is compliant with ADA requirements and addresses elderly / assisted living needs. MSHA estimates that South Thomaston needs an additional 9 units of subsidized housing for those aged 65 years and older.

Housing Programs

Local, state, and federal governments have various ways of subsidizing housing costs for eligible citizens. In most cases the efforts of 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 (FHA), 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 and administers the following: Rental Loan Program, Section 8, SHARP, Supportive Housing, and Vouchers. South Thomaston does not have a local housing authority and does not have a public welfare department to oversee general assistance.

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, 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.

Survey Results

The *2007 Community Survey* revealed the following concerning housing issues:

1. 58% felt that the Town should encourage affordable housing
2. 54% believed that the Town should encourage the building of nursing / assisted living facilities
3. Additional survey comments listed specific needs for apartments and affordable housing for seniors
4. Respondents were generally against large housing projects and condominiums.

Summary

Most South Thomaston residents live in owner-occupied single-family housing. The percentage of homes owned by retirees - both those from away and natives - will continue to increase as the population ages. Affordable housing is defined as not costing more than 30% of household income. The data reviewed suggest that the cost of housing is of concern to a sizable number of residents, especially young families and the elderly. Amended ordinance provisions will seek to encourage affordable housing in appropriate areas of Town on smaller and therefore more affordable lots where municipal services can be provided in the most cost-effective manner, and if feasible where community wastewater systems can be utilized.

Goal

To encourage affordable, decent housing opportunities for all South Thomaston residents.

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To increase density and/or decrease lot size, (with adequate septic disposal area) to make housing less expensive to develop, the town should review and strengthen cluster housing requirements in current Subdivision Regulations (Section 6) and reduce the minimum lot size to 20,000 square feet in growth areas, where soils would support septic systems. Allow duplex and/or triplex housing with acceptable septic systems and setbacks 1 acre lots. (Ordinance Committee, Town Voters) Long term.
2. The Code Enforcement Officer (CEO) and the Licensed Plumbing Inspector (LPI) will address reported violations of local ordinances and State laws and regulations that affect health, safety or community conditions such as working with property owners to correct all known failed or inadequate subsurface sewage disposal systems (CEO/LPI) Immediate and Ongoing.

3. To maintain and promote affordable housing opportunities, the Town will welcome and encourage participation in programs, grants (Community Development Block Grant (CDBG), housing assistance and rehabilitation programs) and projects for the construction of subsidized workforce housing within the Town, and grants to homeowners for improvements to energy efficiency, habitability, etc. The Town will compile information on these programs and grants for the use of residents (Selectpersons) Ongoing.
4. To meet housing needs of the elderly, the Town will encourage participation in programs, grants and projects, within the Town or the region to insure sufficient, affordable housing options for its elderly citizens, including the reintroduction into Land Use Ordinance Community Living/Congregate Housing section. (Ordinance Committee, Town Voters) Long term. (Selectpersons) Ongoing.
5. To maintain and promote affordable housing opportunities through the amended land use ordinance, the Town will continue to encourage affordable housing opportunities to meet the at least 10% affordable housing goal set in State law, which would average two (2) per year in Town, by allowing a mixture of appropriate housing types, including accessory (in-law) apartments with acceptable septic systems, and units on smaller lots. The Town will continue to allow mixed housing types (single-family and multi-family units), mixed uses and mixed income housing within the residential areas of the Town, and will encourage the use of community wastewater facilities paid for by the users of these systems. (Selectpersons, Ordinance Committee) Ongoing.
6. To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs, the town should educate the public by supplying websites and information about affordable housing / subsidized loans, etc. in the Town's quarterly newsletter (Selectpersons, Town Clerk) Ongoing.
7. To designate a location(s) in growth areas where mobile home parks are allowed as mandated by State law, the town should consider that mobile home parks be allowed in R1 and R2, with approval under subdivision regulations. Mobile home parks would be restricted from the Island District and from V1 and V2. (Ordinance Committee, Town Voters) Long term.

CHAPTER 4 TRANSPORTATION

Introduction

A safe and dependable transportation system is the lifeline of every community. This chapter details the current condition and usage of South Thomaston’s transportation system. Road names and geographic locations are taken from town maps. These names occasionally vary from local usage but have been referenced to maintain consistency. The main goal of this chapter is to plan for the efficient maintenance and improvement of the transportation system in order to accommodate existing and anticipated development.

Roadways

South Thomaston has 20.23 miles of public roads, of which 8.65 miles are town roads and 11.58 miles are State or State Aid roads. All of the town roads are paved. Named private subdivision roads and lanes (often shared driveways listed with E-911) are also shown in the table below. The State and town roads are vitally important as they allow South Thomaston residents to commute to work, school, stores, and around the town.

South Thomaston Roadway Inventory

Roadway	Length (Miles)	Owned by	Maintained by	Surface	Condition (Good, Fair, Poor)
Alder Ln	.11	Private	Private	Dirt	Good
Alsak Farm Rd	.16	Private	Private	Dirt	Good
Ames Terr	.17	Private	Private	Dirt	Good
Appletree Ln	.40	Private	Private	Dirt	Good
Aspen Drive	.18	Private	Private	Paved	New
Bartlett Ln	.15	Town	Town	Paved	Good
Bassick Rd	.38	Private	Private	Paved	Good
Bay View St	.04	Private	Private	Dirt	Good
Bayberry Rd	.22	Private	Private	Dirt	Good
Beth-Lynn Rd	.18	Private	Private	Dirt	Good
Birch Ln	.09	Private	Private	Dirt	Good
Blackberry Ln	.24	Private	Private	Dirt	Good
Brookside Drive	.2	Private	Private	Paved	New
Bries Way (Irontree)	.1	Private	Private	Dirt	New
Browns Rd	.80	Private	Private	Dirt	Good
Bufflehead Cv	.14	Private	Private	Dirt	Good
Buttermilk Ln	1.77	State Aid	Town	Paved	Fair
Camp Rd	.1	Private	Private	Dirt	Good
Century Farm Rd	.1	Private	Private	Dirt	Good
Chapel St	.18	Town	Town	Paved	Good
Cliff Drive	.19	Private	Private	Dirt	Good
Colby Dr	.04	Private	Private	Dirt	Good

Roadway	Length (Miles)	Owned by	Maintained by	Surface	Condition (Good, Fair, Poor)
Cottage Ln	.17	Private	Private	Dirt	Good
Country Ln	.09	Private	Private	Paved	Good
Coves End Rd	.09	Private	Private	Dirt	Good
Cuddy Cv	.12	Private	Private	Dirt	Good
Cummings Dr	.15	Private	Private	Dirt	Good
Donahue Dr	.39	Private	Private	Dirt	Good
Drury Ln	.8	Private	Private	Dirt	Good
Dublin Rd	1.28	State Aid	State	Paved	Good
Elwell Pt	.05	Private	Private	Dirt	Good
Evergreen Ln	.04	Private	Private	Dirt	Good
Field St	.16	Private	Private	Dirt	Good
Firth Ave	.14	Private	Private	Dirt	Good
Foster Beach Rd	.19	Private	Private	Dirt	Good
Granite St	.09	Private	Private	Dirt	Good
Grierson Rd	.90	Town	Town	Paved	Good
Hall Pt Rd	.20	Private	Private	Dirt	Good
Harbor Ln	.11	Private	Private	Dirt	Good
Harrington Quarry Rd	.19	Private	Private	Dirt	Good
Hawthorne Ln	.17	Private	Private	Dirt	Good
Hayden Point Rd	.86	Town	Town	Paved	Good
Headlands Dr	.27	Private	Private	Dirt	Good
Hill St	.43	Private	Private	Paved	Good
Hollyberry Ln	.29	Private	Private	Dirt	Good
Homeport Ave	.19	Private	Private	Dirt	Good
Hopkins Dr	.13	Private	Private	Dirt	Good
Horse Farm Rd	.24	Private	Private	Dirt	Good
Irontree St	.32	Private	Private	Paved/Dirt	Good
Island Rd (Spruce Head Island Rd)	1.61	Town	Town	Paved	Fair
Judd Putman Rd	.54	Private	Private	Dirt	Good
Ledge Rd	.87	Private	Private	Dirt	Good
Little Dog Path	.08	Private	Private	Dirt	Good
Lobster Buoy Campground	.06	Private	Private	Dirt	Good
Lobster Cove Rd	.19	Private	Private	Dirt	Good
Maker Dr	.1	Private	Private	Dirt	Good
Maple St	.24	Private	Private	Dirt	Good
McBride Dr	.24	Private	Private	Dirt	Good
Merchants Landing Rd	.26	Private	Private	Dirt	Good

Roadway	Length (Miles)	Owned by	Maintained by	Surface	Condition (Good, Fair, Poor)
Middle Rd	.06	Private	Private	Dirt	Good
Mill Pond Ln	.22	Private	Private	Dirt	Good
Nabby Cove Rd	.17	Private	Private	Dirt	Good
Norton Dr	.62	Private	Private	Dirt	Good
Oceanview Terr	.11	Private	Private	Dirt	Good
Old Ferry Rd	.11	Private	Private	Dirt	Good
Patten Point Rd	.08	Town	Town	Paved	Good
Pepperhill Ln	.24	Private	Private	Dirt	Good
Philbrook Ln	.44	Private	Private	Dirt	Good
Pine Tree Ln	.05	Private	Private	Dirt	Good
Pleasant Beach Rd	.45	Town	Town	Paved	Poor
Point Vw	.05	Private	Private	Dirt	Good
Powerhouse Cv	.05	Private	Private	Dirt	Good
Punkin Hill Rd	.22	Private	Private	Dirt	Good
Quarry Rd	.09	Private	Private	Dirt	Good
Quarry Trail	.2	Private	Private	Paved	Good
Red Oak Ln	.12	Private	Private	Dirt	Good
Richardson Blvd	.08	Private	Private	Dirt	Good
Riverview Dr	.33	Private	Private	Dirt	Good
Rockledge Rd	.27	Town	Town	Paved	Good
Route 131 (St. George Rd)	3.07	State	State	Paved	Good
Route 73 (Elm St and Spruce Head Rd)	5.46	State	State	Paved	Fair
Sawblade Road	.2	Private	Private	Paved	New
School St	.11	Private	Private	Dirt	Good
Scotts Terr	.11	Private	Private	Dirt	Good
Sea St	.05	Private	Private	Dirt	Good
Seal Cv	.11	Private	Private	Dirt	Good
Snowdeal Ln	.17	Private	Private	Dirt	Good
Snowhill Ln	.41	Private	Private	Dirt	Good
Split Rock Cove	.34	Private	Private	Dirt	Good
Spring St	.09	Private	Private	Dirt	Good
Spruce Pt	.20	Private	Private	Dirt	Good
Stump Dump Road	.34	Town	Town	Paved	Good
Summer St	.14	Private	Private	Dirt	Good
Sylvia's Wy	.33	Private	Private	Dirt	Good
Tidal Crk	.3	Private	Private	Dirt	Good
Towers Hill Ln	.17	Private	Private	Dirt	Good
Townbar Rd	.20	Private	Private	Dirt	Good

Roadway	Length (Miles)	Owned by	Maintained by	Surface	Condition (Good, Fair, Poor)
Tyler Dr	.34	Private	Private	Dirt	Good
Village Rd	.30	Town	Town	Paved	Good
Water St	.06	Private	Private	Dirt	Good
Waterman Beach Rd	1.91	Town	Town	Paved	Fair
Westbrook St (Westbrook Rd)	1.95	Town	Town	Paved	Fair
Wharf St	.19	Private	Private	Dirt	Good
Winding Ln	.11	Private	Private	Dirt	Good
Winter St	.17	Private	Private	Dirt	Good

Source: Town of South Thomaston, Road Commissioner

Roadway Maintenance

The Town of South Thomaston Road Maintenance Program includes paving, pot hole patching, brush cutting, culvert replacement, ditch clearing for drainage, placement; removal of snow fences, and snow plowing. The town does not own any vehicles for snowplowing.

Overall, South Thomaston’s roadways are in Good condition. The town works with limited resources to maintain local roads. In general, the roads in town are narrow and have limited shoulder areas, specifically: Route 73, Buttermilk Lane, Westbrook Street, Waterman Beach Road, Island Road and the end of Pleasant Beach Road should have wider shoulders. The damage that occurs to most roads is in part the result of trucking activity. Harsh weather, which includes rapid changes in weather conditions, is another cause of road deterioration. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw, which is also the time when many natural resource based products are transported to market. As road weight limit postings are put in place, the conflict between road maintenance and the economic needs of local businesses are clear.

It is important to consider that most roads were not originally engineered for the weight they now carry. If money were no concern, the best course of action would be to rebuild each major road. That, however, is not economically feasible. Nevertheless, selective reconstruction of major roadways can be beneficial. No new road construction is planned.

Vegetation growth also threatens the use of our smaller roads, specifically interfering with emergency vehicle access. The town and the private home-owners need to work together to stay on top of the overgrowth. An ordinance to regulate and require private compliance should be considered by the town.

Traffic Commuting Patterns

Most South Thomaston residents who commute to work drive alone. A minority carpool. Fewer residents walked to work or worked at home in 2000 than in 1990 or 1980. According to the Census, the average commuting time for South Thomaston residents was 17.5 minutes in 1990 and 21.3 minutes in 2000.

Commuting Methods of South Thomaston Residents

	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 years and over	380	100.0%	569	100.0%	672	100.0%
Drove alone	231	60.8%	427	75.0%	553	82.3%
In carpools	115	30.3%	83	14.6%	52	7.7%
Using public transportation	2	0.5%	0	0.0%	2	0.3%
Using other means	5	1.3%	0	0.0%	15	2.2%
Walked or worked at home	27	7.1%	59	10.4%	10	1.5%

Source: Census

In 2000, more than 21% of South Thomaston residents who worked did so in South Thomaston. This was a decrease from 1990, similar to the trends seen in most Midcoast communities. Almost 69% of South Thomaston residents who worked did so outside South Thomaston, but still in Knox County, many in Rockland. South Thomaston remains predominantly a bedroom/commuter community, but has important local businesses providing limited employment opportunities for residents. See the Economy Chapter of this plan for information on local and regional employment.

Where South Thomaston Residents Work

	1990		2000	
	Number	Percent	Number	Percent
Total Commuters	569	100.0%	672	100.0%
Work and Reside in Same Town	145	25.5%	144	21.4%
Work in Knox County, outside South Thomaston	374	65.7%	463	68.9%
Work in Waldo County	5	0.9%	9	1.3%
Work in Other Maine County	37	6.5%	38	5.7%
Work in Other State	8	1.4%	16	2.4%

Source: Census

Traffic Volume

Vehicle Miles Traveled (VMT) is a measure of total traffic volume. From 1990 to 2000, VMT increased 24.5% in Knox County. During the same period, the population increased only 9.1%. This indicates that people here are driving more on average than they have in the past. This is true throughout Maine and most of the U.S. as well.

Maine DOT has a few actual traffic counts, called Annual Average Daily Traffic (AADT), from both 2002 and 2005 for select locations on South Thomaston roads, see next table.

Traffic Volumes

Location Description	AADT in 2002	AADT in 2005	Change
Buttermilk Ln northwest of Route 73	1,550	1,360	-12.3%
Rout 73 south of Waterman Beach Rd	2,300	2,140	-7.0%
Route 73 northeast of Buttermilk Ln	3,730	3,510	-5.9%
Route 73 southwest of Westbrook Rd	3,610	3,400	-5.8%
Route 131 north of Westbrook Rd	5,820	6,150	5.7%

Source: Maine DOT

See the map titled Transportation Network for Factored Annual Average Daily Traffic (FAADT) figures of major roads in South Thomaston. These figures are calculated for most public roads and are based on actual counts (AADT) at select locations. South Thomaston residents have noted increased traffic on most roads since 1990, especially on Route 131, Route 73 and Westbrook Street. It is believed that these increases are not accurately shown by the limited Maine DOT data available for South Thomaston. Seasonal variation with peak volumes occurs in the summer.

Traffic Congestion

Traffic congestion lowers a roadway’s level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. See the Transportation Network Map for LOS information. There are six levels of service, given letter designations from A to F, with LOS A representing the best operating conditions and LOS F 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. Maine DOT has noted a LOS D for Route 131, a LOS C for the Elm Street portion of Route 73, and a LOS of B for the Spruce Head Rd portion of Route 73. All other roads have a LOS A or B. Residents have expressed concern with traffic in the Village area (near the Keag) and on Westbrook Street, especially during the summer.

Safety

According to Maine DOT there were 114 reported crashes in South Thomaston from 2003 through 2005. Most of these did not involve personal injuries. There were 2 fatalities, 3 serious personal injuries, 30 minor injuries (in which a person had visible injuries, bruises, abrasions, swelling, etc.), and 16 injuries that were not visible (including momentary unconsciousness or complaint of pain). The most common crash type was running off the road, followed by crashes with deer. Speeding, driver inattention, and intoxication were common causes for crashes. These statistics do not account for unreported crashes, which tend to be less serious.

Maine DOT found two road segments in South Thomaston with high crash locations (at least eight accidents occurring in three years). These high crash locations include the entire length of Buttermilk Lane from the Thomaston town line to the Route 73 intersection and Route 73 from the Waterman Beach Road southern intersection to the Island Road intersection. See the Transportation Network Map for these locations. Residents have expressed concern with safety in the areas identified in the next table.

Locally-Identified Hazards

Area	Hazard	Solution
Intersection of Rt. 73 and Dublin Road	Poor configuration, intersection is not perpendicular, no shoulder and needs a stop sign heading south on Rt. 73	Redesign the intersection
Westbrook Street	Speeding	Reduce Speed limit and enforcement
Rt. 73 in Keag Village	Speeding	Enforcement
Intersection of Rt. 131 and Westbrook Street	Poor configuration: traffic heading south on Rt. 131 needs a turn lane to Westbrook Street	Redesign
Island Roads	Poor Sight Distances	Cut back vegetation

Source: Town of South Thomaston, Town Residents

Access Management

Access Management is the planned location and design of driveways and entrances to roads in order to improve safety, preserve capacity, and maintain posted speeds. Maine DOT has established standards, including greater sight distance requirements, based in part on posted speeds, for the permitting of driveways and entrances for three categories of roadways: (1) retrograde arterials, (2) mobility arterials, and (3) all other state and state-aid roads. No roadways in South Thomaston are classified as retrograde arterial or mobility arterial.

To maintain and improve traffic flows, future land use ordinances should include access management performance standards that are in accordance with state law. Locating shared access points for businesses and residences can enhance safety while allowing development to occur along roadways.

Bridges

There are three bridges in South Thomaston: Weskeag Bridge (Maine DOT # 2425) located on Route 73, crossing the Weskeag River; Spruce Head Bridge. (Maine DOT # 5578) located on Island Rd; and Buttermilk Lane Bridge (Maine DOT #6401) located on Buttermilk Lane near the Thomaston town line. The Weskeag Bridge and the Spruce

Head Bridge are owned by the State and are in very poor condition. The other bridge is also owned by the State, but is in good condition. See the section Maine DOT Project Planning, for information on proposed bridge replacement. The Spruce Head Bridge is currently being rebuilt by the State of Maine using stimulus funds. It should be completed in 2010.

Public Transportation

No public transportation is available in South Thomaston. Concord Trailways offers coach service from Rockland to Portland, Bangor, and Ellsworth, among other destinations. Joe's Taxi, operating from South Thomaston, and Rockland based Schooner Bay Taxi both offer commercial taxi services in the area. Coastal Transportation (Coastal Trans), based in Rockland, also offers limited services to income eligible persons.

Air Transportation

South Thomaston has no airfields and one airport, Knox County Regional Airport, located in both South Thomaston and Owls Head. Primary regional airports include:

1. Knox County Regional Airport serves Rockland and Knox County with limited, scheduled commercial service to/from Boston, air taxi and general aviation. The longest runway extends 5,000 feet. Voluntary noise abatement is in place, limiting hours of operation. Fuel is available. The airport is owned and operated by the County of Knox. Flight paths over South Thomaston are a concern to residents due to aircraft noise and low approach altitudes.
2. Bangor and Portland, at approximately two hours driving time, each support airports with international and jet services to various destinations on multiple commercial air carriers.

Rail Transportation

Rockland, Thomaston, South Thomaston and Warren have a rail line that serves limited freight needs, including those of Dragon Cement, and intermittent seasonal tourist travel to Brunswick, with eventual connecting service to Portland and Boston anticipated. The rail line goes through the South Thomaston near the Thomaston border for about 1.5 miles. Depending on the cost-effectiveness, year-round passenger service may become a long term objective of Maine DOT and the communities through which the rail line passes.

Parking

Most businesses provide parking spaces for their customers and employees in South Thomaston. If needed, public parking is available at Public Landing and the Public Library. In general, there is a demand for more public parking during the summer season

in both village areas. The largest parking areas/lots in South Thomaston are listed in the next table.

Parking Areas/Lots

Location	Access (Road name)	Approximate number of spaces
Public Landing	Route 73	20
Public Library	Dublin Road & Route 73	10
Weskeag Marsh Overlook	Buttermilk Lane	10

Source: Town of South Thomaston

Pedestrian Ways

There are no paved pedestrian sidewalks in South Thomaston. Most pedestrians use road shoulders as walkways and unpaved paths. Historically, there have been board-walks and gravel walkways in the Village areas. South Thomaston residents have frequently expressed an interest in providing safe access for pedestrians in our village and for our students traveling to/from the school. Providing healthy forms of recreation for our citizens, safe alternatives to motorized transportation and an enhanced neighborhood-feeling in our town is important. To do so, creating new pedestrian paths and restoring others is needed.

Ports and Marine Transportation

Rockland Harbor has the closest port to South Thomaston in Knox County. Rockland has a public landing and piers for vessels with a draft no greater than 13 feet and/or length no greater than 200 feet. The Maine State Ferry Service Terminal in Rockland serves Matinicus, North Haven, and Vinalhaven. Ferry service from Rockland to Portland and Yarmouth, Nova Scotia is being considered by Maine DOT. Private ferry service to Monhegan Island is provided from Port Clyde, Saint George.

Maine DOT Project Planning

The Maine DOT Six-Year Transportation Improvement Plan (2004-2009) lists the major transportation policy initiatives and capital improvement projects Maine DOT expects to include within the next six year budgeting period. Two proposed projects are listed in that Six-Year Plan for South Thomaston: Highway Reconstruction of Route 131 and the future replacement of the Spruce Head Bridge. The replacement of the Spruce Head Bridge is planned to begin in the summer of 2009. A public meeting was held in March of 2009 that outlined the year long project for the construction plan.

The Biennial Transportation Improvement Program (BTIP) is Maine DOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding. Three projects are listed for South Thomaston in the 2006-2007 BTIP:

1. Maintenance Paving (Hot Mulch) of Dublin Rd beginning at the Route 73 intersection and extending north 3.99 miles into Owls Head. Budgeted Total: \$73,815 (State Funds). Purpose: Maintain roadway until adequate funding for future improvements is available.
2. Maintenance Paving (Hot Mulch) of Route 73 beginning at the Buttermilk Lane intersection and extending south 7.33 miles into St. George. Budgeted Total: \$135,605 (State Funds). Purpose: Maintain roadway until adequate funding for future improvements is available.
3. Maintenance Paving (Hot Mulch) of Buttermilk Lane beginning at the Route 73 intersection and extending north 2.67 miles into Thomaston. Budgeted Total: \$49,432 (State Funds). Purpose: Maintain roadway until adequate funding for future improvements is available.

Maine DOT Public Participation in Transportation Planning

In 2004, Maine DOT transferred the advisory role of the RTACs to the Comprehensive Economic Development Strategy (CEDS) Committees in each of Maine's Economic Development Districts (EDD). It is anticipated that this will facilitate public participation and reduce costs. These committees have met on an ongoing basis to promote sensible development in accordance with the guidelines and support of the U.S. Economic Development Administration. The CEDS will establish subcommittees devoted to transportation issues, and will draft recommended funding priorities. South Thomaston is part of the Eastern Maine EDD, which covers Hancock, Knox, Penobscot, Piscataquis, Waldo and Washington Counties.

Summary

Major transportation linkages for South Thomaston consist of Routes 73 and 131. Residents rely on the road network as their primary means of transportation movement in town. Roads should provide safe, reliable access to work, school, stores, and residences. Overall, South Thomaston's roadways are in good condition. Given limited funding and the significant expense, the town has done an excellent job of maintaining its local roads. Continued proper and affordable maintenance of the road network will be in the best interest of all residents. Since Maine DOT has jurisdiction over state and state aid roads within South Thomaston, the town will continue to communicate and cooperate with that department to ensure necessary roadway improvements are made in a timely manner.

Goal

1. To maintain and improve the safety and the condition of existing transportation infrastructure while minimizing fiscal and environmental impacts in the future.

Policies and Implementation Strategies

Note: Recommendations, known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be

addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To keep the local road maintenance/reconstruction schedule current, the Selectmen should appoint local citizens to a Local Roads Committee whose duties include, but are not limited to, the following:
 - A. Regularly update the road maintenance schedule to provide the Road Commissioner with a priority order for maintenance, upgrading and replacement of local roads (Local Roads Committee) Ongoing.
 - B. Develop policies and standards for the residents' approval, which pertain to the safety, efficiency, upkeep, and resurfacing of local roads (Local Roads Committee) Immediate and Ongoing.
 - C. Maintain a positive working relationship with selectmen, planning board and South Thomaston citizens in order to provide guidance and sound policies/decision-making regarding local roadways (Local Roads Committee) Ongoing.
2. To maintain and improve traffic flows, and improve safety, future land use ordinances should be in harmony with access management performance standards set in current state regulations for state and state aid roadways (Planning Board) Immediate.
3. Work with Coastal Trans and other providers to better meet the needs of elderly and disabled residents, who lack their own transportation, by providing carpools, van/jitney, to stores and services in Rockland (Selectmen) Ongoing.
4. To promote pedestrian and bicycle safe options, the town will welcome opportunities to create walking and bicycling paths. The Board of Selectmen has formed the South Thomaston Sidewalk Committee. The Sidewalk Committee has been asked to explore the options, research the alternatives and if appropriate to identify funding sources. Through public participation the town will prioritize potential projects, and then seek CDBG infrastructure funds, Maine DOT Enhancement funds, and other sources, to connect and extend existing paths and create new paths where best suited, and in agreement with landowners. Public support for these project proposals will be obtained before the town commits resources (Selectmen, Planning Board, Road Commissioner, and Town Meeting) Long term.

CHAPTER 5 RECREATION

Introduction

The natural resources of South Thomaston and the region provide numerous recreational opportunities for residents and visitors alike. The Town has limited municipal recreational facilities. Open space includes shoreland areas, athletic fields, farms, forestlands, wetlands, and ponds, as described in the Natural Resources Chapter of this plan. Much of the Town's open space is not publicly accessible and development pressures on all unprotected open space have increased. Accessible open space is noted in this chapter. The goal of this chapter is to promote and protect the availability of recreational opportunities. Note: Historic sites are described in the History Chapter of this plan.

Recreational Facilities

The Town has several properties that are available for recreation purposes:

1. Tennis and basketball courts near the Town Office
2. Playground and small soccer field behind Gilford Butler School.
3. Public boat landing and small park in the Keag village
4. Small boat launch area at the end of Pleasant Beach Road
5. Undeveloped acreage behind the demo debris facility

South Thomaston also has opportunities for boating and sailing using the public landing and launching areas listed above. Bed and breakfast inns, vacation housing rentals and charter boat services are available at all seasons of the year.

Facility Improvements

There are some areas where the Town could add to the recreation facilities for the people in the future. Developing a baseball field in the undeveloped acreage behind the demo debris facility or some other donated land could expand sports opportunities for the youth in the Town. Improving the Pleasant Beach Road launch ramp and the boat landing area at the Geag could provide more recreational boating opportunities without interfering with access needed by local fishermen

Regional Recreation

The following are some selected regional recreational resources outside of South Thomaston:

1. R. Waldo Tyler Wildlife Management Area, Buttermilk Lane: Provides opportunities to observe birds, wildlife in a natural habitat.
2. Birch Point State Park: Public beach with parking and limited facilities.

3. Montpelier, Thomaston: Replica of original 1793 home built by General Henry Knox, U.S. Secretary of War in George Washington's cabinet. Open June through October.
4. Owls Head Transportation Museum: Landmark, operating collection of World War I era aircraft, automobiles, motorcycles, bicycles and carriages. Air shows and rallies of classic autos, foreign autos, trucks, tractors, commercial vehicles and military vehicles most summer and fall weekends. Several aerobatic shows occur each summer.

Land Use Options to Preserve Open Space

A number of options can be used to protect open space, whether used for recreation or not, including government purchase of private land, donation, non-profit ownership, voluntary deed restrictions including conservation easements, or regulations like zoning and subdivision ordinances that seek to reserve open areas in new developments. In addition, the Tree Growth Tax Law program, and Farm Land and Open Space Tax Law can serve to protect open space. In South Thomaston, there were 9 parcels totaling 307 acres in Tree Growth tax status, 8 parcels in farmland tax status totaling 547 acres, and 0 parcels in open space tax status. It is important to note that use of the Tree Growth program may lead to some contention because it does not always encourage public access to subsidized private lands, and it reduces property tax revenues from enrolled lands.

South Thomaston's land use ordinances do not contain provisions for significant open space conservation, yet incentives or requirements for preservation are found in the ordinances of other towns. Traditionally, local attitudes have been that unimproved land is often seen as a shared resource, e.g. for hunting, and though privately owned, the land can be used by the residents because people know one another. This notion has changed due in part to the influx of new residents. As more and more residents restrict the use of their land, it is harder to sustain the illusion that large amounts of private land are available for public use. This makes the limited amount of public access provided on Town-owned lands increasingly important to residents.

Survey Results

From the 2007 Survey, the specific written comments indicated that we should have more recreational facilities for children and that we needed to supplement our recreation and leisure areas with parks or nature areas. Residents graded recreational areas as fair or had no opinion, but other comments indicated that these areas were not even known. The consensus was that this was an area that seemed to be forgotten and needed to have some attention focused on the improvement of recreation facilities for all members of the town.

Summary

Most of South Thomaston's recreational opportunities depend upon the natural resources of the Town and region. These resources attract summer residents and visitors who

contribute to the local economy. The Town has few municipal recreational facilities. Traditionally, year-round residents have viewed unimproved land as a shared resource, e.g. for hunting, and though privately owned, the land is used by residents because everyone knows each other. This is changing, due in part to the influx of new residents, both year-round and seasonal. As more people restrict the use of their land, informal public access to private land becomes increasingly problematic. Since many important recreational resources rely on public access, the Town should seek to maintain and improve this access, working in cooperation with landowners, volunteer organizations and land trusts.

Goal

2. To maintain and improve recreational opportunities for residents and visitors while protecting natural resources.

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To expand recreational opportunities, maintain and improve relationships among local government, committees and service providers that will foster increased participation in the education process from local officials and interested citizens (Selectpersons, Recreation Committee). Given the expressed comments in the 2007 Survey, this issue would appear to require the formation of a Committee of townspeople to investigate options for developing safe locations for youth recreation activities and other opportunities for residents of all ages (parks, nature trails, etc.) Ongoing.
2. To protect recreational assets, contact law enforcement providers and encourage greater enforcement/interaction with the Town (Selectpersons, Sheriff's Office, Code Enforcement Officer) Ongoing.
3. To improve access to saltwater surface waters, fund improvements on Town owned land, including landing facilities, as described in the Capital Investment Plan Chapter of this plan (Selectpersons) Immediate.
4. To preserve open space, encourage the voluntary use of conservation easements on individual parcels, and draft ordinance provisions that will require proposed major subdivisions to contain dedicated recreational or scenic open space, especially in shoreland areas (Ordinance Committee, Planning Board, Town Meeting) Ongoing.

CHAPTER 6 NATURAL RESOURCES

(Includes Agricultural, Critical, Forest, Marine and Water Resources)

Introduction

The natural resources of South Thomaston contribute greatly to the Town's quality of life, property values and the local economy. Natural resources provide desired open spaces and are valued for habitat preservation, recreational opportunities such as fishing, boating, snowmobiling, hunting, and hiking, as well as other activities for residents and visitors. Marine resources sustain productive fisheries. The goals of this chapter are to help the Town identify, manage and adequately protect its natural resources, including critical habitats, protect the health of residents and safeguard the local economy dependent on natural resources.

Location and Geology

South Thomaston is located in coastal Knox County, 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 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. Deposits of thick till are found in depressed bedrock areas. The weight of the ice (in some places a mile thick) caused the land to be depressed. 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. In some areas, isolated deposits of sand and gravel (ice contact and glacial outwash) can be found. See the map titled Land Cover for the location of South Thomaston's forested areas, grasslands, wetlands/open waters, and developed lands.

Topography

South Thomaston has a relatively limited range in its topography, some areas are low-lying, and others have gentle or steep slopes. The highest elevations do not exceed 160 feet. See the map titled Topography for contour elevations.

Soils

Much of South Thomaston's topsoil is thin, covering bedrock or marine clay. Soils define in large measure an area's biological and agricultural productivity as well as its development potential. Soil is not a renewable resource. Therefore, its management and protection merit serious consideration by its current users.

The map titled Hydric Soils shows the locations of soils that are wet long enough to periodically produce anaerobic conditions, thereby influencing the growth of plants.

Existing and planned development in South Thomaston most often depends on the private provision and maintenance of safe and adequate septic systems and wells. Septic systems should always be designed and constructed carefully, but this is especially crucial when such systems are placed in areas with poorly drained soils, shallow bedrock soils, and soils with high water tables. Development on poorly suited soils is the underlying cause of many environmental and, ultimately, economic problems.

The map titled Soils Suitable for Low Density Development (LDD) shows areas best suited for development that requires septic systems. LDD is defined as 3-bedroom single-family unit residences with basement and comparable buildings covering 2,000 sq. ft. and subsurface wastewater disposal system, with or without an on-site source of water. Residences may be a single-unit or a cluster of units in a development. The subsurface wastewater disposal system would have the capacity of processing 270 gallons per day of effluent and would be installed according to the Subsurface Wastewater Disposal Rules, Maine Department of Human Resources (MDHR), Division of Health Engineering.

Steep slope is a significant factor affecting soil properties, which in turn governs land use. Most land use and development takes place on less sloping areas, areas with slopes of less than 15% (representing an average drop of 15 feet or less in 100 feet horizontal distance). On steep slopes, areas with slopes of 15% or more, soils often present problems for buildings and roads. Septic systems are not allowed on slopes exceeding 25%. In these areas, the costs of engineering foundations and connecting utility systems increase. See the map titled Topography for these environmentally sensitive areas.

The removal of surface vegetation from large areas of land causes erosion, which is a major contributor of pollution to water bodies. Highly erodible soils are those soils that have a potential to erode faster than normal. Rainfall and runoff, susceptibility to erosion, and the combined effects of slope length and steepness are taken into consideration when identifying highly erodible soils.

The map titled Prime Farmland Soils shows areas of high agricultural productivity in South Thomaston. The U.S. Department of Agriculture defines prime farmland as the land that is best suited to produce 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, while farming it results in the least damage to the environment. Prime farmland soils are a limited resource. There are 373 acres of USDA prime farmland soils in South Thomaston, which is about 5% of the Town's total land area.

Farms and Open Space

Farm land is eligible for the Farm and Open Space Tax Law Program (Title 36, M.R.S.A., Section 1101, et seq.) if that farm consists of at least five contiguous acres, is utilized for the production of farming, agriculture or horticulture activities and has shown 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. In 2005, South Thomaston had no farmland enrolled in this program.

The Open Space portion of this program has no minimum lot size requirements and the parcel must be preserved or restricted in use to provide a public benefit by conserving scenic resources; enhancing public recreational opportunities; promoting game management or preserving wildlife habitat. In 2005, South Thomaston had 189 acres of open space enrolled in this program, consisting of 8 parcels.

Both the Farm and Open Space Tax Laws encourage 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. The benefits of these programs are that they enable farmers to continue their way of life without being forced out of business by excessive property taxes, which can be brought about by rising land valuations. If the property is removed from the program, a penalty is assessed against the property. This penalty is calculated 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.

Forestland

See the map titled Land Cover for the location of South Thomaston’s forested areas, which cover about 3,599 acres or 49% of the Town. Maine's forests and forest industry still play a vital role in the State's economy. Forested areas and provide an abundant and diverse wildlife population for the use and enjoyment of all residents. Loss of forestland can be attributed to development and to irresponsible harvesting techniques. When forestland is fragmented, public access becomes more restricted due to increased land posting. Fragmentation occurs with the construction of new roadways and development in areas with large blocks of forested land. Accordingly, in these areas road construction and development proposals should be reviewed very carefully and where appropriate redirected to areas better suited for such development.

To optimize forestland use, forests should be effectively managed and harvested. The "selection method", of forestry is a silvicultural system in which individual trees or small groups of trees are harvested with minimal damage to the residual forest. Trees with poor form or those that are likely to die before the next harvest are cut, while the most valuable and vigorous trees are left to develop. The selection method when properly practiced can yield regular income from a woodlot, while perpetuating forest cover and providing a healthy forest for one's heirs.

Timber Harvest in South Thomaston (1999-2005)

Selection Harvest Acres	Shelter wood Harvest Acres	Clear cut Harvest Acres	Total Harvest Acres	Change of Land use Acres	Number of Timber Harvests
181	0	0	181	52	7

Source: Maine Forest Service. To protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the Town.

Tree Growth Tax Law

In addition to the Farm and Open Space Tax Program, the State has a similar program for forestland. The Tree Growth Tax Law (Title 36, M.R.S.A. Section 571, et seq.) provides for the valuation of land that has been classified as forestland on the basis of productivity value, rather than on fair market value. According to municipal records for 2006, South Thomaston had 9 parcels totaling 307 acres in tree growth tax status. If the property is removed from the program, a penalty is assessed against the property. This penalty is calculated 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.

Forest Practices Act

This act regulates the practice of clear cutting by setting regeneration and clear cut size requirements.

Shoreland Zoning, Subdivision Law and Clear Cutting

State legislation provides environmental guidelines and mandates regarding shoreland and subdivision activities that consider forestry issues, as well as regulations on clear cutting.

WATER RESOURCES

Water resources are vital to South Thomaston residents, to natural habitats, the environment, and the natural resource based economy. The sensible use of water resources will help ensure the physical health of residents, as well as the usefulness and value of properties. Likewise, the prudent use of marine resources will help sustain the local economy.

Groundwater

Groundwater is defined as subsurface water located in the zone of saturation, an area of soil and/or rock below the level of the water table where voids (pores) are filled with water. Aquifers are geologic formations containing sufficient saturated porous and permeable material to transmit water at a rate sufficient to feed a spring or for extraction by a well. Generally, there are two types of aquifers: bedrock and sand/gravel aquifers. A bedrock aquifer is adequate for small yields. A sand/gravel aquifer is a deposit of coarse grained surface materials that, in all probability, can supply large volumes of groundwater. Boundaries of mapped aquifers 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. According to the Maine Department of Conservation, Maine Geological

Survey, there are no known aquifers of significant yield (10 gallons per minute or greater) in South Thomaston. The Town may wish to conduct its own survey to verify this data.

Like many coastal communities, available drinking water is an important limiting factor in population growth, especially in communities that lack public water provision. South Thomaston residents and businesses are dependent on wells, mostly drilled, for drinking water. Without aquifers of significant yield, surface and subsurface water comes in good portion from precipitation. Groundwater along the coast of South Thomaston is limited not only in quantity but also in quality as saltwater intrusion problems may occur during periods of low rainfall and heavy usage in the summer months. Saltwater intrusion, the induced movement of ocean water into groundwater, is a natural process, but it becomes an environmental problem when excessive pumping of freshwater from groundwater, and/or the reduction of recharge areas, reduces water pressure and intensifies the intrusion, drawing saltwater into new areas.

Frequent causes of groundwater and surface water contamination include agriculture, hazardous waste spill sites, landfills, petroleum products and leaking underground storage tanks, road-salt storage and application, septic systems, saltwater intrusion, shallow well injection, and waste lagoons. In addition to these major sources, golf courses, cemeteries, burned buildings, and automobile service stations are potential threats to groundwater. If groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Thus, it is important to take measures to prevent contamination before it occurs. Protecting groundwater resources and preventing contamination, e.g., through provisions regulating the disposal of septic waste and other wastes and regulating junkyards in accordance with state law, are the most effective and least expensive techniques for preserving a clean water supply for current and future users. Cleaning up contaminated areas, even relatively small sites of just a few acres, can cost millions of dollars.

High levels of naturally occurring arsenic have been found in the groundwater of Midcoast communities. South Thomaston has documented a few cases of arsenic contamination.

Watersheds

A watershed is the land area in which runoff from precipitation drains into a body of water. See the map titled Water Resources for the boundaries of watersheds, also known as drainage divides. The portion of the 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, may disturb the land that drains to a lake by streams and groundwater. Disturbed and developed land contributes pollutants and other substances to water bodies, degrading water quality. Activity anywhere in the watershed, even several miles away, has the potential to impact the water quality of streams, rivers,

and ponds. The marine water quality surrounding South Thomaston is likewise affected by land uses in the surrounding towns of Cushing, Owls Head, Saint George and Thomaston. Marine Resources are more fully discussed later in this chapter.

Floodplains

Floodplains are defined as areas adjacent to a water body that can reasonably be expected to be covered at some time by floodwater. The primary function of floodplains is their ability to accommodate large volumes of water from nearby overflowing channels and dissipate the force of flow by reducing the rate of flow through a widening of the channel. A floodplain may also absorb and store a large amount of water, later becoming a source of groundwater recharge. Floodplains also serve as wildlife habitats, open space, outdoor recreation and agriculture, without interfering with their emergency overflow capacity.

Intensive development on floodplains and flood prone areas can increase the severity of floods and cause flooding of previously unaffected areas. The major consequence of intensive development in floodplains and flood prone areas is the widespread property damage that results from severe flooding in addition to injuries and the potential for the loss of life. Other significant consequences include the public costs associated with cleanup and rebuilding, increased insurance costs, and water contamination from toxic and hazardous materials.

Despite the existence of identified flood hazard areas, South Thomaston currently does not participate in the National Flood Insurance Program and so sanctions have been applied. South Thomaston has no Floodplain Management Ordinance. Flood Zones and flood hazard areas inundated by 100-year flood (less than a one percent chance of being equaled or exceeded in a given year) are shown on Flood Insurance Program Rate maps produced by the Federal Emergency Management Agency. Municipal participation in the National Flood Insurance Program facilitates the availability of flood insurance and mortgage loans for homeowners.

South Thomaston has adopted minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act. This ordinance serves to protect the shore areas by restricting building to reduce flood damage and problems and is described in the next section.

Development in floodplains, flood prone areas, and "special flood hazard areas" should be avoided. In addition, existing development and incompatible land use activities should not be permitted to expand and should be amortized for their eventual elimination to the maximum extent possible.

Shoreland Areas

Shorelands are environmentally important areas because of their relationship to water quality, their value as wildlife habitat and travel, and their function as floodplains, noted

in the previous section. 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 algae blooms and closure of shell fishing areas. Steep slopes with highly erodible soils are particularly susceptible to erosion.

The South Thomaston Shoreland Zoning Ordinance is designed to provide protection to shorelands, specifically within a 250-foot area from the normal high water line of all tidal waters, identified freshwater wetlands that are 10 acres or more, the upland edge of freshwater wetlands, salt marshes, salt meadows, wetlands associated with great ponds, rivers and specified flood hazard areas. An area of 75 feet from the normal high water line is set for other water bodies including tributary streams. Shoreland zones include: Resource Protection, Limited Residential, Limited Commercial, and Commercial Fisheries/Maritime Activities. Land use standards are defined for each zone. See the ordinance for more information on these standards and permitted uses.

Wetlands

See the map titled Water Resources for the location of South Thomaston's wetlands. Wetlands are 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. Wetland alterations can contribute to wetland loss. The most common sources of alterations include commercial, residential and industrial development, roads, floodplain development, pollution, peat mining, timber harvesting and agriculture.

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

The Maine DEP has identified wetlands located within South Thomaston, which are shown on the map titled Water Resources. These wetlands were identified by aerial photo-interpretation. Interpretations were confirmed by limited soil mapping and other wetland inventories. These means of identification can underestimate the size of wetland areas. Therefore, it is worthwhile to consider as well those areas with hydric soils, i.e. soils that in un-drained conditions are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of aquatic plants. See the Hydric Soils Map for the location of these areas. Field verification of the location and boundaries of wetlands should be undertaken prior to development. The Maine DEP has jurisdiction over freshwater wetlands and floodplain

wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and the Site Location of Development Act.

Streams and Brooks

As defined by the Maine NRPA, a river, stream, or brook is a channel that has defined banks (including a floodway and associated floodplain wetlands) created by the action of surface water. South Thomaston streams and brooks are shown on the map titled Water Resources. All of these watercourses are Class B. Relevant statutory definitions include:

Class B waters. Class B shall be the 3rd highest classification.

- A. Class B waters shall be of such quality that they are 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).]
- B. The dissolved oxygen content of Class B waters shall be not less than 7 parts per million or 75% of saturation, whichever is higher, except that for the period from October 1st to May 14th, in order to ensure spawning and egg incubation of indigenous fish species, the 7-day mean dissolved oxygen concentration shall not be less than 9.5 parts per million and the 1-day minimum dissolved oxygen concentration shall not be less than 8.0 parts per million in identified fish spawning areas. Between May 15th and September 30th, the number of *Escherichia coli* bacteria of human origin in these waters may not exceed a geometric mean of 64 per 100 milliliters or an instantaneous level of 427 per 100 milliliters. [1985, c. 698, § 15 (new).]
- C. Discharges to Class B waters shall not cause adverse impact to aquatic life in that the receiving waters shall be of sufficient quality to support all aquatic species indigenous to the receiving water without detrimental changes in the resident biological community. [1985, c. 698, § 15 (new).]
[1985, c. 698, § 15 (new).]

Coastal Waters, Estuaries and Rivers

The Saint George River Estuary is classified as a non-point source priority coastal watershed because of the presence of bacteria and low dissolved oxygen. All of the tidal waters, including the Saint George River and Weskeag River in South Thomaston are Class SB as of 2004. Pollution includes septic system problems, elevated fecals, non-point source. Currently the only contamination data available are for the presence of bacteria and dissolved oxygen. Quality in Class SB 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 the Maine DEP wastewater permitting process. The relevant statutory definition includes:

Class SB waters. Class SB waters shall be the 2nd highest classification.

A. Class SB waters must 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, industrial process and cooling water supply, hydroelectric power generation, navigation and as habitat for fish and other estuarine and marine life. The habitat must be characterized as unimpaired. [2003, c. 227, §7 (amd).]

B. The dissolved oxygen content of Class SB waters shall be not less than 85% of saturation. Between May 15th and September 30th, the numbers of enterococcus bacteria of human origin in these waters may not exceed a geometric mean of 8 per 100 milliliters or an instantaneous level of 54 per 100 milliliters. The numbers of total coliform bacteria or other specified indicator organisms in samples representative of the waters in shellfish harvesting areas may not exceed the criteria recommended under the National Shellfish Sanitation Program Manual of Operations, Part I, Sanitation of Shellfish Growing Areas, United State Department of Food and Drug Administration. [1985, c. 698, §15 (new).]

C. Discharges to Class SB waters shall not cause adverse impact to estuarine and marine life in that the receiving waters shall be of sufficient quality to support all estuarine and marine species indigenous to the receiving water without detrimental changes in the resident biological community. There shall be no new discharge to Class SB waters which would cause closure of open shellfish areas by the Department of Marine Resources. [1985, c. 698, §15 (new).] [2003, c. 227, §7 (amd).]

The Maine DEP conducted a study of the Saint George River in 1999, taking water samples in Warren and Thomaston to establish baseline water quality and to check compliance with required statutory dissolved oxygen criteria. The estuary failed to meet the regulatory requirement (class SB dissolved oxygen criteria of 85% of saturation) in all three sampling runs. Daily minimum dissolved oxygen levels as low as 75% to 80% of saturation occurred in four of the sampling locations in the upper estuary. Moderately elevated algae levels (as chlorophyll a) occurred at these locations also. To diminish algae growth both point source and non-point source nutrient controls are recommended. Sources of non-point source pollution should be investigated in the watershed and best management practices (BMPs) should be implemented, where feasible. Efforts should begin on tributaries first

Ponds

South Thomaston has no lakes and no great ponds (10 acres or larger). There are several small ponds, some artificial. These provide fire-fighting water, as well as water for birds and animals, and for recreation, including fishing and ice skating. Water quality data for the ponds is not currently available. Samples should be collected and analyzed to determine the extent of current contamination. From this survey inventory information, additional buffering provisions (250 feet or greater) can be included in the shoreland zoning ordinance, if needed, to cleanup and/or maintain the quality of these water bodies.

Water Pollution

Water quality can be degraded by many factors, resulting from natural occurrences, and human activity. Pollution can be classified by its origin. Point source pollution originates from a single point, such as an outflow pipe, overboard discharge including untreated wastes, from a residence, business or factory. The Maine DEP, Bureau of Land and Water Quality lists no approved such discharges within South Thomaston.

Non-point source pollution originates from a broad area, such as agricultural runoff, animal wastes and fertilizers, landfills, sand and salt storage, failing septic systems, waste lagoons, leaking underground storage tanks, hazardous substances, acid rain, or through erosion and sedimentation. It is well known that pesticides, sewage, refuse, and chemical wastes of industry threaten the quality of ground and surface waters. It is less well known that phosphorus poses a significant threat because of its natural abundance and potential to contaminate. Phosphorous is found in soil and is held in place by vegetation. When vegetation is removed surface runoff increases, which transports phosphorus along with eroded soils into ponds, streams, and coastal inlets. All water bodies have the ability to absorb some phosphorus before there is an adverse impact on the quality of the water. However, when the phosphorus load to a lake becomes too great, the phosphorus acts as a fertilizer and causes algae to flourish. With increased levels of algae, the oxygen in a water body is exhausted by bacterial decomposition. The decay of algae also generates noxious odor and taste. Most fish, plants and wildlife of water ecosystems are endangered in this process.

A water body with high concentrations of dissolved nutrients such as phosphorus and often deficient in oxygen is termed eutrophic. Once a water body becomes eutrophic, it is extremely slow to recover and, in fact, requires intensive action to immobilize phosphorus in the sediments. Thus it is well advised to plan for and manage the amount and sources of phosphorus in order to prevent eutrophication.

Timber Harvesting Pollution Risks

Forests with a healthy canopy and ground layer of humus export the least amount of phosphorus of any type of land use. When the canopy is disturbed or removed, more precipitation reaches the forest floor, runs off and carries more phosphorus to nearby surface waters. Timber harvesting operations typically disturb the soil, subjecting it to

erosion. Erosion is also exacerbated by the loss of root systems once holding it in place. This is particularly true in clear-cut areas. These eroded soils carry phosphorus to surface waters.

To determine the need for controls, observation of local conditions and discussions with local foresters and loggers should occur. Buffer strips of forest between developed areas and water bodies reduce phosphorus runoff. The effectiveness of the buffer depends on its width, the integrity of the canopy and undergrowth, slope of the land and soil type. When the canopy or any other vegetation is removed in buffer areas, the buffering effect is lowered. Generally, the steeper the slopes and poorer the soils in an area, the broader the buffer strip should be. Slopes of 20 percent grade or more are considered steep and generally should be left in their natural vegetated condition.

Shoreland zoning ordinances cover 75-foot buffer adjacent to tributaries downstream of the intersection of two perennial streams as determined on a U.S.G.S. map and a 250-foot buffer along coastal water bodies, ponds and lakeshores. See the Land Use Districts Map for the location of shoreland zones. There may be a number of smaller tributaries in lake watersheds that are not subject to Shoreland Zoning. These tributaries may transport phosphorus from any upland development to lakes or ponds, and so these tributaries should have some type of buffer as well. See the Land Cover Map for the locations forested and for developed areas. Developed areas near water bodies and those areas likely to be developed near water bodies pose the greatest risk of pollution.

Buffer Strips for Streams in Timber-Harvesting Operations

Average Slope of Land (%)	Width of Buffer Strip (ft)
<10	50
10-20	75
20-30	100
>30	Requires special consideration

Source: Maine DEP

Agricultural Pollution Risks

Activities on a farm that increase phosphorus export are: tree clearing; soil exposure through cultivating row crops fertilization of both pasture and cropland; erosion from farming operations; and improper storage or use of manure.

Best management practices (BMPs), outlined in agricultural publications, can be implemented to avoid erosion, phosphorus transport and other water quality problems. Some practices designed to mitigate phosphorus export from farms are:

- sound manure storage practices consisting of a manure pit which is properly drained and designed to keep runoff from the pit area and out of nearby watercourse

- sound manure spreading practices such as proper timing of application (not in winter or early spring – frozen ground and heavy rains prevent absorption of nutrients)
- best fertilizer/pesticide application practices to ensure minimal usage
- forested buffer zones between fields or pastures and streams or lake shores, the width of the zone depending on the slope and type of soil in the zone (as described in forestry regulation above)
- preventing animals grazing in drainage swales and water courses.

If some open space or farmland is to become a residential subdivision, a new or expanded buffer area may need to be established, especially where remaining farm fields are in close proximity to the development and to water bodies.

Cleared Open Space Pollution Risks

Open space can be defined as area left to its natural state, whether forest or field. Cleared land, even if undeveloped, is not as effective a phosphorus control as forested land.

Whether forested or cleared, open space is still a better phosphorus control than roads, roofs or lawns. In watersheds of lakes or ponds that are highly vulnerable, some reversion of cleared open space to forested land may be desirable. An Open Space Preservation Ordinance or similar standards within other land use ordinances can address the need for open space to serve as an effective phosphorus buffer in the watershed.

Public Facilities Pollution Risks

The provision or improvement of public facilities such as roads, water, sewer, schools and recreation in a watershed generally will attract new housing and businesses. Such expansion of facilities can be planned in more environmentally suitable areas of Town in order to draw pressure away from phosphorus stressed watersheds.

Road Construction and Maintenance Pollution Risks

Phosphorus control measures should be considered throughout road construction. Appropriate seasonal timing of construction is important to avoid excessive amounts of movement of disturbed soil during the high flows of spring. Other techniques may entail temporary mulching of exposed soil surfaces, temporary seeding, and installation of siltation fences, riprap, gravel-filled trenching or the use of siltation basins. Buffer areas and drainage outlets should be provided. The down slope side of a road can be designed to drain in overland flow into a buffer area rather than being concentrated in a ditch. Standards can be applied as part of a road standards ordinance or as part of an erosion and sediment control ordinance.

A major contributor of sediment and phosphorus pollution is the existing road and drainage system in the watershed. Roads and associated drainage networks can act as direct conduits channeling phosphorus from more distant watershed areas to water

bodies. Roadside ditches contribute large quantities of phosphorus to the watershed. Controlling phosphorus transport to lakes from roadways and ditches relies on three major management practices: (1) buffer areas downslope of roads including ditch turnouts into these buffers; (2) erosion control in ditches; and (3) proper road ditch maintenance. The simplest method of managing phosphorus export from roadways entails planting or preserving a forested buffer area downslope of the road. Likewise, allowing roads in a stressed watershed to remain gravel can be a deterrent to further development.

Water Studies

A hydrology study of groundwater can be used to evaluate the quantity and quality of freshwater supplies. With the amount of growth forecast for the region, especially in Thomaston and Rockland, it is crucial to know how close the Town is to the limits of this resource. While estimating groundwater supplies is possible, it is important to note that modeling of saltwater intrusion is difficult because of:

- a. The possible presence of fissures, cracks and fractures in the zone of saturation, whose precise positions are unknown but which have great influence on the development of saltwater intrusion
- b. The possible presence of small scale heterogeneities in the hydraulic properties of the zone of saturation, which are too small to be taken into account by modeling but which may also have great influence on the development of the saltwater intrusion
- c. The change of hydraulic properties by the saltwater intrusion. A mixture of saltwater and freshwater is often undersaturated with respect to calcium, triggering dissolution of calcium in the mixing zone and changing hydraulic properties. The process known as cation exchange slows the advance of a saltwater intrusion and also slows the retreat of a saltwater intrusion.

Regional Water Conservation and Protection Efforts

Georges River Land Trust works on a voluntary basis with landowners and communities of Georges River Watershed from Montville to Port Clyde to permanently conserve valuable natural resource lands. One objective of this work is to establish buffers along waterways to protect valuable habitats and water quality.

The Land Trust uses the conservation easement as one tool that enables land to remain in private ownership. As a complement to the work of the land trust, town conservation commissions can be instrumental in directing land conservation efforts where it would have the most value locally. In addition, towns can hold conservation easements. The various legal protections are noted at the end of the chapter.

Coastal Bluff Stability and Landslide Potential

The State has identified shorelines with increased risk of coastal erosion or landslides. Data describing the shoreline type and relative stability of bluffs along a section of the Maine coast have been mapped at a 1:24,000 scale, from the Maine Geological Survey. A bluff is defined as a steep shoreline slope formed in sediment (loose material such as clay, sand, and gravel) that has three feet or more of vertical elevation just above the high tide line. Shoreline segments can be classified as either being bluff, non-bluff, or unmapped or undetermined. Bluffs can be classified as either (1) ledge (exposed bedrock outcrops); (2) armored (seawall, riprap, gabion, bulkhead, etc.); (3) salt marsh; (4) beach, mud flat, or other loose sediment; or (5), unmapped or undetermined. The relative stability of a bluff face is classified as being either (1) not a bluff, (2) stable, (3) unstable, (4) highly unstable, or (5) unmapped or undetermined. These classifications are shown on the map title Coastal Bluff Stability and are based on observed features that reflect recent activity on the bluff face.

Landslide hazard data, as shown by line data, describes the internal stability of sediment bluffs along Maine's shoreline. The landslide hazard potential can be classified by one of the following: (1) the bluff is the site of a past historical or photo interpreted landslide; (2) the bluff has an elevated risk of a landslide based on field observation; (3) the bluff has an elevated risk of a landslide based on aerial photo interpretation, but needs field assessment; (4) there is no landslide potential; or (5) the landslide potential is unmapped or undetermined. Areas with landslide potential are shown on the map title Coastal Bluff Stability.

MARINE RESOURCES

South Thomaston has several small semi-protected coves which are used commercially year round and in the summer by seasonal residents and transient vessels. These areas on the Weskeag River include Ballyhac Cove.

Commercial Marine Uses

Lobster fishing is a significant commercial marine activity. The Census estimated in 2000 that about 10% of the town's workforce could be employed in the fisheries sector. See the Economy Chapter. Some fishermen change over to scallop dragging in the winter season. Large portions of the estuary of the Saint George River are closed to shell fishing as seen on the Critical Habitat Map.

Data from the Maine Department of Marine Resources (DMR), shown in the tables below indicate that the number of residents holding marine resource licenses (dealers and harvesters) has increased just slightly in the past five years and the number of commercial lobster tags registered to South Thomaston residents has declined.

Marine Resource Licenses held by South Thomaston residents

Type/Year	1998	1999	2000	2001	2002
Dealers	7	5	7	6	4
Harvesters	146	141	153	150	152

Source: Maine DMR

Total Lobster Trap Tags fished by South Thomaston residents

	1998	1999	2000	2001	2002
Total Tags	10,377	5,680	6,562	5,942	6,155

Source: Maine DMR

The Maine DMR categorizes marine licenses in two different ways. Accordingly, two tables with license data are shown.

South Thomaston Marine Resident Licenses

Resident Licenses	1998	1999	2000	2001	2002
Urchin Diving Tender (30-day)	0	1	0	0	0
Comm. Shrimp -Crew	0	0	5	7	2
Comm. Shrimp -Single	0	0	1	2	0
Comm. Fishing -Single	5	5	3	3	2
Comm. Fishing -Crew	4	6	7	6	4
Comm. Shellfish	5	5	6	6	6
Elver-1 Fyke Net	1	3	2	2	2
Elver-2 Fyke Nets	2	21	21	13	13
Elver-3 Fyke Nets	6	0	0	0	0
Elver-4 Fyke Nets	1	0	0	0	0
Elver-5 Fyke Nets	0	1	0	0	0
Elver-Dip Nets	8	7	3	3	3
Elver-Dip Net-1 Fyke Nets	8	2	3	3	2
Elver-Dip Net-2 Fyke Nets	3	5	0	0	0
Elver-Dip Net-3 Fyke Nets	10	2	0	0	0
Elver-Dip Net-4 Fyke Nets	1	0	0	0	0
Elver-Dip Net-5 Fyke Nets	11	0	0	0	0
Lobster Transport Supplemental					
Lobster Transport (Out-of State)	1	0	0	0	0
Lobster/Crab Apprentice	5	6	7	4	7
Lobster/Crab Apprentice –Under 18	9	6	2	1	0
Lobster/Crab Class I	36	33	28	33	34
Lobster/Crab Class II	42	41	46	54	57
Lobster/Crab Class III	9	11	17	14	16
Lobster/Crab Non-Comm.	1	2	3	5	10
Lobster/Crab –Over Age 70	4	5	4	4	3
Lobster/Crab -Student	17	17	29	22	21
Lobster/Crab –Under Age 18	10	9	13	9	1

Source: Maine DMR

South Thomaston Marine Resident Licenses by Harvest Species

Resident Licenses	1998	1999	2000	2001	2002
Marine Worm Digging	0	0	0	0	1
Mussel -Hand					
Retail Seafood	4	4	5	4	1
Scallop –Diver	6	4	4	6	3
Scallop –Dragger	13	13	19	18	14
Scallop –Non-Comm.	4	1	2	4	2
Sea Urchin –Diver	7	7	7	5	3
Sea Urchin –Dragger	7	7	6	7	5
Sea Urchins/Scallop Tender	4	3	3	4	2
Seaweed	1	0	1	1	0
Wholesale Seafood –With lobsters	3	1	3	2	3
Wholesale Seafood –With lobsters Supplemental	2	1	1	1	2

Source: Maine DMR

The number of boats registered to South Thomaston residents is shown in the next table.

Boat Anchorage in South Thomaston

Boat Length (ft)	2002	2003	2004
12 to 20	46	38	23
21 to 30	18	18	12
31 to 40	57	60	54
41 +	16	16	12
Total	137	132	101

Source: Maine DMR

Aquaculture

There are three aquaculture lease sites in South Thomaston along the Weskeag River. See the Critical Habitat Map. Full consideration of the economic benefits and potential environmental costs of aquaculture are of importance to residents.

Regional Marine Conservation and Protection Efforts

Improvements in water quality in the Saint George River watershed have been central to the revitalization of commercial and recreational fisheries in the estuary. With the relocation of the Thomaston municipal wastewater treatment facility, the removal of overboard discharges, and continued efforts to reduce non-point source pollution, the acreage of flats open to clamming throughout the Saint George River has expanded in recent years, although significant portions remained closed.

The Georges River Regional Shellfish Management Committee, with representatives from Thomaston, Cushing, Warren, South Thomaston and Saint George, works with the Maine Department of Marine Resources to improve water quality and manage the

shellfish resource for sustainable harvests. To that end, the towns have adopted the Georges River Regional Shellfish Management Ordinance. The goals and objectives of which are “to manage the resource through licensing, limitations on the number of diggers and quantities harvested, limiting size of clams taken, limiting time and areas where digging is permitted, opening and keeping the river open for harvesting, seeding programs, and by rewarding conservation work.” The non-profit Georges River Tidewater Association works collaboratively with the Management Committee on water quality issues.

HABITATS

The map titled Habitats shows the location of wildlife animal habitats in South Thomaston. Critical habitats can be classified into the categories that are italicized and described below.

Essential Wildlife Habitats are defined as areas currently or historically providing physical or biological features essential to the conservation of an endangered or threatened species in Maine, and which may require special management considerations. Examples of areas that could qualify for designation are nest sites or important feeding areas. For some species, protection of these kinds of habitats is vital to prevent further decline or to achieve recovery goals. Activities of private landowners are not affected by Essential Habitat designation, unless they require a state or municipal permit, or are funded or carried out by a state agency or municipality.

Significant Wildlife Habitats (deer wintering areas and waterfowl/wading habitats) are defined as areas with species appearing on the official state or federal lists of endangered or threatened animal species; high and moderate value deer wintering areas and travel corridors; high and moderate value waterfowl and wading bird habitats. These include nesting and feeding areas; critical spawning and nursery areas for Atlantic salmon; shorebird nesting, feeding and staging areas and seabird nesting islands; and significant vernal pools.

Focus Areas of Statewide Ecological Significance (A tidal marsh estuary and a brackish tidal marsh on the Weskeag River north of Route 73 Bridge) are defined by the Maine Department of Conservation as areas with habitats worth protecting but not necessarily containing endangered species.

The R. Waldo Tyler (Weskeag River Salt Marsh) Wildlife Management Area along the Weskeag River includes 530 acres, of which about 283 acres are in South Thomaston, and is managed by the State Department of Conservation. The area is a tidal marsh associated with the upper Weskeag River with an extremely detailed panne complex. It has historically been heavily ditched presumably for harvest of salt hay. The area contains a northernmost breeding location for Salt marsh Sharp-tailed Sparrow. Nelson’s Sharp-tailed Sparrow also breeds here in good numbers. The area also serves as a very important shorebird stopover site; wintering waterfowl in abundance, especially Black Duck. Many rarities have been observed including Garganey, European Widgeon, Ruff.

Current and potential threats to habitats include ditch-plugging efforts have been extensive and may effect sparrow nesting habitat, and concrete manufacturing facility nearby with potential contaminants. State-owned uplands are actively farmed (commercial. vegetable production) though activities are monitored by state staff. State Recommendations include: population monitoring of sparrows and other salt marsh birds especially in light of ditch plugging activities; investigate mercury and other contaminants in marsh wildlife especially high-trophic-level birds; and remove tidal restriction at Buttermilk Lane to open up additional sparrow habitat (Hodgman et al. 2002. Wilson Bulletin 114(1)38-43. Hodgman et al. 1998 Ecoregional Survey Report. MDIFW).

The location of shell fishing areas (many of which are closed on a regular basis due to naturally occurring red tide, dinoflagellates), worming areas, and fisheries are shown on the map titled Marine Resources. Anadromous Fish (like Salmon and Trout: fish that return from the sea to the rivers where they were born in order to breed) (like Eels: fish that spend most of their lives in fresh water but migrate to salt water to breed).

The bird life is quite varied as South Thomaston is on the flyway for many migratory birds. Game birds include woodcock, pheasant, goose, and many species of duck. Also found are mink, raccoon, rabbit, red squirrel, muskrat, mouse, shrew and rat.

Conserving an array of habitats and their associated wildlife species maintains biological diversity and ensures that wildlife and human populations remain healthy. To feed and reproduce, wildlife relies on a variety of food, cover, water, and space. Development often has negative impact on these, resulting in the loss of habitats and diversity, habitat fragmentation and loss of open space, and the loss of travel corridor.

Rare, Threatened, and Endangered Plants

The Maine Department of Conservation notes no known rare, threatened, endangered plants or rare or exemplary natural plant communities in South Thomaston.

Registered Critical Areas

Registered Critical Areas are natural areas that the landowner has agreed to voluntarily conserve. South Thomaston has no Registered Critical Areas.

LEGAL PROTECTIONS

There are a variety of laws and legal incentives that protect the natural resources in South Thomaston. There are also local and regional groups who seek to protect these resources through scientific data gathering, education and the use of conservation easements.

The federal and state laws that help to protect the natural resources of South Thomaston include:

- Maine Natural Resources Protection Act (NRPA) – which regulates activities in, on, over or adjacent to natural resources such as lakes, wetlands, streams, rivers, fragile mountain areas, and sand dune systems. Standards focus on the possible impacts to the resources and to existing uses.
- Maine Storm Water Management – regulates activities creating impervious or disturbed areas (of size and location) because of their potential impacts to water quality. In effect, this law extends storm water standards to smaller-than Site Law –sized projects. It requires quantity standards for storm water to be met in some areas, and both quantity and quality standards to be met in others.
- Maine Site Location of Development Law – regulates developments that may have a substantial impact on the environment, i.e., large subdivisions and/or structures, 20 acre plus developments, and metallic mineral mining operations. Standards address a range of environmental impacts.
- Maine Plumbing Code - rules pertain to materials, fixtures, vent and waste piping potable water supply piping, and approved subsurface wastewater disposal systems necessary to protect the public health, safety, and welfare of the citizens of Maine.
- Maine Minimum Lot Size Law – regulates subsurface waste disposal through requirements for minimum lot size and minimum frontage on a water body. The minimum lot size requirement for a single-family residence is 20,000 square feet (with exceptions); the minimum shoreland frontage requirement is 150 feet. The requirements for multi-family and other uses are based on the amount of sewage generated.
- Maine Subdivision Review Criteria – regulates the approval of subdivisions by requiring that potential environmental threats be satisfactorily addressed in the subdivision proposal including the prevention of undue air or water pollution, the provision of sufficient water supply, the prevention of unreasonable soil erosion, not adversely affecting groundwater quality or quantity, among other requirements, as well as discouraging liquidation harvesting, clearcuts.

South Thomaston has adopted minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act in the South Thomaston Shoreland Zoning Ordinance. Surface waters in South Thomaston are also protected through the South Thomaston Subdivision Regulations, which are based on the Maine Subdivision Review Criteria.

Tax Incentive Programs - A variety of programs provide financial incentives for landowners to keep land undeveloped and managed for long term productivity. They include the following, discussed in more detail earlier in this chapter:

Farm and Open Space Tax Law - (Title 36, M.R.S.A., 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. As noted earlier in this chapter, in 2005 South Thomaston had 189 acres (8 parcels) in the farmland program. 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. As noted earlier in this chapter, in 2005 South Thomaston had 0 acres enrolled (0 parcels) in this program.

Tree Growth Tax Law - (Title 36, M.R.S.A., Section 571, et seq.) provides for the valuation of land classified as forestland on the basis of productivity, rather than fair market, value. As noted earlier in this chapter, in 2005 South Thomaston had 307 acres enrolled (9 parcels) in this program.

Conservation Easements - are a legal voluntary agreement between a landowner and land trust or government agency that permanently limits uses of the land to protect its conservation values (wildly habitat, open space, agricultural production, woodlot production, water quality or limited public uses). These easements allow the landowner to continue to own and use the land and to sell it or pass it on to heirs.

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.

In addition to legal protections, there are efforts at regional habitat conservation and protection, like those administered by Georges River Land Trust, as noted above. The State Beginning with Habitat Program is a valuable resource for towns and was used in the compilation of the resource maps of this comprehensive plan. This program includes an interactive toolkit: http://www.beginningwithhabitat.org/toolbox/about_toolbox.html.

Summary

Almost half of South Thomaston is forested, with wetlands/wetland forests and areas that are cultivated or grassland. The Town currently offers some limited protection of its natural resources through locally adopted shoreland zoning, floodplain management, and subdivision regulations. These ordinances and regulations will be updated as needed to be consistent with state and federal requirements. Enhanced performance standards for drinking water protection will be included in a land use ordinance. The Town will continue to cooperate with the many local and regional organizations working to protect the natural resources within and surrounding South Thomaston. Town efforts will include selective land conservation where appropriate and feasible.

Goal

1. To protect, preserve and manage natural resources, including critical habitats, protect the health of residents and safeguard the local economy dependent on natural resources.

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be

addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To protect environmentally sensitive areas from inadequately planned development, the Town will:
 - A. Update the current shoreland zoning as needed to meet state and federal requirements and to adequately protect and/or restore water quality as determined by water quality sampling and analysis (Land Use Ordinance Committee, Town Meeting) Immediate.
 - B. Adopt a floodplain management ordinance, as needed to meet state and federal requirements and to facilitate the availability of flood insurance options for residents (Land Use Ordinance Committee, Town Meeting) Immediate.
 - C. Encourage conservation easements of open space, especially in shoreland areas and high elevation areas (Selectpersons, Planning Board) Ongoing.
 - D. Help to educate landowners on easements, the Tree Growth, Agriculture, and Open Space Tax Laws by providing information on these programs (Selectpersons, Planning Board) Ongoing.
 - E. Consider appointment of a conservation commission as a municipal advisory board, charged with educating the community about local environmental issues, advising elected officials regarding environmental policies and practices, and organizing and implementing initiatives that address community environmental concerns. (Selectpersons, Conservation Commission) Immediate.
2. To protect groundwater drinking supplies, the Town will:
 - A. Identify existing faulty septic systems (Code Enforcement Officer) Ongoing.
 - B. Encourage landowners to take advantage of cost share programs to bring systems up to code (Code Enforcement Officer, Selectpersons) Ongoing.
3. To protect surface water drinking supplies, the Town will:
 - A. Educate townspeople and visitors in general about the proper use of surface waters for recreational activities so as not to further degrade these resources (Selectpersons or designated committee) Ongoing.
 - B. Educate landowners about saltwater intrusion and water quality issues on the peninsula, including information about water conservation practices and

proper storage of contaminants (Selectpersons or designated committee) Ongoing.

- C. To further protect water resources and aquatic habitat, amend the shoreland zoning and land use ordinance as needed (Land Use Ordinance Committee, Town Meeting) Immediate.
4. To ensure productive and sustainable forestry practices, the Town will educate landowners about the State Forest Practices Act and Best Management Practices guidelines and encourage compliance with the Act and Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices. (Selectpersons or designated committee, CEO) Ongoing.
 5. To protect access to surface waters and marine resources, the Town will:
 - A. Consider purchasing rights of first refusal for access points or property of critical importance to the fishery (Selectpersons, Town Meeting) Long term.
 - B. Consider purchasing permanent easements or fee title to access points or property of critical importance to the fishery (Selectpersons, Town Meeting) Long term.
 - C. Consider the appointment of a harbor master to assist the harbor committee and establish and manage mooring plans for the benefit of residents, visitors, and the Town (Harbor Committee, Selectpersons, Town Meeting) Long term.
 - D. Amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with:
 - The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and DEP Rule Chapters 500 & 502).
 - Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.
 - The Maine Pollution Discharge Elimination System Stormwater Program
 - E. Consider amending local land use ordinances, as applicable, to incorporate Low Impact Development standards.
 - F. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.
 - G. Amend local shoreland zone standards to meet current state guidelines including requirements for erosion and sedimentation control plans.

- H. Enact public wellhead and aquifer recharge area protection mechanisms, as necessary.
- I. Provide water quality "best management practices" information to farmers and loggers.
- J. 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.
- K. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.
- L. Provide educational materials regarding invasive species at municipal offices and public access points to water.
- M. Working with local residents and businesses, neighboring communities, the Department of Environmental Protection, and the Department of Marine Resources develop an action plan to protect fishery habitats and identify and eliminate point and non-point source pollution.
- N. Consistently enforce local shoreland zoning provisions and provide adequate training and resources to the Code Enforcement Officer.
- O. 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.
- P. Encourage owners of marine businesses and industries to enroll in the current use taxation program and participate in clean marina/boatyard programs.
- Q. 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.
- R. Implement any local or regional harbor or bay management plans, or work with neighboring communities to create a harbor management plan for shared resources.
- S. If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.
- T. 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.

6. Because of the economic importance of fisheries and aquaculture to South Thomaston, baseline studies and ongoing monitoring of the Saint George River and the Weskeag should be undertaken. To improve the water quality in coastal areas, especially, the Town will seek to reduce the disposal of untreated waste from vessels by seeking grants and other funds, like the Small Harbor Improvement Program (SHIP) funds from Maine DOT, to purchase a mobile pump-out station, install sewage storage holding tanks dockside, or for other appropriate solutions supported through user fees (Selectpersons, Town Meeting) Long term.
7. To support farming and forestry and encourage their economic viability:
 - A. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.
 - B. 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.
 - C. 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.
 - D. Encourage owners of productive farm and forest land to enroll in the current use taxation programs.
 - E. Permit roadside stands, greenhouses, and pick-your-own operations. Allow seasonal operations to use off-site signs to attract customers.
 - F. Include agriculture and commercial forestry operations in local or regional economic development plans.
8. To conserve critical natural resources in the community and to coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources:
 - A. Amend local shoreland zone standards to meet current state guidelines.
 - B. Designate critical natural resources as Critical Resource Areas on the Future Land Use Plan.
 - C. Through local land use ordinances, require subdivision or commercial property developers to look for, identify, and protect 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.

- D. 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.
- E. 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.
- F. Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.
- G. Propose regulatory or non-regulatory measures to provide better tools for critical natural resource protection (e.g. require site-specific natural resource mapping for development projects, enhanced buffering requirements, open space development provisions).
- H. Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.
- I. Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.

CHAPTER 7 HISTORY

Introduction

The history of South Thomaston has been based upon the natural resources that drove the local and regional economy, including fishing, forestry and shipbuilding. This chapter outlines the Town's history, identifies the known prehistoric and historic resources, and recommends steps for their protection.

Timeline

Key events of South Thomaston's history are described in this timeline. See the sources cited at the end of this section for more detailed information on the Town's history.

1650. The first record of any white person being settled in what is now the Town of South Thomaston is given in an account by Captain Sylvanus Davis of settlements he knew, in the year 1701: "On the east side of Quisquamago, Philip Swaden, fifty years ago, besides sixty or seventy fishermen." The Penobscot Indian translation of the word Quisquamago — "the long ridge" or "high land" — refers to the high ridge of land between the Georges and the Wessaweskeag Rivers. The logical place would be at or near the present village. Other than Philip, who was a trader, no other names have come to light. He was driven out during the Indian Wars of the 1770s.

1698. The next person known to have settled in this town was Thomas Lefebvre; His so-called Fief Kouesanouskek comprised all the area now within the bounds of South Thomaston. He received this grant from the King of France in consideration of his services as an interpreter with the Abenaki Indians. His family resided in Quebec, but he came here to conduct trade with the local tribes. Being in the employment of the French government, it is supposed that he also accompanied them on many of their raids up and down the coast of Maine. He remained here off and on until Benjamin Church, the old Indian fighter, came here to remove all French settlers along the coast. This he did, and in the summer of 1704, Thomas and his two eldest sons were carried as prisoners to Boston, where they remained for some years.

1749. Ebenezer Thorndike while working his vessel along the coast came to the mouth of the Wessaweskeag River and took up land under a lease from the Penobscot Indians at Thorndike Point at Waterman's Beach. The island where Ebenezer dried his nets became Eben's Island. The point and the island still carry those names today. The following year, although he did not bring his family, he did build a house, cleared land, planted trees, and settled flocks on a nearby island. He also was a trader and continued this occupation, which probably included those fishermen as well as the Indians who often visited these shores. He was well liked and respected by the Indians, but was still forced to leave during the last Indian War fought in this area. He did not return to make any claim on his holdings until after the Revolution.

1765. Oliver Robbins and Samuel Brown came and settled on the banks of the Georges

River on the first six lots below what is now the Thomaston line. These were the first white settlers to come and remain in possession of lands that were claimed. Until this time, lands east of the Georges River in the Town of South Thomaston had been without any permanent settlers. The main that the lands had not been settled was that they were much more exposed to the comings and goings of Indians. Oliver built the first frame house, had the first white child born east of Mill River, and held the first church services in this town.

1767. Once settlement started east of the Georges River, others soon followed. Elisha Snow and John Mathews came in 1767 with timber rights, of which they took full advantage. They built a mill on the site of the present bridge and commenced to saw the fine stand of timber that was in great abundance, Elisha, taking advantage when the opportunity arose, purchased all the land lying east of the Wessaweskeag River that makes up the present town of South Thomaston. At this time, he improved his holdings and brought his family from Harpswell, Maine. John Mathews did the same. Elisha built a home and store near the bridge, while John built behind the village cemetery near the old stone bridge.

1775. British rule seeming to be intolerable, this year would see the start of the long struggle for American independence. Not all folks here fully supported this cause, but the town is well represented by those few who were here, or would come later.

1777. The old Town of Thomaston was incorporated and was made up of what are now Owls Head, Rockland, Thomaston, and South Thomaston. The present Spruce Head at the time was a part of St. George.

1778. The first road was laid out in the town “from the old saw-mill to Wessaweskeag.” The old saw-mill was located on Mill River, at the creek, with the road running along the Georges River much the same as it does today, turning east by the Harjula farm and over Westbrook Street to the ‘Keag Village.

1782. With the end of hostilities, people would begin to have their affairs in a much-improved condition after the severe hardships suffered during the recent struggle for independence. Despite their previous differences, all embraced the summer peace. All through these trying times, people continued to arrive, take up lots, or squat, as it was called, even though there was no one here who could give a warranty deed, except for Elisha Snow. This situation continued until the arrival of Henry Knox at the end of the century.

1786. The second road in town was laid out from James Brown’s to the St. George line. This continued the road, laid out before, from Westbrook Street along the Georges River to the town line. There were now quite a few new settlers along this route.

1787. The first vessel constructed in the old Town of Thomaston was built and captained by Elisha Snow. This was the start of an industry that would be such a large part of the town’s economy for more then one hundred years. For many of these years, hardly a

person would not be in some manner connected to this great industry.

1790. A strong support for the art of learning in this year brought the decision to divide the town into school districts for the first time.

1791. Shipbuilding at Wessaweskeag grew as Ephraim Snow and Asa Coombs built the schooner Betsey and Jennie. Other builders soon followed

1793. Henry Knox, having bought, and acquired through his wife, most of the old Waldo Patent, came in this year to give a much-needed boost to the town's flagging economy. He was also able to clear the much-neglected land titles.

1796. When Oliver Keating, a son of Richard, drowned while crossing the river on planks and stones, which were the only means of crossing until now, voluntary subscriptions were taken and a bridge was built. The Baptist Society, having met for many years in homes and barns, contracted with Hezekiah Prince to erect a church. It was the first such building in the Town of Thomaston.

1837. George Thorndike started a shipyard and built a lime kiln on the Wessaweskeag River at the foot of the village. By 1854 he had built nineteen sailing vessels varying in size from the Brig Voltaire at 144 tons to the Ship Empire at 1273 tons.
(The Wessaweskeag Thorndikes.)

1848. The Town of South Thomaston was incorporated on July 28, 1848. The first town meeting was called by a warrant by the Hon. George Thorndike.

1898. On February 25 of this year, during an unusual and very severe thunderstorm, the old Baptist Church at the Village Cemetery was struck by lightning and burned to the ground.

1921. After long and often heated discussions, the Town of Owls Head was separated from South Thomaston.

1927. The Finnish population, being quite large and having taken most of the farms on the Georges River Road, built a church in order to have services in their own tongue.

1934. On May 15, 1934 the Wessaweskeag Inn owned by L.B. Smith, was totally destroyed by fire.

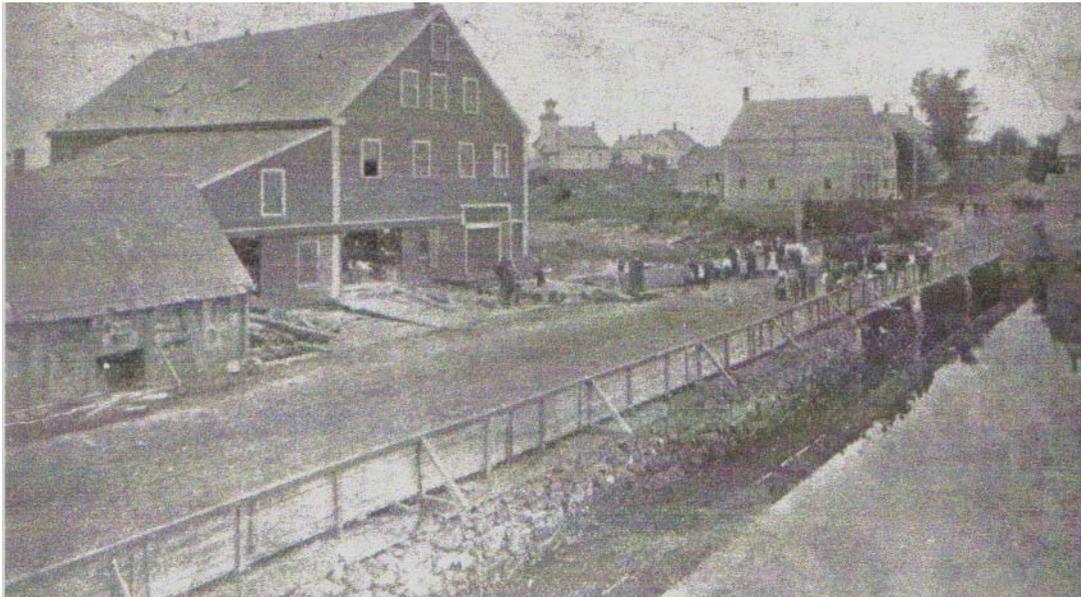
1943. The South Thomaston School District had four schools, the Village School, Bassick School, Seal Harbor School, and Georges River School. Each had a single teacher who was paid \$20 a week.

1948. On November 4th, 1948, Fred C. Batty, Jr. put into service a 1922 International fire truck he had purchased at the Union Fair. This is the first fire engine stationed in South Thomaston giving the community its first fire protection.

1958. On November 24, 1958 School Administrative District #5 was formed to manage the schools of the municipalities of Owl's Head, Rockland, and South Thomaston. During the year, a new central school was built and named in memory of Gilford B Butler.

1972. The members of the Volunteer Fire Department purchased a 1967 Cadillac ambulance and donated it to the Town. This enabled South Thomaston residents to receive free ambulance service.

1998. On July 24-25-26, 1998 South Thomaston held its Sesquicentennial Celebration with a dance, parade and band concert.



The Keag

(Annual Town Report 1963)

Summary

We have a tendency to feel our history as beginning when the first Europeans came to our shores. Of course, we know this is not true from the abundance of evidence that others have left behind. The Indians we are all well aware of, but of the others we know very little.

Some of these were from Europe, but the records tell us little of who they were or where they went. With the quest for new lands to settle and wealth to acquire, such men as Captain George Weymouth and Ferdinando Gorges gave glowing accounts of this very area, and from these accounts there were many that followed to seek gold and silver, which they felt sure must be waiting to be discovered. More fortunes were lost than made in these ventures, but those who realized the wealth was there before their eyes in more common resources such as fish, timber, and trade were the people who came and would eventually settle this land.

Ebenezer Thorndike, who came in 1749, would most likely have been the first permanent settler had he not been driven out by the Indian War. This honor was then left to Oliver Robbins and Samuel Brown, who came in 1765 to settle on that part of South Thomaston located on the Georges River. Two years later, Elisha Snow and John Mathews settled in the part of town called “the ‘Keag.’” Ebenezer Thorndike, with his sons Joshua, Benjamin, and Robert, soon returned and resettled just below the mouth of the Wessaweskeag River. Findley Kalloch and Daniel Gardner are known to have settled in Spruce Head about this time.

The fish, in such great abundance, was always a ready source of income, and to this day, the industry occupies many of our local people. The virgin forest that covered most of the town was also quickly utilized. The large mast timbers were claimed by the King’s navy. Even so, many settlers with a need to clear their land found a ready market for much of this material in the fast-growing colonies to the south. This trade, in itself, created a new industry –shipbuilding– which was soon to become such a boon to the town.

The first vessel built in the old Town of Thomaston was constructed by the Snow family at the ‘Keag.’ This industry, with the associated by-products, would become one of the chief industries in the town.

At the close of the Civil War, the local, state, and federal governments started building on such a scale that the local granite industry was propelled into a period of great prosperity. South Thomaston was blessed with much fine stone, and this was taken full advantage of for many years. This industry created a demand for labor that could not be filled at the local level, and people came from far and near to fill these jobs. Some then left, but many stayed. The town is only richer for it.

With all the fine granite, South Thomaston was poor in lime rock, which was such a booming industry in the rest of the old Town of Thomaston. There were a few kilns of lime burned each year by the farmers along the Wessaweskeag River, but this was never more than a few casks a year. There was also a lime kiln in Spruce Head, but they must have brought their lime in by boat. Lime was a cash sale, and this was one of the reasons that it was burned at all.

Farming was a way of life for many people over the years. People were much more self-sufficient in the early days, raising much of their necessities for living and not having such a need for cash as we do today. Some of the farmers were quite prosperous and

made a good living from the land, but this is not the case today. The land is being sold and developed and a way of life is gone.

A town once known around the world for its ships and men, its fine granite and monuments, has settled into a more peaceful way of life. We still cherish our old ways while making way for the *new*. **Sources:** *Wessaweskeag Historical Society*

Prehistoric Archaeological Sites

The Maine Historic Preservation Commission (MHPC) has identified prehistoric archaeological sites in South Thomaston, see the Archeological Resources Map. Most of these sites comprise shell middens (the debris from eating shellfish) located in the shoreland zone (shoreline of tidal waters). Two of these sites might be eligible for listing in the National Register of Historic Places.

Reconnaissance survey of some shoreline of the town has been completed by professional archeologists, but large stretches of the coast remain to be surveyed. Archaeological files are exempt from ‘right-to-know’ legislation and are accessible only with permission from MHCP staff, to protect site and landowner privacy. Summaries of sensitive information are made available on a case by case basis.

Owners of significant sites may be asked permission for the nomination of archeological sites on their property to the National Register of Historic Places, and additionally to donate preservation easements if they so desire. National Register listing extends protection of Federal legislation against actions by Federal agencies, while the combination of National Register listing and preservation easements with posting against ground disturbance extends the protection of State Antiquities Legislation to archeological sites.

Shoreland zoning, floodplain management and land use ordinance performance standards can be used to protect significant archeological sites. The Mandatory Shoreland Zoning Act states as one of its purposes “to protect archaeological and historic resources.” Areas of historic and archaeological sensitivity should be assessed by the Town and incorporated into local ordinances. There should also be a “mechanism” established for “review of all construction or other ground disturbing activity within prehistoric and historic archaeologically sensitive areas.” MHPC recommends further systematic professional surveys along the shoreline as well as working with local land trusts and willing landowners to provide physical and legal protection for prehistoric archaeological sites.

Historic Archeological Sites

MHPC has identified 3 historic archaeological sites (numbered ME 403-001 through ME 403-003):

1. Lefebvre Mill, a French mill, 17th and 18th Century
2. Fannie May, an unidentified shipwreck, 19th Century
3. Dublin Road Mill, an American tidal mill, 18th and 19th Century

MHPC recommends further surveys on sites relating to the earliest Euro-American

settlement of the town beginning in the 1760s, especially locating the original site of the 17th Century Lefebvre Mill along the Weskeag River.

Historic Places

MHPC records 2 historic places currently listed on the National Registry of Historic Places (NRHP) in South Thomaston:

1. George Thorndike House, Route 73
2. Finnish Congregational Church and Parsonage, Route 131

MHPC recommends further surveys of historic above-ground resources in order to identify properties that may be eligible for nomination to the National Register of Historic Places. Historic buildings are not currently protected within the provisions of existing land use regulations. Without the proper ordinance provisions in place, the loss or conversion of the remaining buildings is possible.

Rehabilitation Grants

The Federal Historic Preservation Tax Incentives program rewards private investment to rehabilitate certified historic structures (building listed individually in the National Register of Historic Places or a building located in a registered historic district and certified by the Secretary of the Interior as contributing to the historic significance of the district). The building must currently be used or will be used for commercial, industrial, agricultural, or rental residential purposes, but not used exclusively as the owner's private residence. Under PL 99-514 Internal Revenue Code Section 47, tax incentives include:

1. A 20% tax credit for the certified rehabilitation of certified historic structures.
2. A 10% tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936.

A Maine State taxpayer is allowed a credit equal to the amount of the Federal credit claimed by the taxpayer under Internal Revenue Code Section 47 for rehabilitation of certified historic structures located in Maine.

Cemeteries

Cemeteries are a cultural resource providing insight into the history of the community. South Thomaston's larger cemeteries are shown on the Public Facilities Map. More information on these cemeteries can be found in the **Public Facilities and Services Chapter** of this plan.

Summary

The history of South Thomaston has been based upon the natural resources that drove the local and regional economy, including fishing, forestry and shipbuilding. Early residents engaged successfully in a variety of businesses. Some current residents can trace their families back to the Town's early days. South Thomaston still enjoys many of the benefits from its past, as a small town with a strong sense of community. While encouraging new development, the Town should seek to maintain a link to its heritage

through the protection of historically significant buildings and support of the Wessaweskeag Historical Society.

Goal

1. To preserve important historic and archaeological resources from destruction or development that could threaten these resources.

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To promote awareness of historic structures and artifacts, the town will consider the listing of additional sites on the National Register of Historic Places for South Thomaston (Wessaweskeag Historical Society) Ongoing.
2. To determine the extent of archeological resources present, potential areas of historical and archaeological significance should be professionally surveyed and documented, and historical and archaeological sites and artifacts should be monitored to ensure their protection and preservation (Wessaweskeag Historical Society, Planning Board) Long Term.
3. To protect archeological sites, applicants during the town permit review process, e.g. subdivision review, should provide evidence that their proposals will not negatively impact known or possible archeological sites (Planning Board) Ongoing.

Policies

Minimum policies required to address state goals:

1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community.

Strategies

Minimum strategies required to address state goals:

1. To work with the Wessaweskeag Historical Society to identify the remaining archaeological and historical sites within the South Thomaston town boundaries.
2. To work with the Maine Historic Preservation Commission to obtain technological and grant assistance to protect the significant historic and archaeological sites in the community.

3. Through local land use ordinances, require subdivision or commercial property developers to look for, identify, and protect historical and archaeological 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.
4. 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.
5. 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 historic and archaeological resources.

Sources: **The Wessaweskeag Thorndikes and Eaton's Thomaston, Rockland and So. Thomaston.**] and Malcolm Jackson of the Wessaweskeag Historical Society)

CHAPTER 8 PUBLIC FACILITIES AND SERVICES

Introduction

This chapter describes existing public facilities and services, and the extent to which they adequately meet the Town's needs today and have the available capacity to serve the Town for the next ten years. The goal of this chapter is to plan, finance, and maintain an efficient system of public facilities and services that will accommodate the Town's future needs.

See the Public Facilities Map for the location of these facilities within South Thomaston.

Governance

South Thomaston is part of State Senate District 22, State House District 48, and U.S. Congressional District 1.

South Thomaston is governed by the Town Meeting/Board of Selectmen form of government. There is no Town Charter. An Administrative Assistant/Town Clerk, Treasurer and Tax Collector and an Assistant to the Administrative Assistant are employed full-time by the Town. An Assessor's Agent, Code Enforcement Officer/Plumbing Inspector, Road Commissioner, E-911 Coordinator and Emergency Management Director are employed part-time. The Town Office is open five days a week.

Elected officials include:

1. Selectpersons
2. Board of Assessors
3. Overseer of the Poor
4. Moderator for Town Meetings
5. SAD Directors: School Board

Selectperson appointed officials include:

1. Town Clerk
2. Tax Collector
3. Treasurer
4. Fire Chief
5. Road Commissioner
6. Georges River Shellfish Committee Members
7. Ambulance Director
8. Animal Control Officers
9. Board of Appeals Members
10. Co-Operative Solid Waste Committee

11. Planning Board Members
12. Registrar of Voters
13. Budget Committee Members

Municipal Buildings and Land

The Town owns the following:

1. Municipal Facilities including: Town Office, Sand & Salt Shed, Tennis/Basketball Courts, and Demo Debris Facility.
2. South Thomaston Library
3. Public Landing(s):
 - a. Village - next to the bridge that crosses the Weskeag River on Route 73
 - b. At the end of Pleasant Beach Road off Waterman's Beach Road.
4. Cemeteries including: South Thomaston Village, Oceanview, Forest Hills, Thorndike, Anderson, and Williams.

See the Public Facilities Map for the locations of town-owned properties.

Water Supply

South Thomaston residents and businesses obtain drinking water from private wells. A hydrology study of water resources may be useful to evaluate how much more water, and therefore how many more residences can be supported with drinking water pumped from wells without causing salt-water intrusion and/or draw downs of wells serving existing residences.

Electrical Power

Central Maine Power provides electric service to South Thomaston residents, businesses and public facilities.

Municipal Solid Waste (MSW) and Recycling

Solid waste collection and recycling

South Thomaston is part of the Thomaston Region for solid waste collection and recycling. The region includes the towns of South Thomaston, Thomaston and Owls Head. A combination of private haulers and residents deliver their trash and recyclables to the transfer station. The municipality pays disposal fees.

In 2004, MSW Program Expenses for the Thomaston Region totaled \$483,337.00, with about 4,492 tons of waste incinerated. The State Planning Office estimates that the program expense per person in the Thomaston Region was \$71.45 in 2004. The disposal site for waste is located at the PERC facility in Orrington.

Thomaston Region's Recycling Rates from 1995 to 2004

1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
20.0%	18.2%	19.8%	15.6%	16.6%	18.7%	18.7%	17.2%	18.4%	17.0%

Source: State Planning Office

Note: Thomaston Region includes South Thomaston, Thomaston and Owls Head

**THOMASTON, SOUTH THOMASTON, AND OWL'S HEAD
TRANSFER STATION**

HOURS of OPERATION

**TUESDAY, WEDNESDAY, THURSDAY & SATURDAY
8:00 AM - 4:00 PM**

**SUNDAY, MONDAY & FRIDAY
CLOSED**

Located on Buttermilk Lane in Thomaston not far from Route 1.

In addition to normal solid waste disposal and the Single Stream Recycling, the following Fee Structure is provided for special item disposal:

FEE STRUCTURE

Auto Tires to 17"	\$2.00 each
White Goods	\$5.00 each
Appliances	\$10.00 each
#20 Propane Tanks	\$1.00 each
Flat screen computer monitors	\$2.00
CRT Monitors/TVs up to 30 inches	\$5.00
TV Rear Projection Screen greater than 30 inches	\$10.00

Single Stream Recycling – “Recycling Made Simple

A new approach to recycling was established in 2007 for the Transfer Station operation. Residents will no longer be required to separate their recyclables. All recyclable items may be mixed together – no more sorting! We call this “single stream” recycling. Secondly, the list of items we collect has expanded to include such things as paperboard and all types of plastic containers. The complete list of items is detailed below

It now ALL goes in together:

Newspapers, Magazines, Catalogues
Telephone, Soft Cover Books
Direct Mail/Envelopes (all types)
Paper (all colors, staples/paperclips are ok)
Milk/Juice Cartons
Cardboard/Brown Paper Bags
Plastic Bottles and Containers Numbered #1-7
Soda/Juice/Water Bottles (glass or plastic)
Milk Jugs, Bleach Detergent, Shampoo Bottles
Food containers (cottage/margarine/yogurt)
Glass Bottles/Jars (any color)
Metal Cans (tin/steel/aluminum)
All cans must be empty and non-hazardous

What NOT to Include:

No Plastic Bags*, No Food Liners
No Unmarked Plastics (laundry baskets, chairs, toys)
No Window Glass/Mirrors/Light Bulbs
No Dishes, No Pyrex, No Ceramics
No Foam Packaging**, No Styrofoam
No Hazardous Material or Universal Waste
No Recyclables Containing Food Waste

* Plastic bags are located at your local grocery store

** Foam packing material can be taken to the UPS Store in Rockland

For more information on Single Stream Recycling, see the Transfer Station Attendant, or contact the Customer Service Department at Pine Tree Waste toll free at 1-888-857-0800.

Demolition debris facility

The town runs a demolition debris facility that accepts certain bulk items including: wallboard, asphalt shingles, furniture, ropes, insulation, carpeting, tree limbs, brush, leaves, grass, lumber, wood chips, wood shavings, plywood, concrete form work, and saw dust.

Items **not** accepted at the demolition debris facility include: junked or abandoned vehicles, asbestos and asbestos containing wastes, contaminated soils, medical and other potentially infectious or pathogenic wastes, sand blast grit, liquid wastes, water, wastewater, paper mill or tannery sledges, dredge soils, inert fill, agricultural wastes, sewage, industrial process wastes, hazardous or special wastes including: fluorescent tubes, thermometers, mercury switches, and explosives, appliances such as: refrigerators, freezers, white goods, water heaters, stoves, washers, dryers, or any enameled appliances, metals such as: iron, steel, aluminum, copper, brass, sheet metal, wire, cable, and cable fencing, TVs and CRTs, stumps, other wastes designated by the Town of South Thomaston or the Maine Department of Environmental Protection, or waste that could cause transportation problems.

Any resident of the town, including contractors, where the source of the debris is not from within the town will be required to pay a fee using a voucher(s). Non-residents, including contractors, where the source of the debris is from within the Town will be required to pay a fee using a voucher(s). Resident contractors where the source of the debris is from within the town, other than their residence, will be required to pay a fee using a voucher(s). There is no fee for non commercial residents where the source of the debris is from their residence within the town.

It is anticipated that the demolition debris facility will meet town needs for the next ten years.

Sewage

South Thomaston residents and businesses dispose of sewage through subsurface wastewater facilities, septic systems.

Police

Police protection is provided by the Knox County Sheriff's Department.

Fire Department



The South Thomaston Fire Department is a volunteer force consisting of approximately

13 members and 1 Junior Firefighter. The Town provides a stipend for the Fire Chief, Deputy Chief, Assistant Chief, and two Captains. Firefighters participate in a minimum of 2 monthly training sessions.

The number of responses to fires has increased each year. The number of fire calls as increased from 46 calls in 2006 to 65 fire calls in 2007, and 71 calls in 2008.

Fire-fighting equipment maintenance is performed by the firefighters. The following is a list of the fire department's major pieces of equipment:

The fire department has three engines on the main line, a rescue truck, and a 16 foot Carolina skiff in its arsenal.

- Engine #1 is a 2003 International/Rosenbauer 1000 GPM pumper/wildlands interface truck with 750 gallons of water, 50 gallons of class B foam, and 30 gallons of class A foam. It has a remote controlled turret on the front bumper and has pump and roll capability.
- Engine #5 is a 1989 International/Middlesex 1000 GPM pumper with 1000 gallons of water and has a five man crew cab (Attack Engine).
- Engine #2 is a 1993 International/Darley 1250 GPM pumper/tanker with 2200 gallons of water (Water Shuttle/Support/Attack Engine).
- Squad #4 is a 2000 F-350 XL Super Duty – Power Stroke Diesel V-8 four door rescue utility truck equipped with Hurst Tools (Jaws of Life).
- Rescue Boat #1 is a 16 foot Carolina Skiff with a Honda 25 HP four cycle outboard.
- Briggs and Stratton Portable Generator 10 Horsepower OHV 550 watts.
- UNICUS The Total System High Pressure Breathing Air – Bauer Compressors containment fill station – four banks to fill tanks.

A lot of miscellaneous equipment on trucks such as nozzles, connectors, axes, pike poles, ladders, and tools are of various ages and in Good/Fair condition, but some still need to be replaced or updated to current standards.

The Fire Department has applied for a grant through the Department of Homeland Security and is waiting for a decision. In 2008 the Department will be seeking grants to reduce expenses. In 2008 the Department has applied for cold water gear/equipment through MMA and forestry equipment and turnout gear through Maine Forestry (awarded the grant, waiting on equipment to arrive). The AFG grant has been submitted and we won't hear back until August or September to find out if we will be awarded the grant for hose equipment and ARFF equipment (airport gear).

Ambulance/Emergency Medical Services

There were 163 emergency calls responded to in 2007. The Ambulance Service

responded to 172 emergency calls in 2008. The town owns and equips a Ford ambulance provides stipends for an Ambulance Service Coordinator and an assistant.

Per Diem Coverage

Per Diem personnel provide coverage for the Town, Monday through Friday 6AM to 6 PM. During the past year we were able to have a Paramedic or EMT-Intermediate available on most days. We call Knox County Central Dispatch for Advanced Life Support (Paramedic) assistance when our protocols require this and Rockland personnel are there within minutes.

Volunteer Coverage

As of December 2007, the Town of South Thomaston has seven licensed members and three drivers. The Volunteer staff provides coverage from 6 PM to 6 AM and weekends and holidays. All volunteers participate in continuing education courses to maintain their skills and certifications.

Future plans include recruiting and training additional emergency medical technicians (EMTs) and First Responders to meet anticipated town needs.

Education

According to the Maine Department of Education, 85 pupils (Grades K-2) attended the Gilford Butler School, 54 Spruce Head Rd, as of October 1, 2004. The Maine Department of Education no longer disaggregates this information by town. MSAD 5 provides for the education of pupils in the towns of Owls Head, Rockland, and South Thomaston. For the school district, there is an 11 person Board of Directors, elected at the Town Meeting for three year terms. South Thomaston has two directors on the Board.

MSAD 5 operates the following schools:

2008 Enrollments by School

School	Enrolled Pupils	Grades
Gilford Butler School	65	K-2
MacDougal School	119	K-1
Owls Head Central School	101	2-5
South School	267	2-5
Rockland District Middle School	312	6-8
Rockland District High School	418	9-12

Source: Maine Department of Education

The Gilford Butler School employs 6 full-time teachers, and 4 Educational Technicians. This school is administered by a principal. The school building was constructed in 1958. The building is handicapped-accessible. The school building includes the central office, library, classrooms. Near the school there is a playground and playing field for recess

and physical education.

Per-pupil operating costs are shown in the next table. Most of the school unit's costs are represented by these amounts. However, expenditures from some federal sources are excluded, and some expenditures from state and local funds are also excluded. At the Elementary and Secondary levels, education costs locally are greater than the statewide average per-pupil costs.

2006-2007 Per-Pupil Operating Costs

Schools	Operating Expenses 2006/07	Enrollment	Per Pupil Cost	Tuition Rate 2006/07
MSAD 5 Elementary (K-8)	\$8,680,921	893	\$9,721	\$6,935.80
MSAD 5 Secondary (9-12)	\$4,275,677	434	\$9,852	\$7,617.96*
Statewide Elementary (K-8)	\$863,325,227.87	133,834	\$6,450.72	\$6,450.72
Statewide Secondary (9-12)	\$441,031,121.78	60,794	\$7,254.52	\$7,617.96*

Source: Maine Department of Education

Notes: * 2005-06 Operating Expense divided by Secondary Enrollment increased by 5.01% or the State Average of \$7,617.96 whichever is less. Enrollments truncated.

The Gilford Butler School facility is anticipated to meet town needs over the next ten years. See the Population Chapter for recent and projected enrollments.

School Consolidation / Regionalization – Regional School Unit 13

School district consolidation with a focus on reducing management and administrative costs has been mandated by the state and has some local support. Recently the towns of Rockland, St. George, Thomaston, Cushing, Owls Head and South Thomaston have worked with the State Legislature to form Regional School Unit 13, bringing MSAD 5 and MSAD50 together. The new RSU 13 school board is working on its first budget for the FY 2009-2010 school year. The future plans currently being developed envision the following:

- Regional High School (covering current SAD 5 and SAD 50 School Districts), Vocational Technical School, Higher Ed Center, and Marine Systems Center will be located on one integrated and connected campus with several shared areas. There will also be clear separations between buildings to ensure that High School-aged students are appropriately supervised, and to ensure a separate, supportive college environment for adults studying at the Higher Education Center.
- Approximately 100 acres of build able land will be needed.
- It must be centrally located within the SAD 5/SAD 50 School Districts
- It must be accessible to all students.
- There will be no student housing on campus. This will be a commuter campus, only.
- Anticipated Enrollments: Regional High School: 700-750 students; Vocational Technical School: an additional 300 high school level students from other sending schools; Higher Ed Center: Within 2 years: 750 College-level students, Within 5

years: 1,500 College-level students; Senior College Students: 450 students

Local schools are considered by many as the heart of their communities and education is the single largest public expenditure funded by local property taxes.

South Thomaston Public Library

The South Thomaston Public Library is located on the corner of Elm Street (Route 73) and Dublin Road across from the ‘Keag’ Store. It is housed in the same building as the Wessaweskeag Historical Society.

Library Hours Monday: story hour for preschoolers 10AM
 Wednesday: 2:00 – 7:00 PM
 Saturday: 10:00 – 2:00 PM
 Telephone: (207-596-0022) E-Mail: library@south-thomaston.lib.me.us

A member of the Maine State Library System, the library contains about 5000 books, videos and audio books. The library is town department staffed by volunteers. In the past, grants have been obtained to fund the cost of replacement equipment and software. In 2008, using grant funds, the library underwent an interior upgrade to include new lighting, electrical outlets, shelving, and reconfiguring of public computer and children’s areas. MaineInfonet, a service of the Maine School and Library System (MSLN) provides internet connections for the library’s computers, and a wireless connection is available 24/7. The library also belongs to the MaineInfonet download audio consortium providing access to over 1000 audio books via download on patron’s home computers. An on-line catalog is available so residents can check resources at home. The library’s web page (www.south-thomaston.lib.me.us), maintained by library volunteers and hosted on the InfoNet server, (i.e., no cost to the town) announces new books available and provides links to a host of other information resources provided by the State.

The next tables compare the South Thomaston Public Library with the state average and median expenditures and services for libraries with service populations between 1000 and 2000.

Expenditures in 2007/2008

Library	Service Area	Municipal Revenue	Per Cap Mun. Rev.	Total Operating Revenue	Per Cap Total Op. Revenue	Total Salaries	Total Operating Expend	Per Cap Total Op. Expend.
South Thomaston	1,518	\$1,325	0.87	\$3436	2.26	\$0	\$3436	2.26
State Average	1,588	14,190	8.69	28,865	17.53	15,695	28,884	17.43
State Median	1,461	6,146	4.49	16,108	10.85	5,916	14,098	9.77

Source: Maine State Library

Services in 2007/2008

Library	Service Area	Library visits	# of Programs	Program attendees	Registered patrons	Circulation per cap	Total collection	Per Cap collection.
South Thomaston	1,518	1738	48	720	113	0.86	4960	3.26
State Average	1,588	5531	37	552	998	4.26	11875	7.39
State Median	1,461	2837	18	201	653	2.86	9957	6.16

Social Service Agencies

South Thomaston funded twelve Social Service Agencies in 2007 in the amount of \$14,981. At the March 25, 2008 Town Meeting, residents voted to not fund any agencies from the budget. In the future, town residents would fund those agencies from individual contributions. In 2007, general assistance was budgeted for granted in the amount of \$1,500 and \$147 was granted. In 2008 \$1,900 is budgeted.

Cemeteries

The following cemeteries are located in South Thomaston:

- *South Thomaston Village Cemetery* (1795) is located off Dublin Road near the Knox County Regional Airport. It is one of two cemeteries still open for the sale of plots.
- *Ocean View Cemetery* is on the East side of Spruce Head Road as you drive south towards Spruce Head.
- *Forest Hills Cemetery* is located on the left side of St. George Road (Rt.73) as you approach Spruce Head from the West.
- *Thorndike Cemetery* is located off Waterman's Beach Road near the
- *Anderson Cemetery* is a new cemetery located on the East side of Georges River Road (Rt. 131). The cemetery was recently deeded to the Town and it will have private and public portions and will be open for the sale of plots soon.
- *Williams Cemetery* is a small cemetery at the top of the hill looking down on the St. George River North of Westbrook Street.

The Town Office manages the sale of cemetery plots to the two cemeteries with open plots, the Village Cemetery and Anderson Cemetery, and also maintains all detailed records of the plots in all six cemeteries.

Recreation

Basketball and Tennis courts are located next to the Town Office on the road to the Demolition Dump. Gilford Butler School has playground facilities at its location near the Village.

Mail Service

The Town has a Post Office (04858) at 8 Elm Street, South Thomaston. Business hours are Monday through Friday, 8:00 A.M. to 12:30 P.M. and 1:30 P.M. to 4:00 P.M.; Saturday, 9:00 A.M. to 11 A.M.

Portions of Spruce Head Island are served by the Spruce Head Post Office (04859) at 11 Post Office Road, Spruce Head, which is located in the Town of Saint George.

Churches

Local churches include:

Harmony Bible Church

An Open Door, An Open Bible, An Open Heart

David Lewis, Pastor
337 Spruce Head Rd
South Thomaston, ME 04858
207-596-7576 Church 207-596-7678 Pastor

Sunday Services

Sunday School 9:45 AM
Worship Service 11:00 AM
Evening Service 6:00 PM
Tuesday Bible Study 6:30 PM

Spruce Head Community Church

Located on the St. George side of Village Road.

Rev. Mitch Ross, Pastor
Mr. Nathan Churchill, Youth Pastor
P.O. Box 18
Spruce Head, ME 04859
207-596-0196 Parsonage 207-596-2934 Voice/Fax

Sunday Services

Early AM Service 8:30 AM ***Starting July 11th***
Sunday School 9:45 AM
Worship Service 11:00 AM
Evening Service 6:00 PM

Nursery provided for all services

People's United Methodist Church

Juni Shepardson, Pastor
13 Chapel Street
P.O. Box 83
South Thomaston, ME 04858
207-594-8295 Pastor 207-594-5518 Church

Sunday Services
Worship Service 9:00 AM
Sunday School 10:45 AM
Child care during worship

Finnish Congregational Church

Rev. Terry Willis, Pastor
HC 61, Box 1180
St. George, ME 04897
207-372-8186

Sunday Services
Every other Sunday at 2:00 PM

Media

South Thomaston and all of Knox County are served by the Herald Gazette a newspaper published on Tuesday, Wednesday and Thursday. Online the Herald Gazette can be found at www.villagesoup.com. The Free Press (Weekly newspaper and online), and the monthly paper, The Working Waterfront are also local publications. Television service broadcasts from Portland, Bangor and other large service centers can be received in most areas of the town, internet service is offered by Cable TV Provider Time Warner, as well as satellite services like Dish Network and DirectTV. Road Runner high speed online service to the Internet is also provided by Time Warner.

Groups, Clubs, and Organizations

Community organizations in South Thomaston include the Wessaweskeag Historical Society, the South Thomaston Lions Club and local church organizations.

Telecommunications

South Thomaston telephone service is provided by Fairpoint Communications. Internet access via phone lines to private residences is often slow.

Maine Schools and Library Network

Through a PUC agreement, all schools and libraries in Maine are eligible for free internet connection for a certain period of time. Gilford Butler School and the South Thomaston Library have the internet. The South Thomaston Library has wireless network capability (WiFi) in and in the vicinity of the library for public use.

Communications Towers

There are no communications towers located in South Thomaston. Municipal ordinance regulating such towers has been enacted.

Survey Results

The survey found that local residents:

- Were concerned about their local taxes;
- Wanted to keep Gilford Butler School;
- Wanted to maintain their own Fire Department and Ambulance Service.

Summary

Through proper maintenance and investment, South Thomaston's public facilities and services have remained in good overall condition. As the population increases, the demands for existing services and for new services will increase as well. Townspeople will decide how much they can afford and are willing to pay for those services over which the Town has control. The Town has provided reserve accounts for some necessary items.

Goal

1. To maintain South Thomaston's public facilities and services while minimizing the fiscal and environmental impact of any future new or improved public facilities or services.

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To improve the operation of municipal government Selectpersons should:
 - A. Develop an organizational chart to formalize the duties and responsibilities of the town employees and committees. (Selectpersons) Immediate.
 - B. Consider the development of a Town Charter to ensure consistent policies and procedures. (Selectpersons, Town Charter Commission, Town Meeting) Immediate.
 - C. Study elected versus appointed positions to ensure sufficient membership on town boards. (Selectpersons) Immediate.

2. To protect drinking water, investigate the cost for having a town-wide hydrology study conducted to determine capacity for local aquifers. (Selectpersons) Ongoing.
3. To maintain Town owned properties, plan for their long-term maintenance and upgrade. Ensure that Town public facilities and service needs are evaluated annually for possible budgetary adjustments to guarantee planned preparation for future needs (Selectpersons) Long Term.
4. Require Public Safety Departments provide an annual briefing to the Selectpersons giving their plans for continuing to provide adequate fire fighting capability and medical services, including the recruitment and training of additional emergency medical technicians (EMTs) and First Responders to meet anticipated town needs short and long term needs. (Selectpersons) Ongoing.
5. Ensure active Town participation in the MSAD 5 School Board (RSU 13) planning activities in all future consolidation efforts at all levels. (Selectpersons) Ongoing.

CHAPTER 9 FISCAL CAPACITY

Introduction

All planning decisions must take into account a municipality's ability to make the necessary expenditures and the impact that this spending will have on townspeople. The primary funding source for municipal government is property tax revenue. In order to maintain a consistent mil rate year to year, town government must operate in a fiscally responsible manner. Large fluctuations in the tax rate can cause public outcry and can discourage economic development. Although the priorities of the Town may change from one election year to another, stable municipal finances are always a fundamental responsibility of Town government. It is important for South Thomaston to handle diligently all yearly expenditures while at the same time planning for the Town's long-term objectives. As is the case with any business, the physical assets of South Thomaston must be properly maintained through capital reserve accounts to protect the Town's continued economic health.

The goal of this Chapter, as with the Public Facilities and Services Chapter, is to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development, without placing an enormous burden on the Town's taxpayers.

The majority of the financial information for this Chapter was taken from Town reports.

Valuations

The Town's primary revenue source is through the taxation of real and personal property. These taxes are assessed according to the fair market value of each property. This assessment is known as the municipal or town valuation and is determined by the local Board of Assessors.

South Thomaston's total real and personal property valuation increased by over 142.06% in the last four years to \$252,029,605.

**Total South Thomaston Valuation for Tax Rate Calculation
(Real and personal property commitment and supplements, minus abatements)**

2004	2008	Change*
104,117,220	252,029,605	142.06%

Source: South Thomaston Town Reports, *Rounded

The Town's top five taxed lots in 2008 are shown in the next table.

Top Five Taxed Lots in 2008

#	Owner	Tax Amount
1	Reitz Barbara	33,760.43
2	Worthington, David	19,403.01
3	Warnershores, LLC	15,210.13
4	Phocas, Katrin & George	14,728.30
5	Hamill, Ralph C.	13,400.64

Source: Town Assessor's Agent

State law provides for tax exemptions for certain types of property, including charitable and benevolent, religious, literary and scientific, and governmental organizations. Partial exemptions also exist for veterans of foreign wars or their widows who have not re-married individuals who are legally blind, and homestead exemptions for the homeowner's primary residence. The state does provide partial reimbursement to the municipalities for veteran and homestead exemptions. In many communities, the number of exempt properties is increasing which in turn decreases the municipal tax base. Since exemptions are established by statute, the Town has virtually no choice but to grant an applicable exemption. Often, in such a case as a real estate transfer to a tax-exempt organization, the Town has little notice that the property will seek exempt status and then the Town must deal with the impact on the upcoming budget. As the amount of these exemptions increases, it becomes more difficult for the community to maintain a constant tax rate.

The state also places a total valuation on the Town. This is known as the State Valuation. Every year the Maine Revenue Services Property Tax Division reviews all arms length sales that have occurred in each community. (An arms length sale is a sale that occurs between a willing seller and a willing buyer without any extenuating circumstances. Examples of non-arms length sales could be estate sales, interfamily transfers, foreclosure sales and auctions.) Arms length 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 from the state, the amount of state education aid RSU MSAD 5 will receive pursuant to South Thomaston's membership in MSAD 5, and the portion of the county tax that the municipality will pay. Additionally state valuation is a significant factor in determining South Thomaston's assessment to MSAD 5.

The assessor's records indicate the Town had a total town-wide revaluation in 2005. In 2008, the Town's state certified assessment ratio was 100% of market value and its state average ratio was 87%. Through the use of Sales Ratio Studies of real properties bought and sold in South Thomaston in 2008, the residential values were 94% of market value and the waterfront values were 73% of market value. The state recommends that a town be revalued at least once in every four-year period. However, they also mandate that a revaluation must be performed when the overall assessment ratio falls below 70% of market value.

Property Tax Rate

After the budgets for MSAD 5 (soon to be changed to RSU 13), Knox County and the Town have 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's agent arrives at a valuation for each taxable property in the Town and the taxpayers are assessed their share of the tax burden. 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 per thousand-dollars of valuation, or in decimal form, commonly referred to as the mil rate. The difference between the amount that is actually committed to the collector and the total appropriation is called overlay. Overlay is commonly used to pay any tax abatements that are granted during that tax year. Any overlay that remains at the end of the year is usually placed into the general fund. The overlay cannot exceed 5% of the total appropriations. Since the mil rate is a direct result of a mathematical calculation, fluctuations in this rate will occur from year to year if there is a change in the total valuation or the tax commitment. The 2008 mil rate was 10.34.

Municipal Revenues

The next table shows the major sources of actual revenues for fiscal years 2003 through 2008. Property taxes comprise the bulk of tax revenue received, with excise taxes a distant second. Intergovernmental revenues consist of revenue sharing, road maintenance funds, tree-growth, veteran, general assistance funds and homestead reimbursements. Other sources may consist of, insurance dividends, sales of town property, fees, interest on investments, transfers from other funds, and interest.

In 2003 total taxes (property and excise) were 89.3% of total revenues. In 2008, that figure rose to 92.5% of total revenues. On average, property tax revenue increased about 5.88% per year during this period. Excise taxes were 11.4% in 2003 and dropped to 9.6% in 2008. Intergovernmental revenue sharing was 3.7% of total Town revenue in 2003, and 2.7% in 2008, constituting an absolute and percentage decrease in state aid. Towns throughout the state, including South Thomaston, are relying on property taxes more heavily given reduced state funding.

Town of South Thomaston Actual Revenues (year ending December 31, 2008)									
Categories	2003	2003 % of Total	2004	2005	2006	2007	2008	2008 % of Total	Change
Taxes (Property)	1,892,327	77.9%	2,009,980	2,087,713	2,183,264	2,317,078	2,559,721	82.9%	35.3%
Taxes (Excise)	277,639	11.4%	292,699	307,201	299,795	291,460	296,111	9.6%	6.7%
Homestead Reimbursement	33,768	1.4%	23,803	28,122	30,093	30,813	32,813	1.1%	-2.8%
Revenue Sharing	90,573	3.7%	90,500	90,000	85,420	85,000	82,250	2.7%	-9.2%
Road Maintenance Funds	16,020	0.7%	16,020	16,020	16,020	16,020	16,020	0.5%	0.0%
General Government	19,989	0.8%	22,591	18,244	22,671	30,494	16,799	0.5%	-16.0%
Health and Sanitation	13,179	0.5%	14,262	12,881	18,974	21,031	21,890	0.7%	66.1%
Public Works	400	0.0%	6,667	6,665	6,667	6,666	0	0.0%	-100.0%
Public Safety	68,988	2.8%	38,467	35,904	35,937	40,499	20,025	0.6%	-71.0%
Interest Earned	6,044	0.2%	12,085	7,302	17,929	21,374	22,643	0.7%	274.6%
Misc. Unclassified	8,737	0.4%	8,799	8,336	12,340	14,256	19,726	0.6%	125.8%
Total	2,427,664	100.0%	2,535,873	2,618,388	2,729,110	2,874,691	3,088,118	100.0%	27.2%

Note: During this period some revenues were re-categorized, consequently they have been adjusted here to facilitate direct comparisons over time.

Municipal Expenditures

South Thomaston has recently administered in a prudent manner those expenditures over which the Town has control. Most of the Town budget, however, contains expenditures over which the Town has no control, including education and county tax. All expenditure percentages are affected yearly by the local budget and the amount of state revenue sharing.

The next table shows the money spent within the Town for fiscal years 2003 through 2008. During this period overall spending increased 39% (unadjusted for inflation). The largest portion of expenditures went to education, 63.1% in 2008, an increase of 33% over the period. Over this same period all other spending also rose. The Knox County Assessment rose 63.5% while municipal spending rose 47.6%.

As a portion of total expenditures, General Government (including town administration) has decreased from 13.1% to 7.6% of total expenditures in the past six years. In absolute terms (unadjusted for inflation), the Town has seen a 19.1% decrease in General Government expenses.

In 2008, Public Safety/ Protection were the second largest expenditure category, albeit a very distant second from education expenses. Expenditures for Public Safety and Protection, which mainly consists of the Fire and Ambulance Departments and the town's

share of Knox County Dispatch (E911) has grown by 8.1% over the six-year period. This increase is in large part attributable to staffing the ambulance with Monday-Friday daytime staff (per diems) beginning in 2004 and making significant investments in modernizing the fire department in 2006 and 2007 and increased dispatching costs from Knox County.

Public works/highways and bridges comprised 3.8% of the total expenditures in 2003 and 7.7% in 2008. Over the period, spending in this category increased by 179.5%. However expenditures in this category tend to fluctuate significantly from year to year due to the magnitude of expenses associated with paving and winter road maintenance. Health and Sanitation comprised 5.2% of the total expenditures in 2008. These expenses consist primarily of operating the demolition debris facility and the town's share of the transfer station on Buttermilk Lane in Thomaston.

Town of South Thomaston Actual Expenditures (year ending December 31, 2008)									
Categories	2003	2003 % of Total	2004	2005	2006	2007	2008	2008 % of Total	Change *
General Government	296,888	13.1%	276,832	258,175	237,377	230,111	240,298	7.6%	-19.1%
Public Safety/ Protection	80,105	3.5%	125,337	128,980	176,718	201,515	253,814	8.1%	216.9%
Public Works/ Highways and Bridges	86,591	3.8%	214,276	214,414	106,526	153,475	242,062	7.7%	179.5%
Health and Sanitation	140,964	6.2%	150,789	159,645	171,704	164,970	164,864	5.2%	17.0%
Culture and Recreation	3,010	0.1%	787	7,749	5,089	1,704	1,262	0.0%	-58.1%
Social Services and Welfare	9,988	0.4%	10,625	10,625	11,902	15,128	707	0.0%	-92.9%
Unclassified	3,309	0.1%	5,553	2,305	9,857	19,294	13,279	0.4%	301.3%
Debt Service Principal	0	0.0%	20,000	40,000	0	0	0	0.0%	
Debt Service Interest	3,801	0.2%	4,681	8,516	9,080	10,297	5,915	0.2%	55.6%
Capital Outlay: Town Landing	0	0.0%	53,052	0	0	0	0	0.0%	--
Sub Total-Town of South Thomaston	624,656	27.5%	861,932	830,409	728,253	796,494	922,201	29.3%	47.6%
Education-MSAD 5	1,496,770	66.0%	1,564,080	1,607,843	1,707,674	1,828,693	1,990,165	63.1%	33.0%
County Tax-Knox County	146,855	6.5%	169,640	170,943	183,213	220,896	240,179	7.6%	63.5%
Total	2,268,281	100.0%	2,595,652	2,609,195	2,619,140	2,846,083	3,152,545	100.0%	39.0%
Excess Operating Over (Under)	159,383	7.0%	-59,779	9,193	109,970	28,608	-64,427	-2.0%	-140.4%

Source: South Thomaston Annual Municipal Reports, *Rounded

Note: During this period some expenses were re-categorized, consequently they have been adjusted here to facilitate direct comparisons over time.

It is challenging to predict municipal expenditures for the next ten years. Demands for services, county assessments, valuation, population, and many other factors all enter the very political process of determining expenditures every year.

With the passage of the Municipal Property Tax Levy Limit Law (LD-1) in 2005, municipalities must now comply with the property tax increase limits imposed by LD-1. LD-1 regulates the amount of money that municipalities can raise through property taxes and applies only to property taxes used for municipal operations. It does not apply to property taxes raised for schools, counties, TIFs, or the overlay. LD-1 allows a municipality to increase property taxes, but only by an amount equal to the growth of its tax base. The local legislative body is authorized to “exceed” the LD-1 limit to address certain circumstances outside the control of the local legislative body; i.e. 1) catastrophic events such as natural disaster, terrorism, fire, war, or riot; 2) unfunded or underfunded state or federal mandates; 3) citizens’ initiatives or other referenda; 4) court orders or decrees; or 5) loss of state or federal funding. South Thomaston voters voted to override this limit 2006.

Capital Reserves and Trust Funds

Current reserve funds are shown in the next table. It is believed these reserve funds are not adequate for the Town’s anticipated needs. See the Capital Investment Plan sections that follow for this information.

Capital Project Funds as of December 31, 2008	
Reserves for:	Amount
Fire Truck	45,991.44
Revaluation	55,894.45
Fire Equipment	5,029.56
Ambulance	102,938.66
Ambulance Equipment	124.66
Town Landing	93,075.01
Paving	17,760.69
Total	320,814.47
Source: South Thomaston 2008 Annual Municipal Report	
Trust Funds as of December 31, 2008	
Trust Funds	Balance
South Thomaston Village Cemetery	71,219.75
Forest Hills Cemetery	6,704.51
Thorndike Cemetery	687.01
Williams Cemetery	337.56
Ocean View Cemetery	39,409.07
Miriam Pierce Trust	3,575.78
Horace Allen Nautical Fund	2,737.07
Monroe Trust Fund	4,142.56
Ralph & Ella Rackliff Memorial Fund	100,238.73
Randall & Arlene Hopkins Memorial Fund	30,071.62
Ambulance Trust Fund	30,071.62
Total	289,195.28
Source: South Thomaston 2008 Annual Municipal Report	

Purpose and Definition of Capital Investment Plan

Planned growth and a diverse mix of land uses within the Town is an important aspect of fiscal planning. The purpose of a capital investment plan (CIP) is to establish a framework for financing needed capital investments. 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 investments include the repair, renewal, replacement or purchase of capital items. Capital investments differ from operating expenses or consumables. The expense of consumables is ordinarily budgeted as operations. Capital investments generally have the following characteristics: they are relatively expensive (usually having an acquisition cost of \$5,000 or more); they usually do not recur annually; they last a long time (often having a useful life of three or more years); and they result in fixed assets. Capital items can include equipment and machinery, buildings, real property, utilities and long-term contracts and are funded through the establishment of financial reserves.

Capital investments are prioritized each year in the budget process based on the availability of funds and the political will of the community. A complete CIP describes expected yearly investment and allows for both changes in priorities and reduction of available funds. The CIP is intended to prevent a large capital investment from occurring in a single fiscal year. The unexpected purchase of a sizeable investment can overburden the tax rate and cause large fluctuations in tax bills from year to year. The annual provision for eventual replacement of capital investments depends on the useful life of the capital investments. It is important that capital investments be financially accounted for each fiscal year, minimizing later expenses.

For the purposes of this plan, the total costs have been recognized with an indication of the expected period for each item that is desired based on priority ratings. The Town is currently drafting a complete capital investment plan that will provide for a yearly allocation of available and applicable funds. Each year any necessary changes will be made to the CIP and it will be included in the annual budget. Each year the Budget Committee will review the funding requests and make a recommendation for Town meeting review.

Priority Rankings Used in the Capital Investment Plan

The capital investments identified below were assigned a priority based on the listed rating system. Logically, “A” investments would be implemented prior to “B” and so on. Lower priority items 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 investments 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 investment 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 investment rated in this category would typically correct deficiencies in an existing facility or service.*
- C. *Future investment or replacement, to be accomplished within five to ten years. A capital investment 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 period of this comprehensive plan.*

Projects referenced in this comprehensive plan and existing reserve accounts are the basis for this capital investment plan and have been incorporated into the table below. As well, state and federal mandates necessitating some of these projects have been noted in the table. The need for each project is noted in parentheses.

Capital Investment Plan – Anticipated Investments

South Thomaston Capital Investment Plan Summary 2008-2018

Comprehensive Plan Chapter/Town Dept.	Anticipated Item and (Need)	Estimated Cost	Priority	Responsible Party (ies)	Possible Funding Sources
Fire Department	Engine 5 (2014)	350,000	B	Fire Department	Reserve/ Grants/ Loans
Fire Department	Engine 2 (2017)	150,000	C	Fire Department	Reserve/ Grants/ Loans
Ambulance	Ambulance(2009)	105,000	A	Ambulance	Reserve/ Grants/ Loans
Road Commissioner	Road Paving	80,000 p/year*	A	Road Commissioner	Reserve/ Taxes
Assessors	Revaluation	TBD	C	Assessors	Reserve/ Taxes
Selectmen	Shore Property (If Available)	TBD	D	Selectmen	Reserve/ Grants/ Loans

Source: Town

Summary

Currently, the Town has a municipal financial structure that is like nearly all communities principally dependent on property tax revenue. A majority of Town expenditures are mandated. The condition of the financial structure is evidenced by various economic trends, such as an increasing valuation, a consistent positive ratio of revenues to expenditures, relatively stable tax rate and a modest long term debt. It appears that South Thomaston will be able to meet its future financial commitments. Increased growth and development, particularly residential development, puts an extra burden on a Town's budget by creating a demand for new or improved public facilities and municipal services. In addition, unfunded and under-funded state and federal mandates, increasing energy and fuel costs, as well as inflation have a significant effect on a municipality's budget. In the future, South Thomaston's budget will continue to be affected by a combination of these factors.

Goal

1. To promote stability and practicality in local fiscal management while minimizing the financial impact of tax assessments on local residents

Policies and Recommendations/Implementation Strategies

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be addressed. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

1. To finance existing and future facilities and services in a cost effective manner, the town will implement the Capital Investment Plan in this chapter by developing capital improvement plans, updated annually (Selectpersons) Ongoing.
2. To better meet taxpayer needs, the select board should analyze current property tax payment schedules and determine whether alternatives, such as monthly tax payments, would be acceptable to the Town and beneficial to South Thomaston residents (Selectpersons) Immediate.
3. To reduce the tax burden, the select board should determine what state and federal grant programs are available to the Town of South Thomaston. (Selectpersons,) Ongoing.
4. To reduce solid waste costs, the Select Board should continue its approach to determine the most fiscally efficient and environmentally sound solid waste disposal method(s). Currently this includes developing additional options to decrease the tax impact of both the Demo Debris Facility and the three-town Transfer Station Cooperative, increasing recycling awareness and efforts, shifting from burning to

chipping wood debris, analyzing other towns' solid waste disposal approaches and working with surrounding towns and the county to evaluate opportunities for additional regionalization and cooperative synergies. (Selectpersons) Ongoing

5. To reduce the public costs of private development, the Planning Board, in conjunction with the select board, should determine whether the current land use ordinances should be modified to protect the Town's fiscal responsibility for changes to and future maintenance of municipal facilities and services created by new commercial development and residential subdivisions (Planning Board, Selectpersons) Immediate.
6. To better allocate limited discretionary resources, the Budget Committee will continue to review the funding requests yearly and make recommendations for Town meeting review. This process will promote an efficient and cost effective methodology for financing and operating the existing and future facilities of the Town (Budget Committee) Ongoing.

CHAPTER 10 LAND USE

Introduction

This chapter outlines existing land uses in South Thomaston and proposed land use recommendations. The proposed land use plan is formed by considering the historical development of a community and the natural resource constraints in order to best accommodate future growth. The goal of this chapter is to encourage the types of development and conservation that residents support. The proposed districts and implementation strategies described here have been shaped by the inventory, analysis and policies developed in each section of this Comprehensive Plan. Consideration has been given both to existing land use patterns and to the expected future land use needs.

According to the 2007 Survey, nearly 80% of the respondents were in highest favor of encouraging the preservation and protection of natural and historic resources. Fifty-four percent of the year-round population felt that the Town should protect and enhance light industrial activities. Seventy-nine percent of respondents felt that people should be allowed to have small businesses on their property. When asked whether the land use ordinance should be updated and/or changed, 57% were undecided or did not respond. This suggests that citizens: 1) were not familiar with the existing ordinance and/or, 2) could not support or disapprove changes when they did not know the implications.

The State of Maine Comprehensive Planning and Land Use Regulation (Growth Management) Act seeks the identification of growth and rural areas within municipalities. The designation of growth areas is intended to direct development to places most suitable for such growth and away from places where growth and development would be incompatible with the protection of rural and natural resources, and nature-based economic activities, like forestry and farming. Based on growth management, growth areas are to be located close to municipal services to minimize the cost to the municipality for the delivery and maintenance of these services. The designation of rural areas is intended to protect agricultural, forest, scenic areas, and other open space land areas from incompatible development and uses.

The Comprehensive Plan is not a Land Use Ordinance, but it can serve as the legal foundation of current and future Land Use Ordinances.

Existing Land Use

The Land Cover Map shows current development patterns. A little less than half of the Town's 7,314 acres is forested (49.2%), followed by pastures/crops/hay (16.2%), wetlands and wetland forests (13.8%), and developed areas (7.6%).

As of 2007, non-residents owned over 27% of the parcels in South Thomaston.

The Town has two historic village settlement areas: South Thomaston Village, also known as the Keag, and Spruce Head. Spruce Head village is partially located in the Town of St. George. These areas serve mixed uses; that is, they provide for residential, commercial, working waterfront, recreational, and civic and religious functions.

The villages include post offices, convenience store/markets, boatyards, a library and churches. Several other businesses are scattered throughout. Some retrofitting of historic structures for added commercial capacity has and will likely continue in village areas. Some new businesses are likely to locate further away from villages areas and from municipal services.

Housing

Please see the Housing Chapter for a description of housing patterns, resident needs and concerns. In 2000, South Thomaston had 804 housing units. During the 1990s, the Town recorded more than a 15.4% increase in its housing stock. By 2018, housing units in South Thomaston may total 1,150 an increase of 346 units above the year 2000 figure, or 229 units above the 2006 figure, see below. This forecast is based on declining household size, the South Thomaston population forecast of up to a maximum of 1,775 persons by the year 2018, and the housing growth seen over the past 26 years. Building permit records for the past ten-year period show the amount and distribution of housing types for new construction, with nearly all as single-family detached units.

Five trends of recent residential growth in South Thomaston are evident:

1. New, four-season single-family homes in shoreland areas. These are often larger homes and often are for seasonal use.
2. Existing seasonal cottages are being converted for four-season use.
3. Seasonal residents are buying formerly year-round houses for seasonal use.
4. Limited numbers of houses are in the form of modular or mobile homes.
5. Subdivisions ranging in lots from 5 to 15 are being developed piecemeal throughout the Town.

Residential growth in shoreland areas competes with traditional shore access for working waterfront and recreational activities.

The Growth Management Act states that every municipality "...shall seek to achieve a level of at least 10 percent of new residential development, based on a five-year historical average of residential development in the municipality, meeting the definition of affordable housing." Given the increasing demand for affordable housing, increasing sale prices, valuations and tax assessments, it is of prime concern to the Town that the land use ordinances be amended as necessary to encourage and ensure that affordable housing continues to be available.

Current Land Use Regulations: Land Use Control

The Town has the following ordinances and regulations.

Town Ordinance or Regulation	Enacted/Last Amended
Fire Department Ordinance	March 27, 2007
Floodplain Management Ordinance	March 23, 1994
Georges River Regional Interlocal Clam Management	2002
Land Use Ordinance	March 29, 2005
Road Naming Ordinance	March 21, 1996
Shoreland Zoning Ordinance	(See Note)*
Subdivision Regulations	March 28, 2006
Town Landing Policy	October 5, 2004
Village Cemetery Ordinance	March 28, 2006

Note: *The current Shoreland Zoning Ordinance was imposed by the State of Maine on March 1, 1995. To eliminate having two Shoreland Zoning Ordinances in effect at one time, the Town, on March 28, 2006, voted to rescind the Shoreland Zoning Ordinance it had initially adopted on March 11, 1974.

The current Land Use Districts Maps show the existing land use districts. These districts were established by the South Thomaston Land Use Ordinance, drafted in 1989 and last amended in 2005 and the Shoreland Zoning Ordinance, imposed by the State of Maine. The Subdivision Regulations allow for cluster developments on parcels of 3 acres or more.

Single and two-family dwellings are allowed in all districts, but multi-family (3 or more) dwellings are allowed only in R-1 and R-2 Districts by special exception through planning board review. Campgrounds are allowed only in R-1 and R-2 Districts by special exception. Commercial uses are allowed by special exception in all districts except the Island District. Industrial Uses and Junkyards are allowed by special exception only in the R-1 District.

Current Land Use Districts (Summarized)

District	Minimum Lot Area	Purpose/Description
Island	1 acre per dwelling unit and for non-residential use	protect the critical fresh water resources and limited land area on Spruce Head Island
Village 1 (V-1)	1 acre per dwelling unit and for non-residential use	preserve residential village area for Spruce Head Village
Village 2 (V-2)	1 acre per dwelling unit and for non-residential use	establish residential/village areas and to protect the historic architecture of the Keag Village

District	Minimum Lot Area	Purpose/Description
Rural-1 (R-1)	1 acre per dwelling unit and for non-residential use; 3 acres per industrial use and for campgrounds	least restrictive district to allow for moderate income housing and a variety of land uses
Rural 2 (R-2)	1 acre per dwelling unit and non-residential use; 3 acres per campground	preserve the rural/agricultural character, the sweeping beauty and coastal heritage
Shoreland - Resource Protection	By Special Exception, with conditions	Protect moderate-high value, significant wildlife habitats, biological ecosystems, scenic natural values
Shoreland – Limited Residential	Per Residential Dwelling: 30,000 sf adj to tidal, 40,000 sf adj to non-tidal;	Areas suitable for residential and recreational development
Shoreland – Stream Protection	Per Gov’t, Institutional, Commercial or Industrial Principal	Protect land within 75 feet, horizontal distance, of the normal high-water line of a stream
Shoreland – General Development (GD)	Structure: 40,000 sf tidal zone, 60,000 sf non-tidal; Public/Private Recreational Facilities: 40,000 sf (All new construction requires 150 feet of shore frontage)	Manufacturing, industrial, warehouse, wholesale, commercial, retail trade, intensive recreation, fairgrounds

Notes: Maximum building height in all town-defined districts is 34 feet (residential) and 50 feet (non-residential). Road frontages are not regulated. See the Land Use Ordinance and Shoreland Zoning Ordinance for a complete description of the districts

Proposed Land Use Recommendations/Implementation Strategies Proposed Land Use Districts

Land use regulations should be kept to the minimum necessary to achieve the goals of the Comprehensive Plan and to reduce the number of non-conforming properties. The Comprehensive Plan should not impose burdensome requirements on the everyday activities of the Town’s residents. Likewise, the Plan should not 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. The current pattern of mixed land use, as opposed to rigid segregation of different uses by zone, should remain. Future land use planning should strike a balance between the need to segregate uses for environmental, aesthetic, and other purposes and while simultaneously fostering this historical pattern of mixed use.

Recommendations to improve the Town’s land use ordinances are presented below and proposed changes to the Land Use Districts are illustrated on the Proposed Land Use Map at the end of this Chapter.

Note: Only detailed site-specific analysis, working in direct consultation with property owners, can determine the precise location of proposed districts. This Comprehensive Plan has not assessed landowners’ desires to sell their land for development, to develop it themselves, or to leave it undeveloped.

Proposed Land Use Districts (Summarized)

Proposed District [Change from Current District(s)]	Minimum Lot Areas	Purpose/Description
Villages [combines current Island, Village 1, and Village 2 districts]	Approximately 1 acre per dwelling unit, where soil conditions would support a septic system,	Preserves residential village areas, with smaller-sized lots for traditional housing densities for Spruce Head Village, Keag Village, and Spruce Head Island, encourages continued low impact mixed-use businesses following traditional development patterns, maintains historic characteristics
Village Extension [new district on portions of Westbrook St and Route 73 south of Keag Village]	Approximately ½ acre per dwelling unit, where soil conditions would support a septic system, 1 acre otherwise	Promotes affordable housing near existing village areas by allowing development on smaller lots than rural districts, allows mobile home parks
Rural-1 (R-1) [area modified somewhat from current Rural-1]	1 acre per dwelling unit and for non-residential use; 3 acres per industrial use and for campgrounds	The least restrictive district, allows a variety of traditional uses, predominately residential with affordable housing, allows businesses, commercial and non-polluting industrial uses to provide greater employment opportunities, encourages open space subdivisions, discourages high-density large scale suburban type development

<p>Proposed District [Change from Current District(s)]</p>	<p>Minimum Lot Areas</p>	<p>Purpose/Description</p>
<p>Rural 2 (R-2) [area modified somewhat from current Rural-2]</p>	<p>1 acre per dwelling unit and non-residential use; 3 acres per campground</p>	<p>Seeks to preserve the rural and agricultural character by encouraging these uses, allows lower density residential development, conservation, and open space subdivisions, seeks to continue to protect the sweeping beauty and coastal heritage, encourages public access to water bodies, limiting retail sales facilities to 5,000 square feet and other commercial facilities to 10,000 square feet, limiting mining/extraction activities, continuing current prohibition of industrial uses</p>
<p>Shoreland - Resource Protection [area expanded to include sensitive inland wetlands]</p>	<p>[UNCHANGED]: By Special Exception, with conditions</p>	<p>[UNCHANGED]: Protects moderate- high value, significant wildlife habitats, biological ecosystems, scenic natural values, preserves water quality of surface water and groundwater, controls flooding</p>
<p>Shoreland – Limited Residential [UNCHANGED]</p>	<p>Per Residential Dwelling: 30,000 sf adjacent to tidal, 40,000 sf adj to non-tidal;</p>	<p>[UNCHANGED]: Areas suitable for residential and recreational development</p>
<p>Shoreland – Stream Protection [UNCHANGED]</p>	<p>Per Government, Institutional, Commercial or Industrial Principal Structure: 40,000 sf tidal zone, 60,000 sf non-tidal; Public/Private Recreational Facilities: 40,000 sf [UNCHANGED]</p>	<p>[UNCHANGED]: Protects land within 75 feet, horizontal distance, of the normal high-water line of a stream</p>
<p>Shoreland – Commercial Fisheries/Maritime Activities [GD in former shoreland ordinance]</p>	<p>Protects existing marine-based uses, including fishing and lobstering (working waterfront), allows residential development as a conditional use</p>	

Notes: Current Maximum building height in all town-defined districts is 34 feet (residential) and 50 feet (non-residential). No change is recommended for heights. Road frontages are not regulated. No change is recommended for frontages.

See the Proposed Land Use Map and Land Use Chapter Proposed Land Use Plan for a description of the districts.

Areas under conservation easements and/or conservation ownership, public and private, are shown as conserved lands on the Proposed Land Use Map.

Growth Areas

Growth Areas, by definition, include lands that (1) are physically suitable for residential development or redevelopment; (2) can be efficiently served by public facilities, including public utilities, roadways, fire protection, school buses, and the like; (3) contain sufficient area to accommodate projected growth, and (4) can provide a compact pattern of development within existing natural constraints.

The Growth Areas that fit the criteria above are the expanded Village 1 and Village 2 Districts (see Proposed Land Use/Potential Growth District Map). They currently contain approximately 245 acres (including lots already developed, excluding shoreland zones) to accommodate the future residential and commercial growth of the community. Expanded as proposed in the Villages and Village Extension districts, there are approximately 739 acres in total (including lots already developed, excluding shoreland zones). It is estimated that the proposed growth areas are of sufficient size to accommodate future growth.

Recommendations/Implementation Strategies for Growth Areas [Priority: High, Medium or Low]:

1. In areas not serviced by municipal or community water or sewer, the minimum lot size will be 20,000 square feet where soil conditions permit, 1 acre otherwise. [Priority: Medium]
2. Encourage open space subdivisions. An open space subdivision, also known as a cluster subdivision, is a subdivision in which, if the developer provides dedicated permanent open space, the lot sizes may be reduced below those normally required in the land use district but at or above state minimum lot size requirements. Open space may or may not be publicly accessible. The Planning Board will require all subdivision applicants within this district to submit an open space subdivision plan for consideration when the property has shore frontage, high elevation, and/or scenic views. The Land Use Ordinance and/or Subdivision Regulations will include incentives to encourage the preservation of the village district. Smaller lots, as in open space subdivisions, are more affordable than larger lots to purchase, to build upon, and to service with utilities, resulting in cost savings to the home buyer, developer, and Town. [Priority: High]

3. The Planning Board will review the performance standards and design guidelines used in the historic districts of other Maine communities in order to propose appropriate standards. These can be implemented effectively to maintain the architectural heritage or historic character of this district. These standards may include: a maximum structure size, setback and buffer requirements, based in part on lot size. Such standards would maintain neighborhood character and discourage razing older structures to replace them with large new homes that are inconsistent with existing architecture. [Priority: Low]
4. A variety of small scale, low impact retail, service, home occupations will continue to be allowed in village districts. Housing types, such as single family, two-family, will continue to be allowed in these districts. In addition, multi-family units will be allowed in all growth districts. [Priority: High]
5. Performance standards regarding noise, lighting, hours of operation parking, and other adverse impacts will be considered, to ensure compatibility with residential neighbors. Standards such as architectural and signage design, parking lot location, size and landscaping, and maximum floor areas for individual retail stores will be considered to retain the Town's traditional scale and appearance for future development. [Priority: Medium]
6. The Town will consider dimensional standards, such as smaller setbacks, to allow for a compact development pattern and encourage the siting of buildings in a manner that is compatible with existing development. [Priority: Low]
7. The Town will consider municipal commitments to enhance the safety and appearance of the proposed growth areas. [Priority: Low]

Shoreland Areas

The current Shoreland Districts as set in the State Imposed Shoreland Zoning Ordinance have protected natural resources, limited residential, limited commercial and harbor uses in the applicable shoreland districts. Nevertheless, increased coastal development may threaten marine based-uses, which are a crucial part of our local economy providing income to residents.

Recommendations/Implementation Strategies for Shoreland Areas [Priority: High, Medium or Low]:

1. The existing shoreland districts will be amended as needed to provide affirmative support for marine-based uses (including fishing and lobstering) while still allowing residential development as a conditional use if it is determined that the residential use (buildings and structures including private docks and private piers) would not displace or impinge upon current marine uses. Existing residential uses will be grandfathered. This district may be known as a Commercial Fisheries/Maritime Activities District (working waterfront), in accordance with shoreland zoning

designation requirements, in order to protect water dependent uses as noted. (Please see the Natural Resources Chapter for a description of South Thomaston's water resources and projected needs for the future). Existing Commercial Fisheries/Maritime Activities District should be expanded if and where necessary to protect existing maritime uses. [Priority: High]

2. The Town will develop and propose for enactment its own Shoreland Zoning Ordinance thus enabling the BEP to lift its imposed shoreland zoning ordinance. [Priority: High]
3. The shoreland zoning ordinance will be revised as mandated by the Maine DEP regarding habitat protection and forestry practices. [Priority: Medium]

Rural Areas

The Rural 1 District generally covers the interior portions of Town. The Rural 2 District generally covers the portions of Town that are near the shoreland zone. These districts are meant to protect agricultural land, forested lands, scenic areas, open space land uses and to allow low density residential development. The new/amended land use districts proposed in the rural areas are shown on the Proposed Land Use Map.

Recommendations/Implementation Strategies for Rural Areas [Priority: High, Medium or Low]:

1. The recommended minimum lot size will be 1 to 2 acres (43,560 to 87,120 sq. ft). The Town should investigate the possibility of setting larger frontage requirements on existing municipal roads to maintain the rural character of the Town. Frontages on subdivision roads should be smaller. If there is public support to regulate these standards, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]
2. Encourage open space subdivisions. An open space subdivision, also known as a cluster subdivision, is a subdivision in which, if the developer provides dedicated permanent open space, the lot sizes may be reduced below those normally required in the land use district but at or above state minimum lot size requirements. Open space may or may not be publicly accessible. Density bonuses allowing additional housing units and/or housing lots may be provided as an incentive where deemed appropriate. The Planning Board will require all subdivision applicants within this district to submit an open space subdivision plan for consideration when the property has shore frontage, high elevation, and/or scenic views. The Land Use Ordinance and/or Subdivision Ordinance will include incentives to encourage the preservation of rural areas. Smaller lots, as in open space subdivisions, are more affordable than larger lots to purchase, to build upon, and to service with utilities, resulting in cost savings to the home buyer, developer, and Town. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: High]

3. Agricultural and commercial forestry operations will continue to be allowed in this district, as well as limited business use including small-scale service, Bed and Breakfasts, home occupations and other small-scale, low impact retail establishments. Performance standards regarding noise, lighting, hours of operation, parking, and other adverse impacts will be considered to ensure compatibility with residential neighbors and with the rural character of the district. Development regulations should encourage residential development to occur on existing or recently constructed roads (as of the Comprehensive Plan adoption date). If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]
4. Traffic control in this area will be consistent with the Maine Department of Transportation (Maine DOT) Access Management Standards. Permitting and enforcement of entrances and driveways on state and state aid roadways is done by Maine DOT, not the Town. No new roadway intersections with State Route 73 or State Route 131 will be sought; rather, reconfiguration of existing entrances and driveways to improve and coordinate existing access points in order to provide increased capacity to accommodate future development will be pursued with Maine DOT. [Priority: Medium]
5. Some areas now included in R-1, particularly those areas near the shore or significant wetlands areas that are now significantly and primarily residential, should be transferred to R-2 if not annexed to one of the residential zones. If there is public support to rezone, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: High]
6. Currently little difference exists between uses allowed in R-1 and R-2. Allowed commercial uses in R-1 should be less restrictive than those in R-2. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. For the R-2 District, the Town should investigate the possibility limiting retail sales facilities to 5,000 square feet and other commercial facilities to 10,000 square feet, limiting mining/extraction activities, and continuing the current prohibition of industrial uses. [Priority: Medium]

Conservation District (CD)

1. This district will include land owned by the State of Maine, the Town of South Thomaston, a land trust, or held in public or private conservation easement and already designated as resource-protected wetlands, forest, farmland or open-space protected areas, Critical Habitat Areas, or as natural areas to be preserved for public recreation. Please see the Proposed Land Use map.
2. Development within this district will be strictly limited to uses allowed under the applicable state and federal regulations, easement provisions and deed restrictions.

3. This proposed district, as with any proposed ordinance or ordinance amendment, requires a Town Meeting vote for approval and implementation, independent of and in addition to the Town Meeting vote on this Comprehensive Plan.

Town Wide Recommendation/Implementation Strategies [*Priority: High, Medium or Low*]

1. **Affordable Housing (Accessory Apartments, Congregate Housing, Assisted Living Facilities and Multifamily Dwellings):** As discussed in the housing chapter of this plan, the need for more affordable housing is a concern to working families in this Town, young families starting out, and to the elderly. In addition to reducing minimum lot size where septic conditions permit, allowing accessory apartments, sometimes known as in-law apartments, in certain areas and multifamily dwellings in more areas, where soil conditions support the required septic systems, should be considered. Perhaps limiting multifamily dwellings to three-dwelling units per structure would be favored by those concerned with the potential for the proposal of larger-scale apartment buildings. There is also a growing need for congregate housing, sometimes known as universal housing, in which people needing limited assistance can live together in appropriately designed facilities that are handicapped accessible. Additionally, there is the potential demand for assisted living facilities, which have medical personnel on site. All of these types of facilities are protected in State law. The Town should consider whether these facilities and uses should be allowed in more portions of the Town, especially those areas where residential uses predominate. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]
2. **Agricultural Land Management:** Currently, agricultural uses of any size or type are allowed without a permit in every district in Town outside of shoreland zoning, regardless of existing uses and neighborhoods. The Town should consider whether there is public sentiment to regulate these uses, consistent with the state's right to farm laws. Pollution from inadequately sited agricultural activities from animal wastes and pesticides can degrade water bodies that support clamming and other fishing activities upon which the local economy depends, and can threaten groundwater drinking water supplies. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Low]
3. **Buildings and Structures under 100 square feet of ground coverage:** Currently, no permit is required for buildings and structures with less than 100 square feet of ground coverage, regardless of the number of such buildings or structures sited on an individual lot. The Town should consider whether to regulate these buildings or structures to assess property taxes more fairly. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]

4. **Cemeteries:** Currently, cemeteries of any size are allowed in every district in Town outside of shoreland zoning. The Town should consider whether there is public sentiment to regulate the size and location of cemeteries. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]
5. **Consolidation of Land Use Districts:** The number of land use districts in Town may be more than is needed to accomplish the goals of townspeople and of this comprehensive plan. Accordingly, consolidating districts that share substantially similar standards and uses may be worthwhile. Alternatively, some districts may be expanded to replace others. Seeking to simplify the land use ordinance in this respect would be done through an amendment to the land use ordinance that can be proposed and voted on at a future Town meeting. [Priority: High]
6. **District Land Uses Table:** The categories in the land uses table of the land use ordinance, showing which uses are permitted as-of-right, by permit, by special exception, or are prohibited, could be better defined to reduce confusion when proposed uses do not fit into one category clearly. In addition, uses could be further defined by their size in order to better regulate their potential impacts on traffic and on municipal services. For example, differentiate between areas where small-scale retail (up to 5,000 square feet of floor area), medium-scale (5,000+ to 25,000 square feet), and large-scale (25,000+ square feet) uses are allowed and where they are not allowed. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: High]
7. **Harbor and Waterfront Management:** The Town may choose to regulate moorings to ensure that resident fishermen have sufficient water access to support their livelihoods. Recreational activities should be allowed to the extent that such activities do not hinder traditional maritime based businesses. Similar ordinances from other towns and advice from area harbormasters, fisherman and boaters should be sought. The Town can designate a committee of residents and business owners to draft, with technical assistance provided, a harbor management ordinance for consideration by Town voters and voted on at a future Town meeting. [Priority: Medium]
8. **Home Occupations:** Currently, home occupations are allowed without a permit in every district in Town. The Town should consider whether to regulate these activities to protect existing residential neighborhoods. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]
9. **Impact Fees:** The Land Use Ordinance may be amended to include a provision for collection of impact fees from new applicable development in all of the proposed districts, as allowed by Maine's impact fee statute, Title 30-A M.R.S.A., Section 4354, as amended. The Town may assess impact fees from applicants if the

expansion of the public facility and/or service is necessary and caused by the proposed development. The fees charged must be based on the costs of the new facility/service apportioned to the new development. The fees must benefit those who pay; funds must be earmarked for a particular account and spent within a reasonable amount of time. Fees may be collected for the following, as well as for other facilities and services not listed below:

- Solid waste facilities
- Fire protection facilities
- Roads and traffic control devices
- Parks and other open space or recreational areas
- Waste water collection and treatment facilities
- Municipal water facilities
- Public Services, in general, including educational facilities

If there is public support to assess impact fees on applicants/developers, where such fees would reduce town wide property taxpayer costs that would otherwise result from the new development, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]

10. **Industrial Uses:** The Town should consider whether there is public sentiment to allow light industrial uses consistent with the state's environmental laws, in designated areas of Town near public sewer, public water and state roads bordering Thomaston and Owls Head. Such uses, where they do not conflict with existing uses and neighborhoods, should be considered for the employment opportunities that they might provide residents. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]

11. **Mobile Home Parks:** While individual mobile homes are regulated in the current land use ordinance, mobile home parks are not regulated. The Town should consider whether there is public sentiment to allow mobile home parks in some areas and prohibit them from others, consistent with State law protections. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]

12. **Phasing/Growth Caps:** The Land Use Ordinance may be amended to include a provision for growth caps or the phasing of proposed subdivisions to minimize potential undue fiscal impacts on Town facilities. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Low]

13. **Public Hearing Fees and Requirements:** The costs of public hearings have increased since the initial fees were set. The Town should consider requiring applicants to pay for the costs of required public hearings that are held specifically on

behalf of their individual proposals. Under State law, towns are entitled to recover such costs, rather than passing those costs onto taxpayers. The Town should more clearly define when public hearings are required in order to ensure that due process and equal protection rights are protected. If there is public support to clarify these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Low]

14. **Site Plan Review:** Site Plan Review provides towns the opportunity to regulate the scale, placement and design of commercial, industrial, educational institutional, governmental, and multi-family residential development. Communities often seek to ensure that new development is designed appropriately for the area in which it is to be located. Site Plan Review can include relatively straightforward standards, like screening commercial uses from residential uses with fencing and/or vegetation, and based upon the character of an area, as well as addressing fundamental safety issues, like ensuring adequate off-street parking so that Town roads aren't clogged with traffic, and environmental issues such as stormwater runoff control, and the protection of the drinking wells and septic systems of surrounding properties. The Town should consider adopting Site Plan Review provisions, with a threshold exempting small-scale projects with low impacts (under 2,500 square feet of floor area) from review. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]

15. **Special Exceptions:** The use of special exceptions, also known as conditional uses, has caused some concern among residents and applicants, who have expressed a desire for clearer standards of what is and is not allowed in each district. Concern has been expressed that the planning board and appeals board may have too much latitude in deciding what is allowed. Accordingly, the land use ordinance should be reviewed to determine what uses and activities would be more clearly regulated as permitted or prohibited uses. Currently, 'Professional Offices, Neighborhood Stores and Restaurants', among other defined uses, require a special exception permit regardless of their size and potential impacts. In order to account for the impacts of proposed uses better, thresholds could be added to the ordinance. For example, offices, restaurants and stores under a certain square footage, like 2,500 square feet, could be permitted as of right, while larger-sized buildings could be reviewed as special exceptions. Very large facilities, like big box stores, could be allowed in certain areas only or prohibited outright. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: High]

16. **Telecommunications Facilities:** The Town may choose to regulate telecommunications facilities, including cell towers. Ordinance provisions designating appropriate locations and specifications for such facilities may be recommended as amendments to the land use ordinance or placed in a separate ordinance. The desire to improve communications should be balanced with the protection of areas that residents deem as both scenic and worthy of such protection,

for example, certain shoreland areas. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]

17. **Tradesman’s Shop:** Currently, tradesman’s shops are allowed without a permit in every district in Town outside of the shoreland zone. The Town should consider whether to regulate these activities to protect existing residential neighborhoods, to more fairly assess property taxes and to reduce the potential for pollution. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: Medium]

18. **Wind farms:** Increased demand for alternative energy sources may encourage the development of wind farm facilities. The Town may choose to regulate these activities. The desire to foster alternative energy generation should be balanced with the protection of areas that residents deem as both scenic and worthy of such protection, for example, certain shoreland areas. If there is public support to regulate these activities, an amendment to the land use ordinance can be proposed and voted on at a future Town meeting. [Priority: High]

Land Use Ordinance Standards

In ordinances, specific standards and clear definitions are needed because all ordinances must meet the minimum standards as set forth by state law. In addition, it is essential that land use ordinances 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 plan's, goals, and policies will be a major consideration in the event that the ordinances are subject to a legal challenge.

In order to protect and preserve natural resources, land ownership, property values, public safety, health and welfare, provide for affordable housing and ensure the proper future development of the Town, the Land Use Ordinance of the Town of South Thomaston will be reviewed to ensure that the following performance standard topic areas are either in place or will be considered for inclusion consistent with the identified needs of the Town.

Municipal Road Access Requirements - Standards will be amended if necessary to prevent blind driveways, protect the Town road drainage system and minimize the creation of strip development within the community.

Agriculture - Standards will be drafted which will minimize soil erosion to avoid sedimentation, non-point source pollution and the phosphorus levels of South Thomaston’s water bodies. Such standards will be discussed with the Maine Department of Agriculture while being developed, as required by state law.

Archeological and Historical Resources - Standards will be drafted that will require developers of major construction in an archaeologically sensitive area to provide the planning board, or appointed Historical Committee Review Board, evidence certified by

a qualified archaeologist that the proposed development will not negatively impact known or possible archeological sites. The planning board will require that the development plans include a plan showing the preservation of known or suspected historic or naturally significant areas.

Buffer Provisions - Standards will be drafted to minimize the negative impacts of inconsistent development, and to protect South Thomaston's water resources through the use of buffers.

Conversion - Standards will be drafted which will regulate the conversion of existing structures into multi-family dwellings ensuring the safety, health and welfare of South Thomaston citizens while providing increased affordable housing options.

Dwelling Units, Large-scale – Standards will be drafted to regulate dwelling units that have a total floor area and/or impervious surface area of 5,000 square feet or more, and with additional regulations as needed for dwelling units above 10,000 square feet in order to protect property values of neighboring properties, the environment, roadways, and neighborhood character from the negative impacts of such development. Deed restrictions may be used to protect residential neighborhoods from conversions to commercial use, including but not limited to transient accommodations.

Forestry Management - Standards will be drafted to promote sustainable forestry management practices and to prevent clear-cutting timber practices within the community. Such standards will be reviewed with the Maine Forest Service as required by state law.

Historical Buildings – Standards will be drafted to regulate the renovation of historic buildings listed on the national register and other structures deemed historically significant in the proposed historic district to ensure the appropriate preservation of such buildings and of South Thomaston's architectural heritage.

Home Occupation - Standards will be amended if necessary by which home occupations may be established in a way that minimizes their impact on existing neighborhoods.

Industrial Performance Standards - Standards will be drafted or amended if necessary to ensure appropriate industrial development.

Manufactured Housing - Standards will be drafted or amended if necessary to ensure the safety, health and welfare of mobile/modular home occupants and mobile/modular home owners regardless of the date manufactured.

Off Street Loading - Standards will be drafted to minimize traffic congestion associated with commercial development.

Oil and Chemical Storage - Standards will be drafted regarding the storage of combustible materials that are compatible with state and federal regulations.

Parking Requirements - Parking space provisions will be created within the performance standards that will regulate the number of parking spaces to be provided depending upon the type of development proposed, as well as the placement and design of parking lots.

Pesticide Application - Standards will be drafted to protect the public from dangers associated with pesticides. If applied to agricultural operations, such standards will be discussed with the Maine Department of Agriculture while being developed, as required by state law.

Refuse Disposal - Standards will be drafted regarding the disposal of solid and liquid wastes.

Sedimentation and Erosion - Standards will be developed (town-wide) to minimize the volume of surface water runoff during and after development.

Signs - Standards will be drafted or amended if necessary regarding the placement of signs, sign size, and sign type.

Soils and vegetation removal - Standards will be drafted or amended if necessary to ensure that development occurs on appropriate soils without causing adverse environmental impacts, including severe erosion, mass soil movement, and water pollution, whether during or after construction. Proposed uses requiring subsurface waste disposal, and commercial or industrial development and other similar intensive land uses shall require a soils report, prepared by a State-certified soil scientist or geologist based on an on-site inspection.

Storage Materials - Standards will be drafted or amended if necessary to encourage the orderly storage of material in residential areas to promote and preserve the character of the neighborhoods.

Wind farms / Wind power Generation Structures – Standards will be drafted if necessary to provide guidelines for the potential production of energy from wind power both at the small scale (individual homeowner) and large scale (industrial) production levels. Wind power generation guidelines should consider siting in the village and rural districts, installation purpose, setback from roads, size, safety, environmental impacts such as setback from important bird areas, sound levels as well as other future community needs.

Other Alternative Energy/Heat Sources - Standards will be drafted or amended if necessary to provide guidelines for the potential production of energy/heat from sources such as geothermal, photovoltaic/solar panels, water turbines-tidal energy, hydro power, and free standing wood burning furnaces.

Enforcement

The value of any ordinance is dependent on how well it is enforced. In order to achieve better enforcement, two issues are of importance: (1) the education of residents as to the

requirements of local and state regulations, and (2) providing for adequate hours for the code enforcement officer to ensure that compliance is taking place. The key to adequate and successful enforcement is providing the code enforcement officer with the proper legal language and definitions within the land use ordinance. The success of any ordinance depends on the ability of the code enforcement officer to enforce the ordinance and support of the code enforcement department by management and elected officials.

Summary

This Comprehensive Plan lays out an outline by which South Thomaston, over the next decade, can address issues of concern to residents. Some well thought out land use ordinance amendments may (and probably should) ultimately result, but they will each be subject to a vote at a future Town meeting. Public outreach is essential to ensure that any ordinances drafted reflect what a majority of citizens want. Because this document is a plan, it will require revision to recognize new data, to respond to new trends, and to react to new realities.

Successful comprehensive plans recognize that most development and conservation is carried out through the countless private actions of individual property owners. This Comprehensive Plan, the land use ordinances, and the Town Boards cannot force any private individual or business to develop a particular piece of property for a particular use. Rather, this Plan suggests an orderly framework for development and related municipal service facilities to reduce public expenditures, promote affordable housing, protect the local economy, and preserve natural resources.

Goal

1. To encourage orderly growth and development in appropriate areas, while protecting the rural character, making efficient use of public services and preventing development sprawl.

Policies and Recommendations/Implementation Strategies Summarized

In this Chapter detailed recommendations have been placed in preceding sections. Below are summaries of and references to those recommendations.

Note: Recommendations, also known as Implementation Strategies, proposed in this Comprehensive Plan are assigned a responsible party and a timeframe in which to be accomplished. *Ongoing* is used for regularly recurring activities; *Immediate* is used for strategies to be addressed within two years after the adoption of this Comprehensive Plan; and *Long Term* is assigned for strategies to be address within ten years.

The Town will amend as necessary the Land Use and Subdivision Ordinance and other appropriate related ordinances:

- a. To ensure existing and proposed land use ordinances are in conformance with the recommendations of the Land Use Chapter of this Comprehensive Plan, state and

federal laws, and

- b. To ensure land use ordinances are consistent with one another, as deemed appropriate by the will of the voters.

(Selectmen/Planning Board/Code Enforcement Officer and approval at Town Meeting). Ongoing

The Town will consider conservation easements of open space, especially in shoreland areas and high elevation areas, to preserve areas of environmental and scenic value.

(Selectmen/ Planning Board/Code Enforcement Officer). Ongoing

The Town will consider establishing a fund to assist in critical conservation purchases or stewardship endowments. (Selectmen) Near Term

The Town will study and consider the implementation of growth caps and/or impact fees in the appropriate town ordinances:

- a. To insure the provision of sufficient public services to meet the demands of a growing population (year round and seasonal), and,
- b. To minimize undue financial burden to the Town from large scale developments.

(Selectmen and approval at Town Meeting) Long term.

The Town will study improvements for public access to achieve or maintain at least one major point of public access to major bodies of water for boating, fishing and swimming. (Select men/Planning Board). Ongoing

CHAPTER 11 REGIONAL COORDINATION

Introduction

Comprehensive planning recognizes the importance of regional cooperation and coordination. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. South Thomaston is bordered by the Saint George River and Town of Cushing to the west, the Town of Thomaston to the north, the Town of Owls Head to the northeast, the Atlantic Ocean and to the east, and the Town of Saint George to the south. South Thomaston and its residents are dependent upon the region, especially the service center community of Rockland, for commercial goods and services, medical services and employment opportunities.

Land Use Planning and Ordinances

The next table shows the status of comprehensive plans in the surrounding communities.

Town	Comprehensive Plan	State Consistency
Cushing	Not adopted	Not consistent
Thomaston	Adopted 2006	Consistent 2006
Owls Head	Adopted 1996	Consistent 1996
Saint George	Adopted 1992, Update adopted 2007	Consistent 1997, Update not consistent

The next table lists the zones in surrounding communities that border South Thomaston. Conflicting land uses include the Knox County Airport in Owls Head; however the County owns land around the airport, which serves as a buffer for the surrounding residential uses.

Town	Zones bordering South Thomaston	Minimum Lot Size [sewered]	Minimum Road Frontage [sewered]
Cushing	NA	None	None
Thomaston	a. SC: Shoreland Commercial b. RP: Resource Protection c. R1: Rural Residential & Farming d. I: Industrial	a. 7,500 sf b. 40,000 sf c. 40,000 sf [20,000 sf] d. 40,000 sf	a. 75 ft b. 200 ft c. 150 ft [100 ft] d. None
Owls Head	a. Rural Residential b. Commercial c. Resource Protection	a. 40,000 sf b. 40,000 sf c. NA	a. 100 ft b. 100 ft c. NA
Saint George	NA (town wide minimum lot size and frontage)	43,560 sf	100 ft

Note: Cushing and Saint George do not have zoning beyond shoreland zoning ordinances.

See the Land Use and Natural Resources Chapters for more information.

Local Economy

South Thomaston residents share with other towns within a wide commuting distance the effects of regional economic activities as noted in the Economy chapter of this plan. Provisions have been suggested to retain and expand South Thomaston's own economic activities while retaining as much as possible of the marine, rural and agricultural activities which have been its historic economic base and which still provide much of its scenic character. See the Economy Chapter for more information.

Education

MSAD 5 provides for the education of pupils in the towns of Owls Head, Rockland, South Thomaston. Some resident pupils attended the Midcoast School of Technology Region 8 in Rockland, which is supported by all Knox County school districts. See the Public Facilities and Services Chapter and the Population Chapter for more information.

Recreation

South Thomaston's recreational facilities and opportunities are generally satisfactory for a town its size. Some neighboring towns also enjoy their use, particularly for organized youth groups. See the Recreation Chapter for more information.

Public Facilities and Services

Like most small towns in the region, police protection is provided by the Knox County Sheriff and the State Police. The South Thomaston Volunteer Fire Department has a mutual aid agreement with surrounding communities.

Medical service is primarily provided by the Penobscot Bay Medical Center in Rockport. Emergency medical transportation is coordinated by EMS in South Thomaston, Rockland. See the Public Facilities and Services Chapter for more information.

Transportation

State Routes 73 and 131 traverse South Thomaston, linking the town to US Route 1 in Thomaston and in Rockland. The Rockland Ferry Terminal offers daily bus service, through Concord Trailways, to Bangor, Boston, and points in between. Penobscot Island Air provides a link to the Midcoast islands (passenger, freight, medical and mail delivery). Knox County Regional Airport in Owls Head offers flights to several Maine cities and Boston. See the Transportation Chapter for more information.

Natural Resources

Portions of the R. Waldo Tyler (Weskeag River Salt Marsh) Wildlife Management Area are located within the towns of Thomaston, South Thomaston and Owls Head. To the extent that any future development might impact this shared resource, it would be beneficial to include the surrounding towns in such planning. The Saint George River and its water quality are affected by all of the communities that border the river, beginning in Montville to the north and ending in Saint George to the south. The Weskeag River and its water quality are affected by activities in Thomaston and Rockland. The Georges Valley Land Trust has assisted landowners to preserve portions of land in this area. See the Natural Resources Chapter for more information.

Housing

As a semi-rural bedroom community, most people who live in South Thomaston work elsewhere. The supply of affordable workforce housing is crucial to the local and regional economy. See the Housing Chapter for more information.

Recommendations/Implementation Strategies

Please see the Recommendations/Implementation Strategies in each of the above referenced chapters.

APPENDICES

Appendix A 2007 Survey of South Thomaston Residents

In 2007 a survey of South Thomaston's 898 residents was completed with over 40% of the residents responding. This appendix contains the results of their responses.

COMPREHENSIVE PLAN SURVEY RESULTS

On March 5, 2007 the Town of South Thomaston mailed out 898 surveys to obtain input for the development of a revised Comprehensive Plan required by the state. The following results:

361 of the 898 were returned completed for a response rate of 40.2%

227 were completed without any handwritten comments.

134 surveys contained some comments which were recorded in two categories:

Full time/local residents	102
Seasonal/Non-Resident	32

TOWN OF SOUTH THOMASTON
COMPREHENSIVE PLAN SURVEY

1. Why do you live in South Thomaston? (Circle/check which ones apply)

	Percent
Lived here all my life	23%
Relatives or family property nearby	31%
Close to my work	21%
Friends nearby	23%
Affordability	27%
On the coast	58%
Near Rockland	29%
Rural atmosphere	54%
Safe place to live	38%
Schools	8%

Comments:

Many comments about enjoying the small town atmosphere and rural setting. Many family members have lived in the area since it was settled for over a hundred years.

2. What aspects of South Thomaston would you like to preserve? What priority would you assign in this effort? (circle/check those that apply, and assign a priority – low, medium, or high)

Aspect	Low	Medium	High
Rural character	2%	17%	76%
Waterfront character	2%	12%	82%
Coastline	3%	12%	83%
Scenic resources	3%	22%	67%
Wetlands	10%	23%	53%
Forests	4%	29%	55%
Agriculture/farmlands	7%	32%	43%
Recreational access to trails & shore	14%	30%	48%
Economic and social diversity	16%	30%	39%

Note: Not all answers were indicated in all surveys

Comments:

Preserve the rural character, the open spaces farms and woodlands were often stated. Need to preserve the commercial access to the working waterfront and fisheries and to develop recreational access to trails and the shore.

3. Rate the **quality** of the public services/municipal facilities:
(Excellent, Good, Fair, Poor, No opinion)

Services	Excellent	Good	Fair	Poor	No Opinion
Fire department	36%	32%	3%	2%	21%
Ambulance service	43%	29%	5%	<1%	21%
Law enforcement (Knox County)	10%	40%	21%	8%	17%
Airport(Knox County)	16%	47%	13%	4%	21%
Road maintenance	21%	45%	23%	4%	4%
Snow plowing	41%	38%	9%	1%	11%
Street lighting	8%	34%	22%	15%	14%
Transfer station	29%	50%	11%	2%	8%
Demo Debris Disposal	25%	42%	12%	2%	15%
Town office	55%	37%	5%	0%	3%
Town government	25%	44%	11%	3%	16%
Code enforcement	14%	37%	15%	7%	22%
Parks & public areas	7%	34%	24%	5%	50%
Library	16%	37%	12%	3%	30%
General assistance	8%	23%	5%	1%	57%
Cemeteries	11%	36%	7%	2%	41%
Recreational facilities	3%	26%	23%	10%	31%
Public schools (MSAD 5)	11%	34%	13%	6%	32%

Comments:

Note: Not all quality ratings were submitted in all surveys

Many residents expressed that the property taxes are too high and too much of our taxes go to public school system.

4. Rate the ***importance*** of the following public services/municipal facilities:
(low, medium or high)

Services	Low	Medium	High
Fire department	1%	8%	90%
Ambulance service	0%	7%	92%
Law enforcement (Knox County)	3%	28%	68%
Airport(Knox County)	26%	56%	21%
Road maintenance	2%	30%	67%
Snow plowing	2%	24%	70%
Street lighting	24%	46%	25%
Transfer station	2%	41%	54%
Demo Debris Disposal	7%	49%	40%
Town office	2%	31%	65%
Town government	4%	36%	59%
Code enforcement	7%	45%	42%
Parks & public areas	11%	50%	35%
Library	13%	49%	34%
General assistance	18%	49%	25%
Cemeteries	21%	48%	25%
Recreational facilities	17%	50%	26%
Public schools (MSAD 5)	7%	22%	55%

Comments:

5. Indicate the rate at which you feel residential growth should occur.

Type of Residential Growth	Same	Slower	Faster	No Opinion
Single family homes	63%	18%	12%	7%
Multi-family homes	29%	54%	5%	12%
Multi-home subdivisions	18%	63%	6%	9%
Subsidized housing projects	18%	53%	7%	15%
Housing for the elderly	34%	18%	34%	12%
Mobile home/RV parks	12%	63%	3%	15%
Condominiums	14%	63%	5%	15%
Time share homes	11%	61%	2%	21%

Comments:

6. Should the town encourage the following types of development?

Forms of Development	Yes	No	Unsure
Residential	56	31	12
Light industry	59	27	15
Heavy industry	6	86	7
Retail shopping	30	60	10
Farming/forestry/fishing	88	6	6
Aquaculture	72	15	13
Business/Professional Buildings	36	49	15
Home based businesses	83	9	9
Affordable housing	61	23	16
Nursing/assisted living homes	54	20	26
Group homes	21	54	25
Seasonal campgrounds/RV Parks	29	54	17
Tourism/Recreation	59	29	12
None	25	41	48

Comments:

7. Is the current town Land Use Ordinance adequate?

Yes 25%

No 15%

No opinion 60%

Comments:

8. What priority do you place on environmental enforcement in South Thomaston? (circle one)

High 63%

Medium 32%

Low 5%

Comments:

General Questions About Our Population

9. **I live in South Thomaston: (circle one – enter months if seasonal)**
Resident, year round 66%
Resident, seasonal ____ months per year 20%
Non-resident taxpayer 14%
10. **If you are a resident, how many years has South Thomaston been your home? _____ yrs.**
1-5 years 18%
6-10 years 31%
10 years to whole life 72%
11. **How many persons are in your household? _____ (number)**
1 person 20%
2 persons 50%
3-4 persons 23%
5-6 persons 6%
7 or more persons 1%
12. **My home is a: (circle one)**
Wood frame house 93%
Mobile home 3%
Other _____ 4%
13. **I am: (circle one)**
Working for a private employer 27%
Working for the public sector (state/local government/schools) 11%
Self-employed 27%
Unemployed 2%
Retired 33%
14. **I work: (circle one)**
Full time 55%
Seasonally 5%
Part time 9%
Seeking work 2%
Not applicable (i.e. retired) 29%

15. What town are you employed in? (circle/or fill in Other)

South Thomaston	26%
Rockland	22%
Thomaston	6%
St. George/Tenants Harbor	4%
Camden	6%
Augusta	1%
Other	36%

16. Do you own or rent your home/apartment? (circle one)

Own	98.5%	Rent	1.5%
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17. Is affordable housing a concern to you? (circle one)

Yes	47%	(54% for Residents)
No	34%	
No opinion	16%	

18. Which age group applies to you and your family members in residence?
(circle all that apply – if more than one in an age group please place a number next to the group)

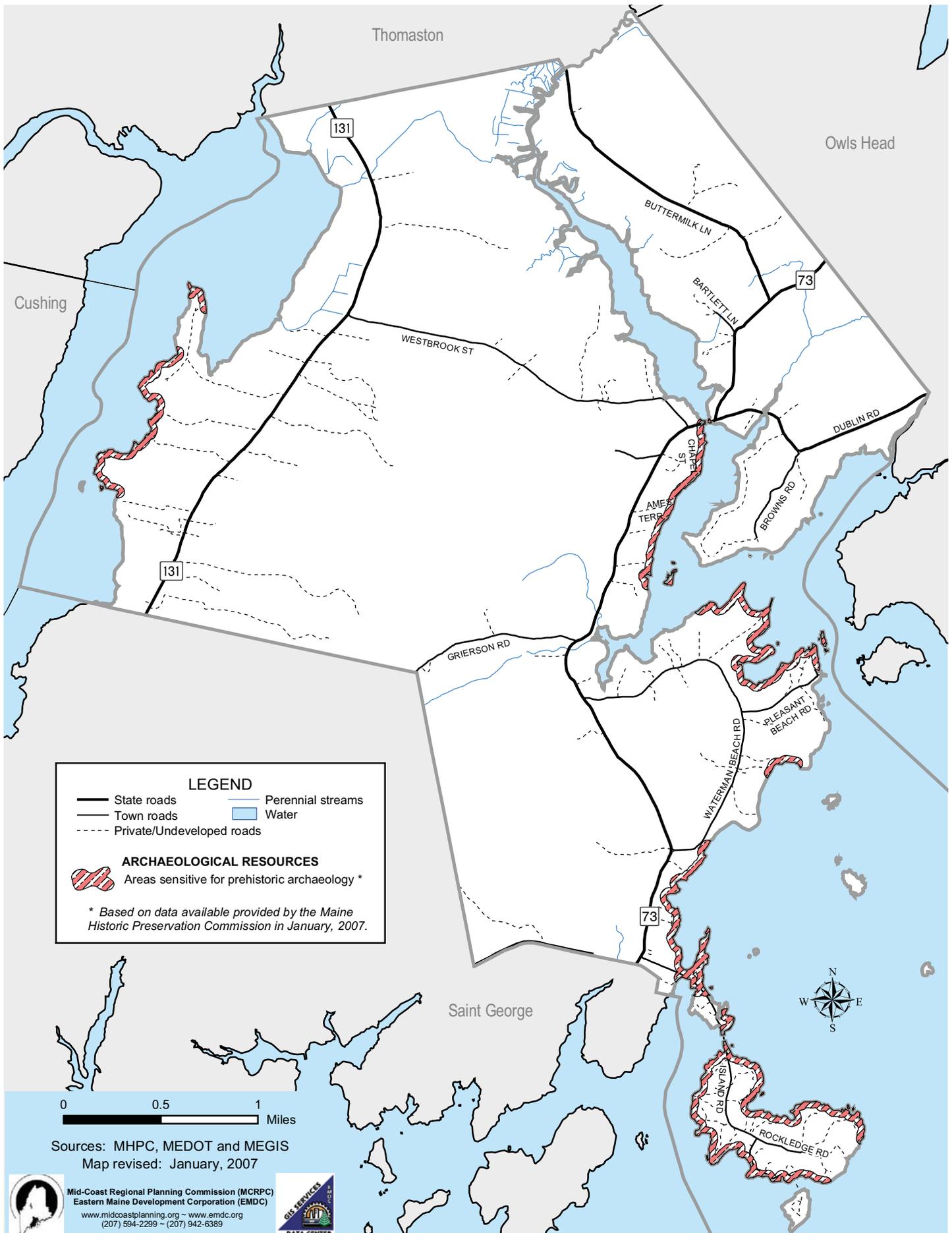
Under 18	16%
19-65	59%
65 plus	25%

19. Do you have internet access in your household?

Yes	75%	No	25%
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Appendix B Maps

Archaeological Resources
Coastal Bluff Stability
Current Land Use
Soil Suitability for Development
Farmland Soils
Habitats and Marine Resources
Hydric Soils
Land Cover
Proposed Land Use
Public Facilities and Services
Topography
Transportation Network
Water Resources



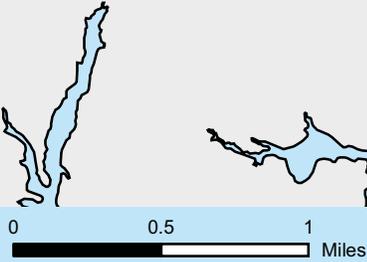
LEGEND

- State roads
- Town roads
- - - Private/Undeveloped roads
- Perennial streams
- Water

ARCHAEOLOGICAL RESOURCES

 Areas sensitive for prehistoric archaeology *

* Based on data available provided by the Maine Historic Preservation Commission in January, 2007.

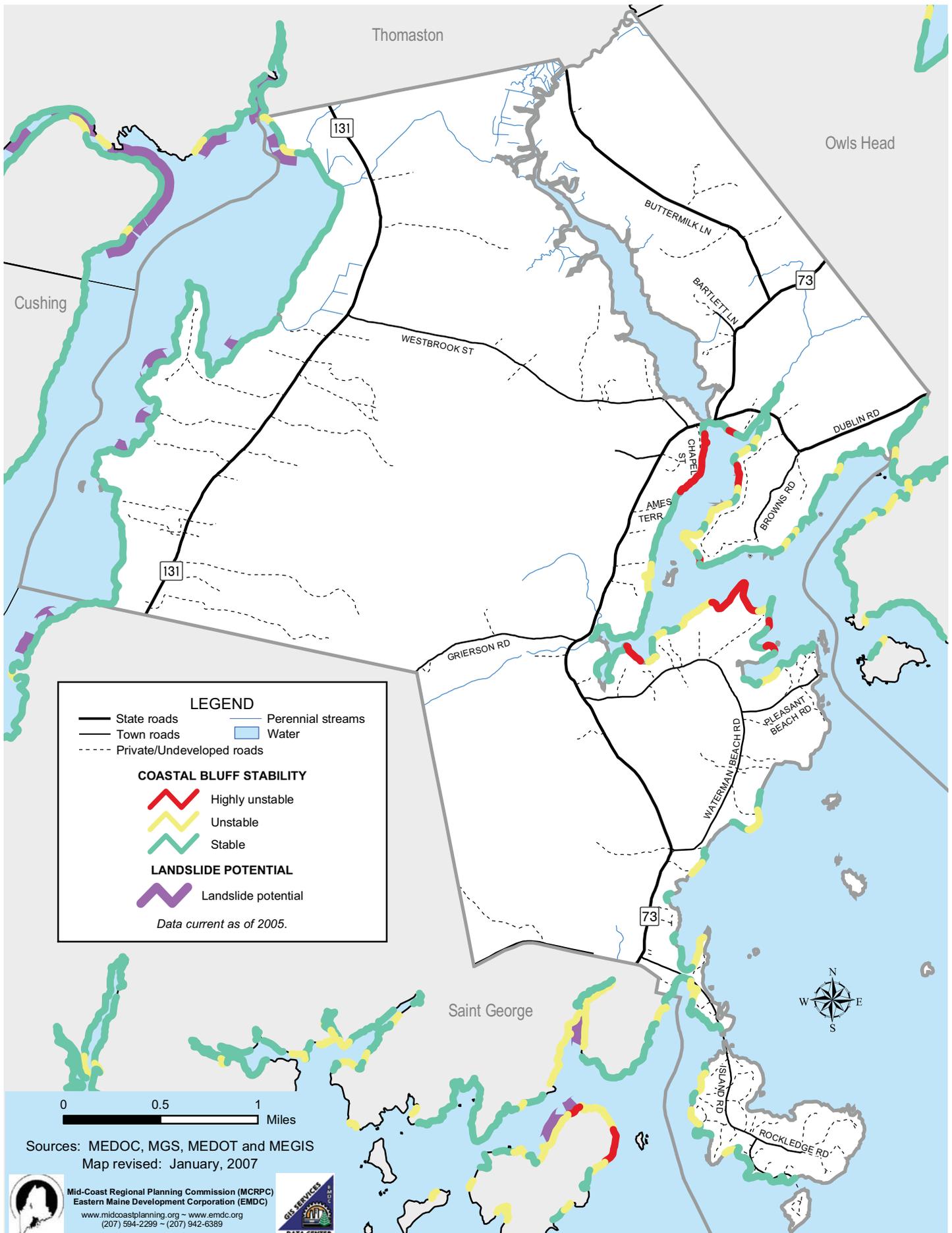


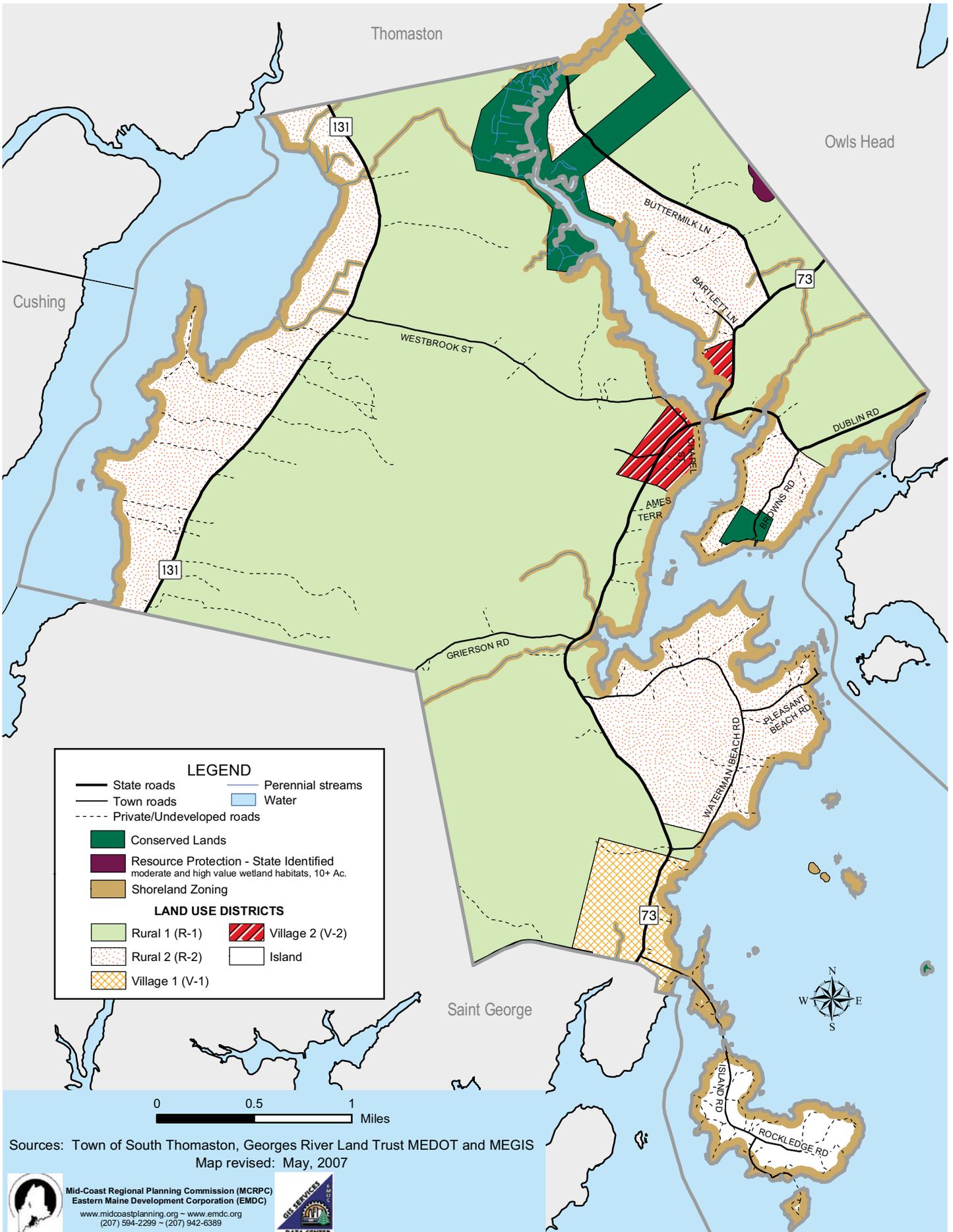
Sources: MHPC, MEDOT and MEGIS
 Map revised: January, 2007

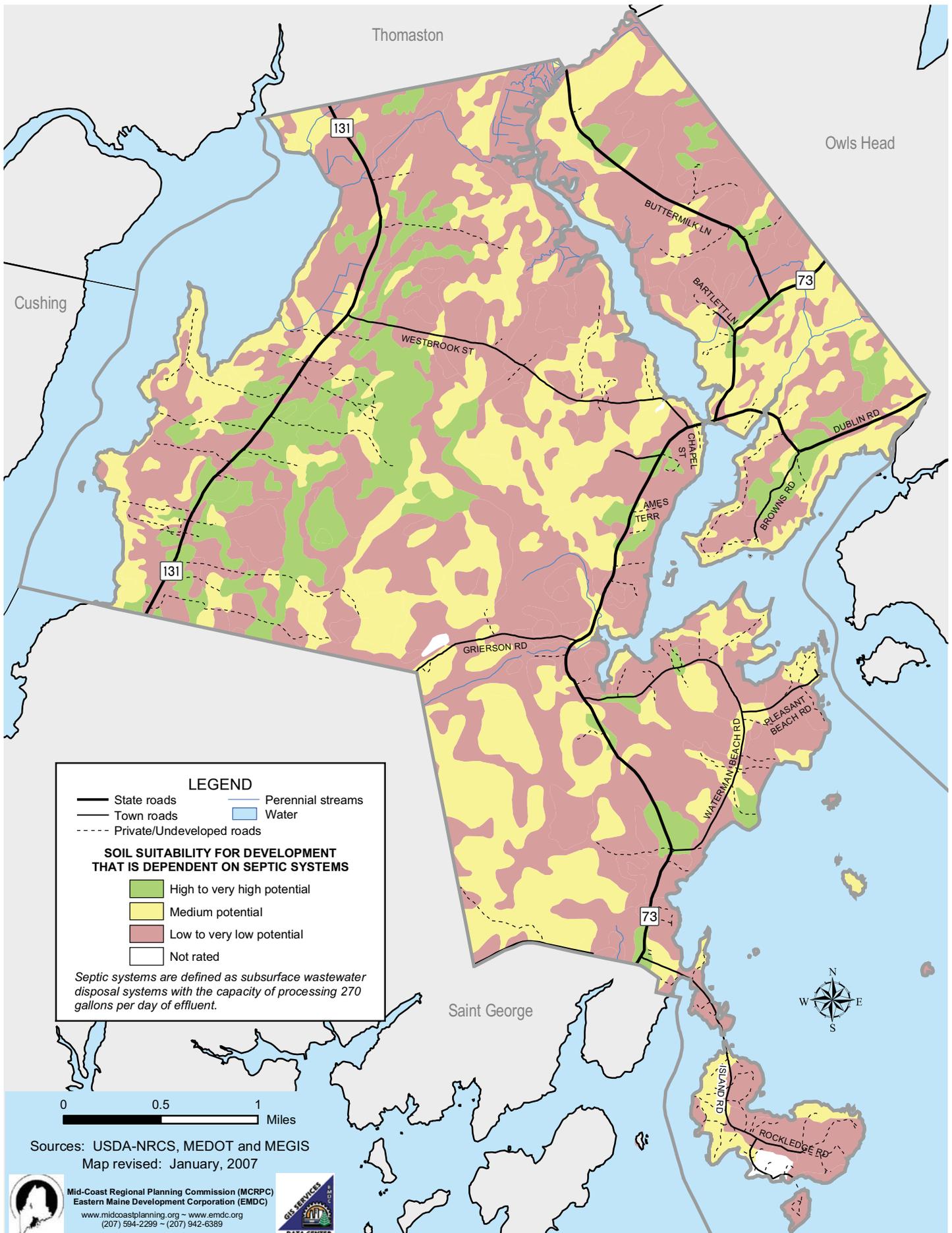


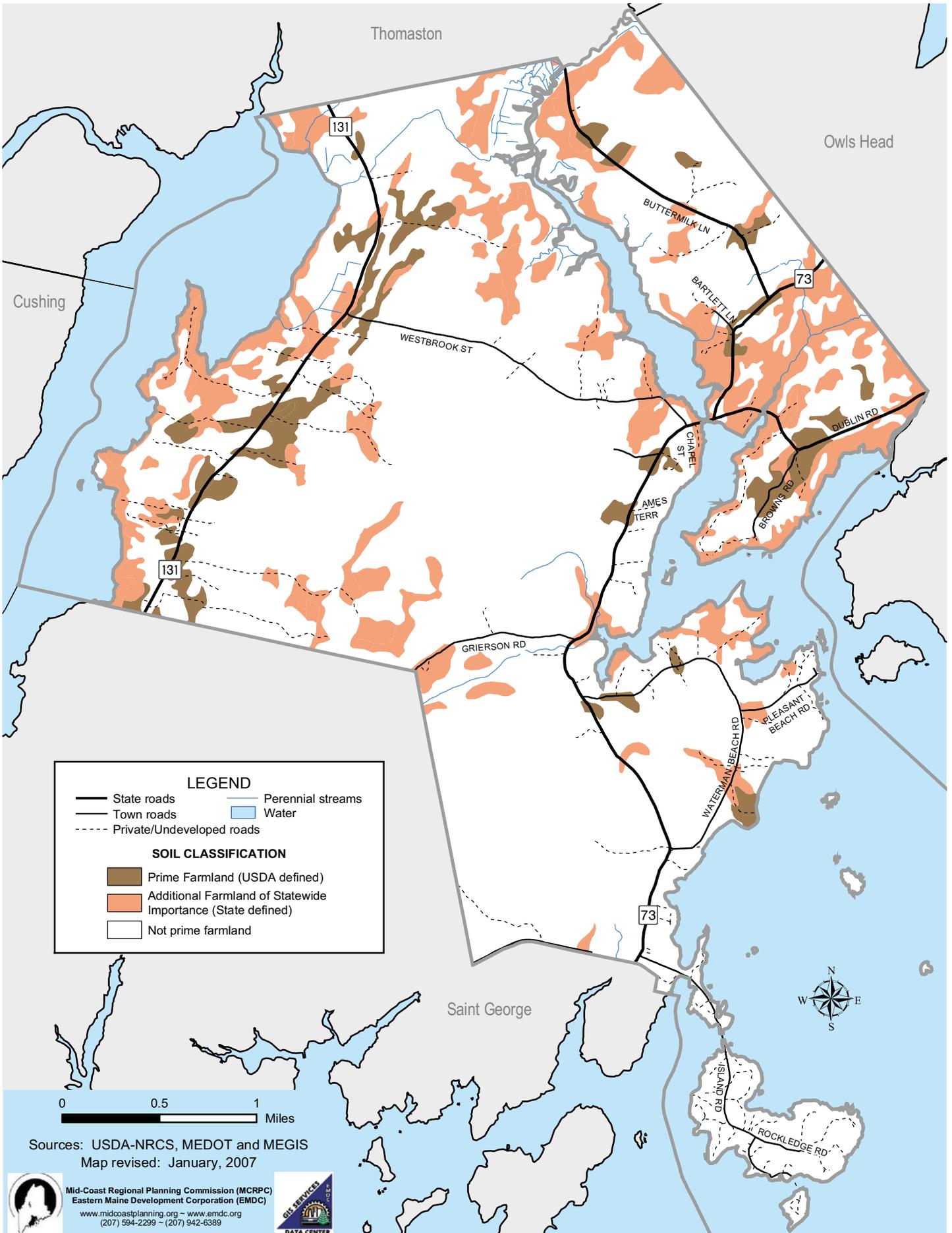
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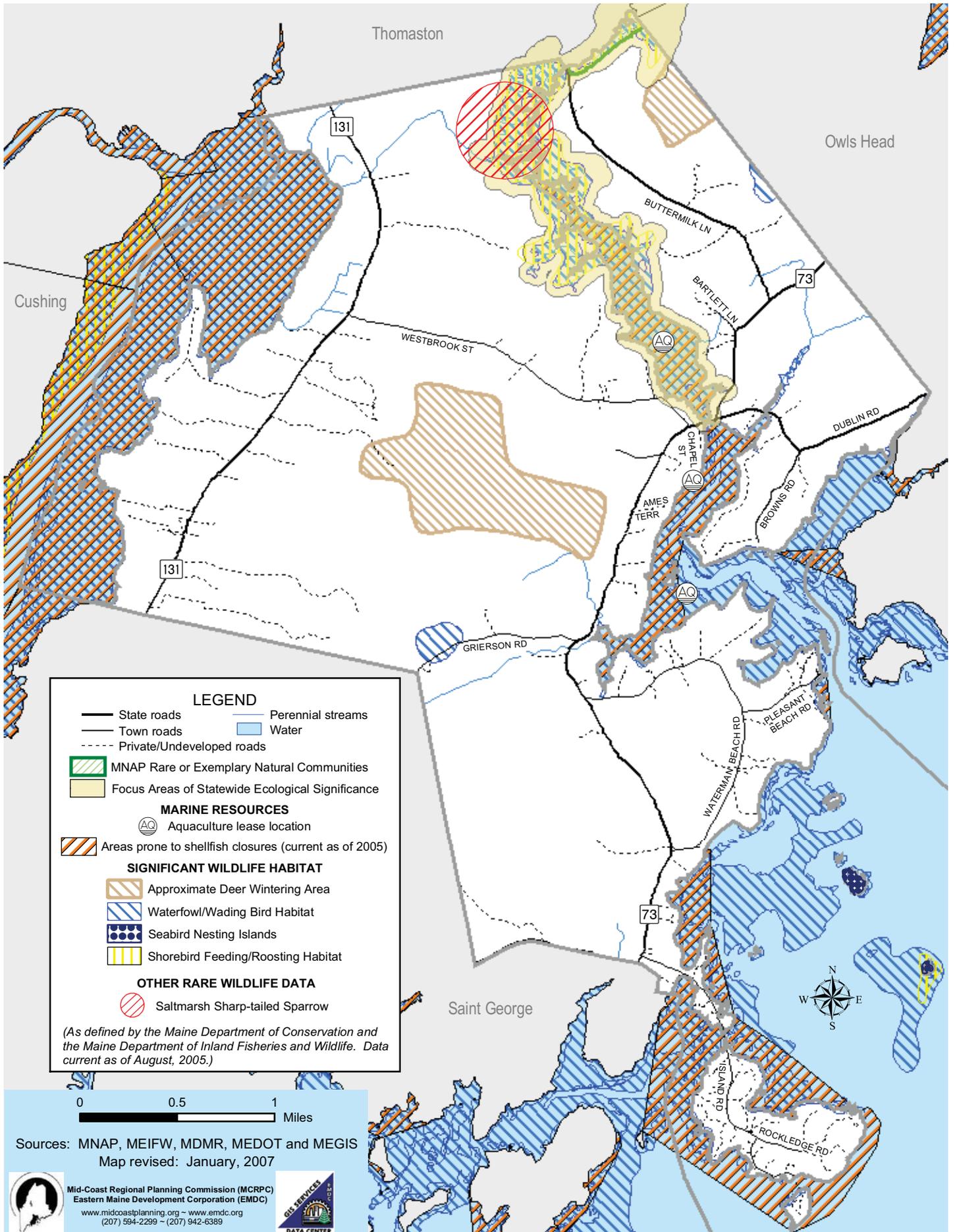


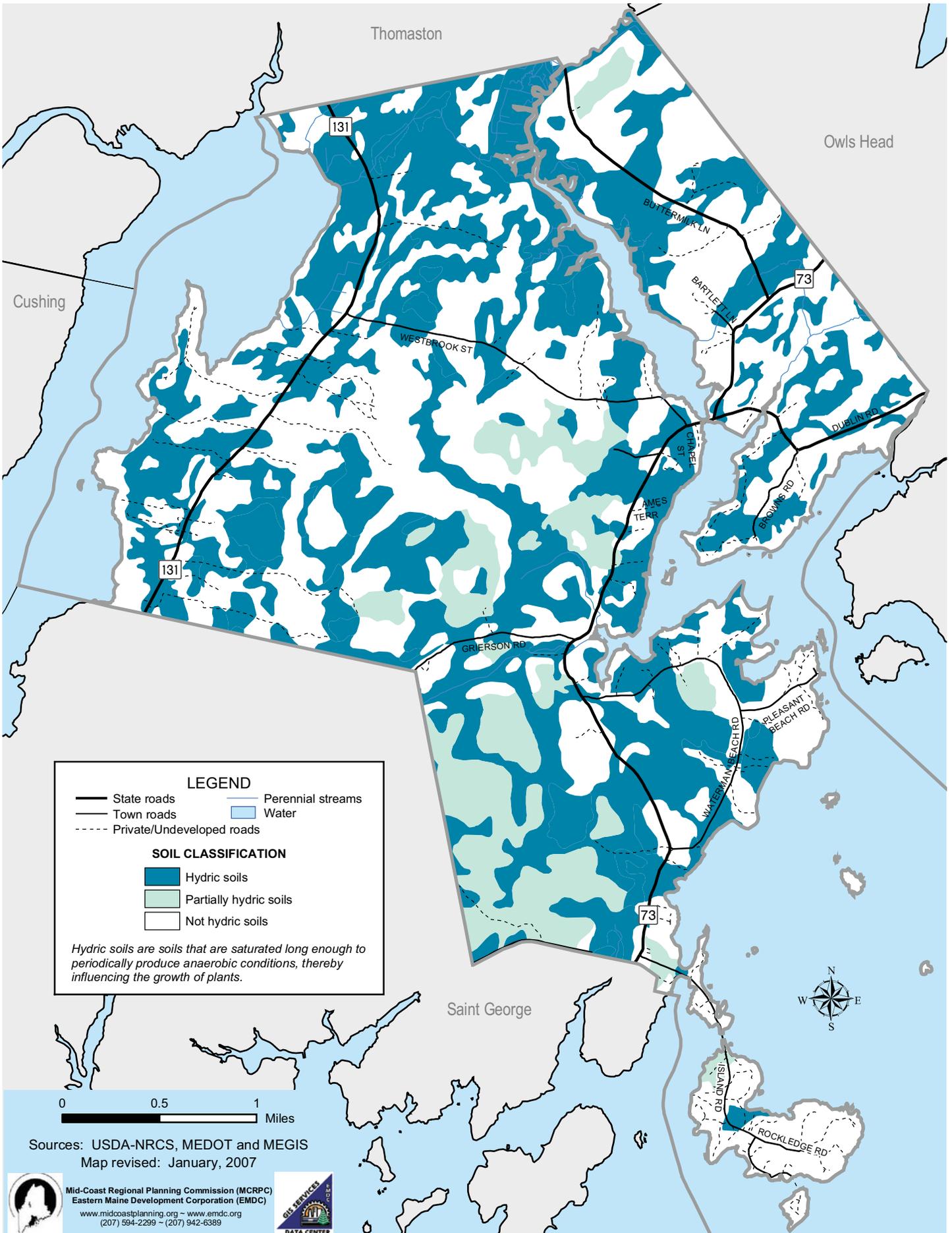












LEGEND

- State roads
- Town roads
- - - Private/Undeveloped roads
- Perennial streams
- Water

SOIL CLASSIFICATION

- Hydric soils
- Partially hydric soils
- Not hydric soils

Hydric soils are soils that are saturated long enough to periodically produce anaerobic conditions, thereby influencing the growth of plants.

0 0.5 1 Miles

Sources: USDA-NRCS, MEDOT and MEGIS
Map revised: January, 2007



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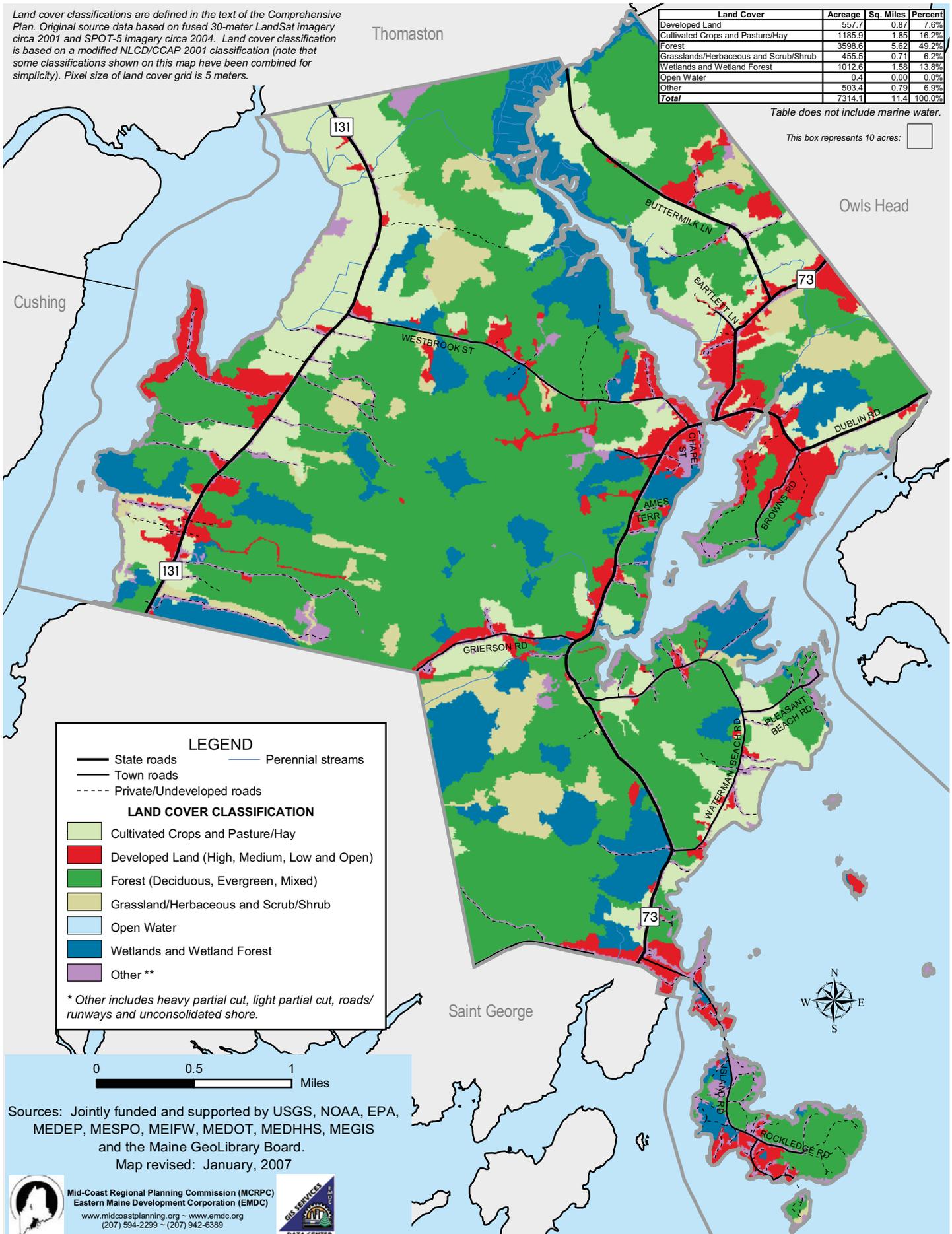


Land cover classifications are defined in the text of the Comprehensive Plan. Original source data based on fused 30-meter Landsat imagery circa 2001 and SPOT-5 imagery circa 2004. Land cover classification is based on a modified NLCD/CCAP 2001 classification (note that some classifications shown on this map have been combined for simplicity). Pixel size of land cover grid is 5 meters.

Land Cover	Acreege	Sq. Miles	Percent
Developed Land	557.7	0.87	7.6%
Cultivated Crops and Pasture/Hay	1185.9	1.85	16.2%
Forest	3598.6	5.62	49.2%
Grasslands/Herbaceous and Scrub/Shrub	455.5	0.71	6.2%
Wetlands and Wetland Forest	1012.6	1.58	13.8%
Open Water	0.4	0.00	0.0%
Other	503.4	0.79	6.9%
Total	7314.1	11.4	100.0%

Table does not include marine water.

This box represents 10 acres: 



LEGEND

- State roads
- Town roads
- Private/Undeveloped roads
- Perennial streams

LAND COVER CLASSIFICATION

- Cultivated Crops and Pasture/Hay
- Developed Land (High, Medium, Low and Open)
- Forest (Deciduous, Evergreen, Mixed)
- Grassland/Herbaceous and Scrub/Shrub
- Open Water
- Wetlands and Wetland Forest
- Other**

* Other includes heavy partial cut, light partial cut, roads/runways and unconsolidated shore.

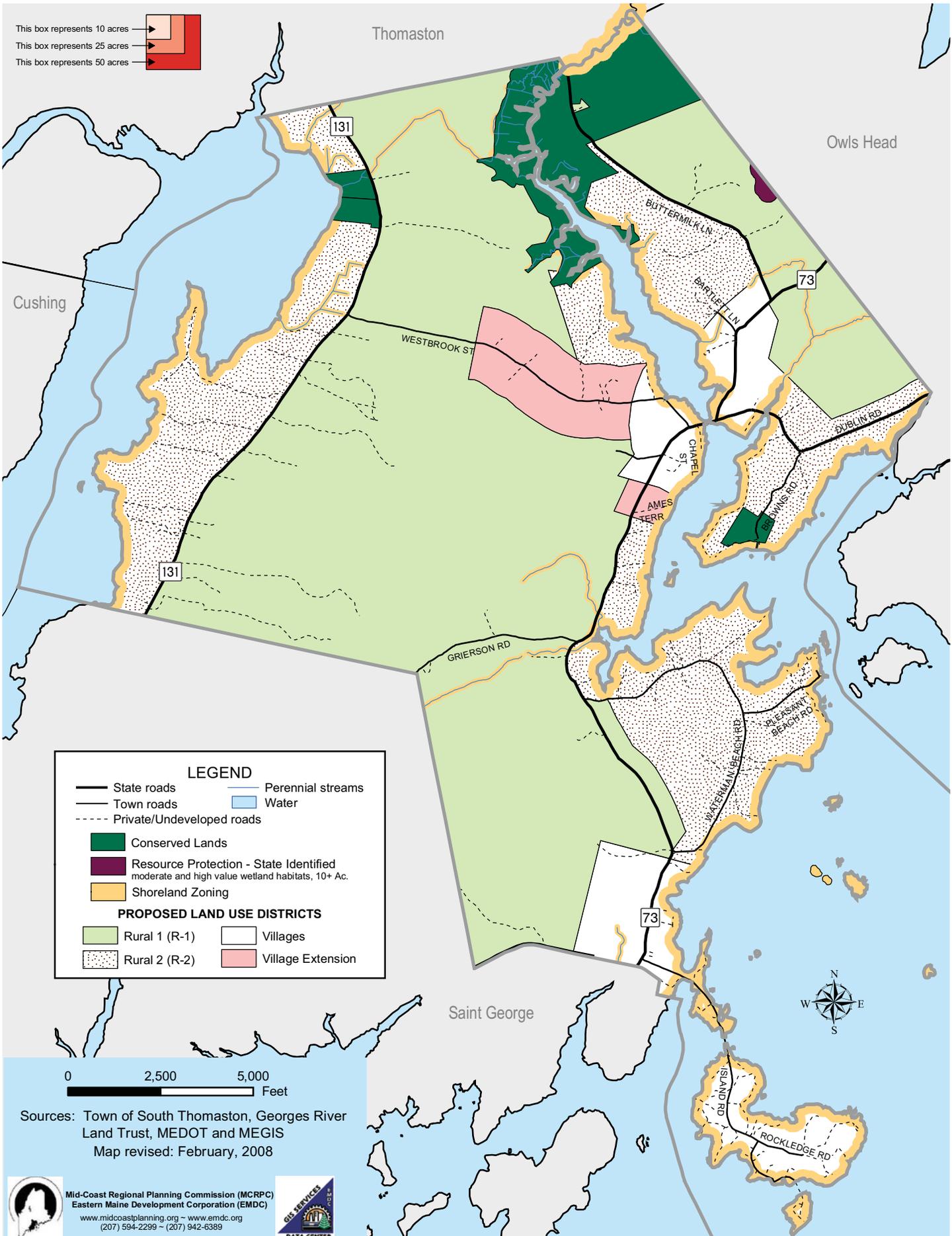


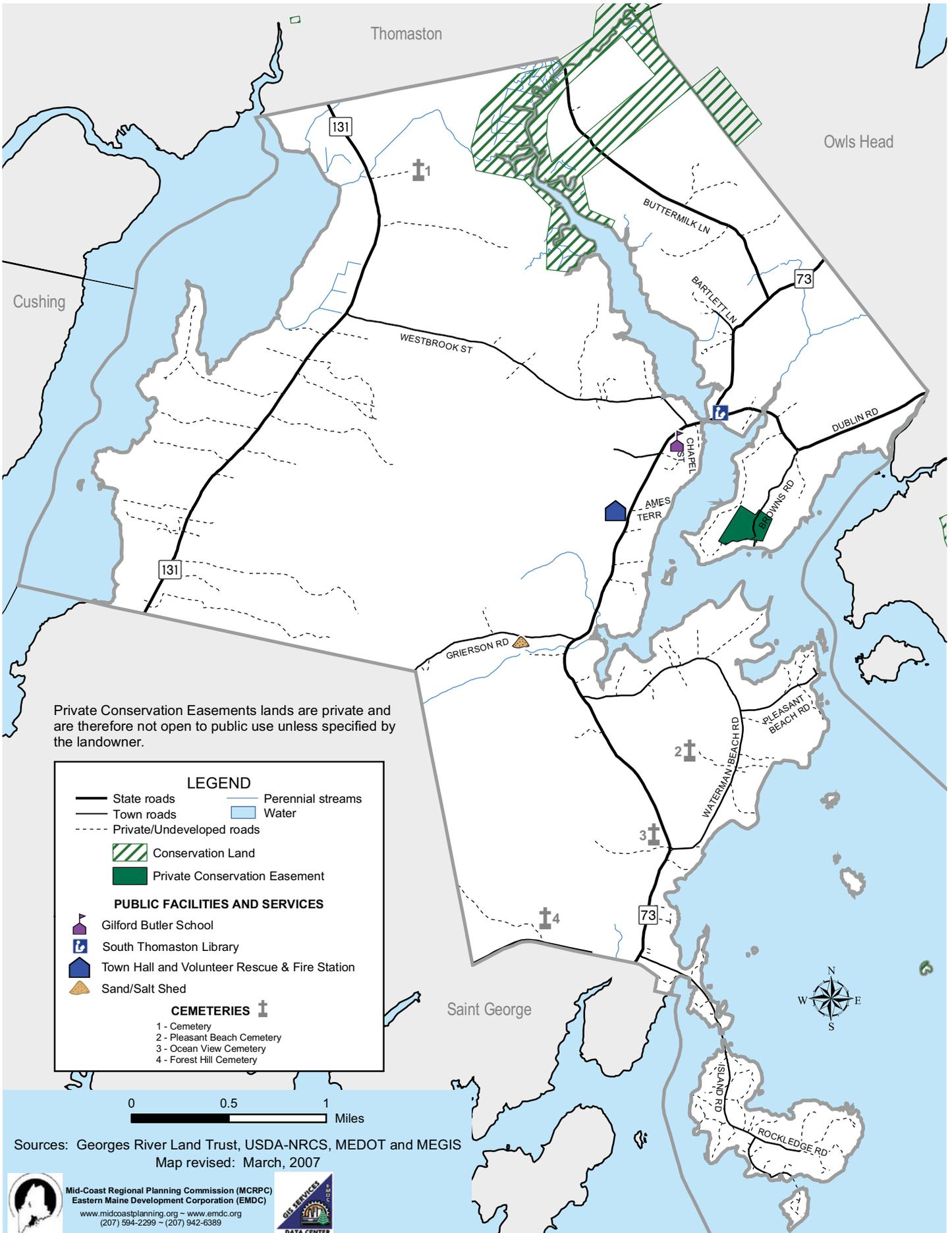
Sources: Jointly funded and supported by USGS, NOAA, EPA, MEDEP, MESPO, MEIFW, MEDOT, MEDHHS, MEGIS and the Maine GeoLibrary Board.
Map revised: January, 2007



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Private Conservation Easements lands are private and are therefore not open to public use unless specified by the landowner.

LEGEND

- State roads
- Town roads
- - - Private/Undeveloped roads
- Conservation Land
- Private Conservation Easement

PUBLIC FACILITIES AND SERVICES

- Gilford Butler School
- South Thomaston Library
- Town Hall and Volunteer Rescue & Fire Station
- Sand/Salt Shed

CEMETERIES †

- 1 - Cemetery
- 2 - Pleasant Beach Cemetery
- 3 - Ocean View Cemetery
- 4 - Forest Hill Cemetery

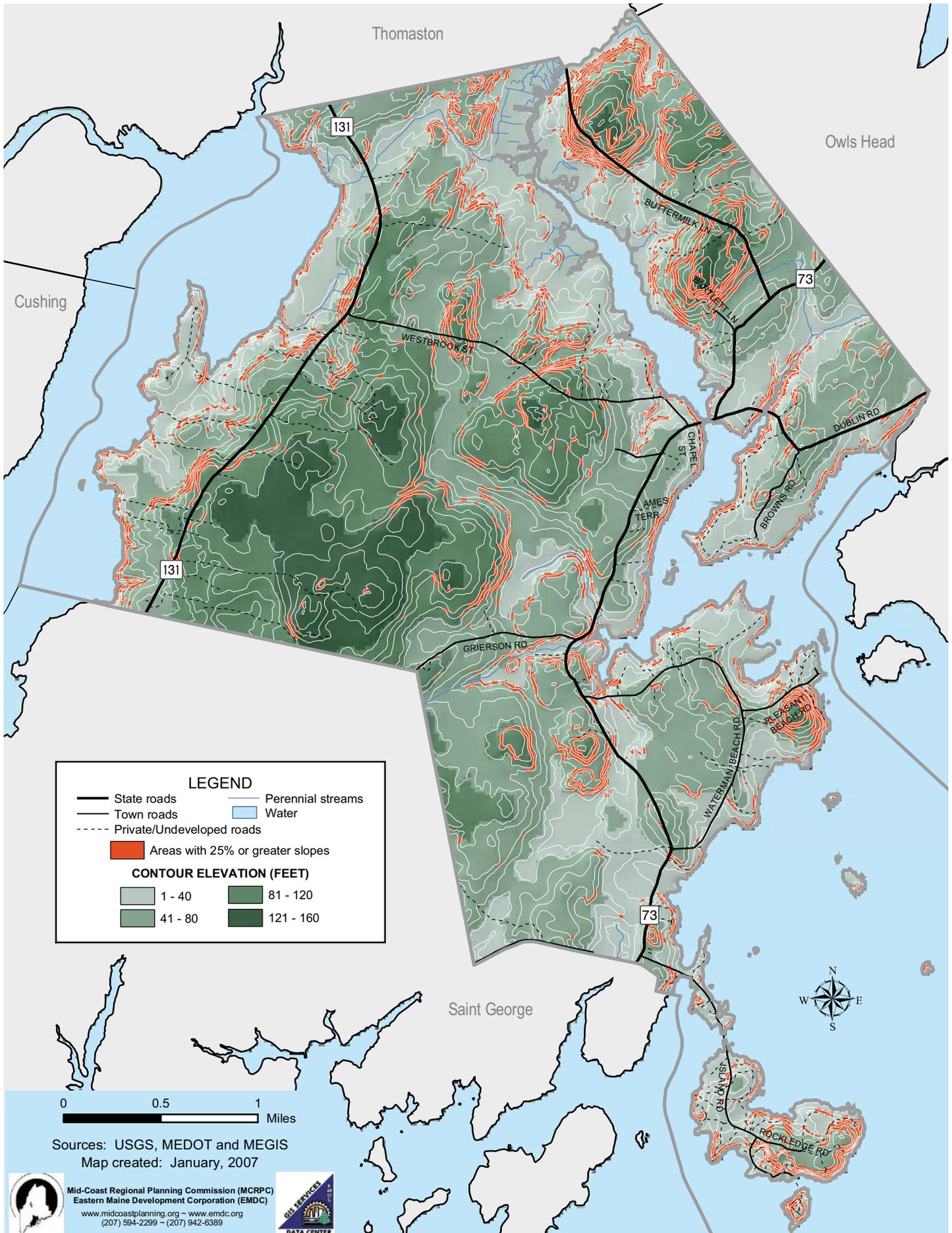
0 0.5 1 Miles

Sources: Georges River Land Trust, USDA-NRCS, MEDOT and MEGIS
Map revised: March, 2007

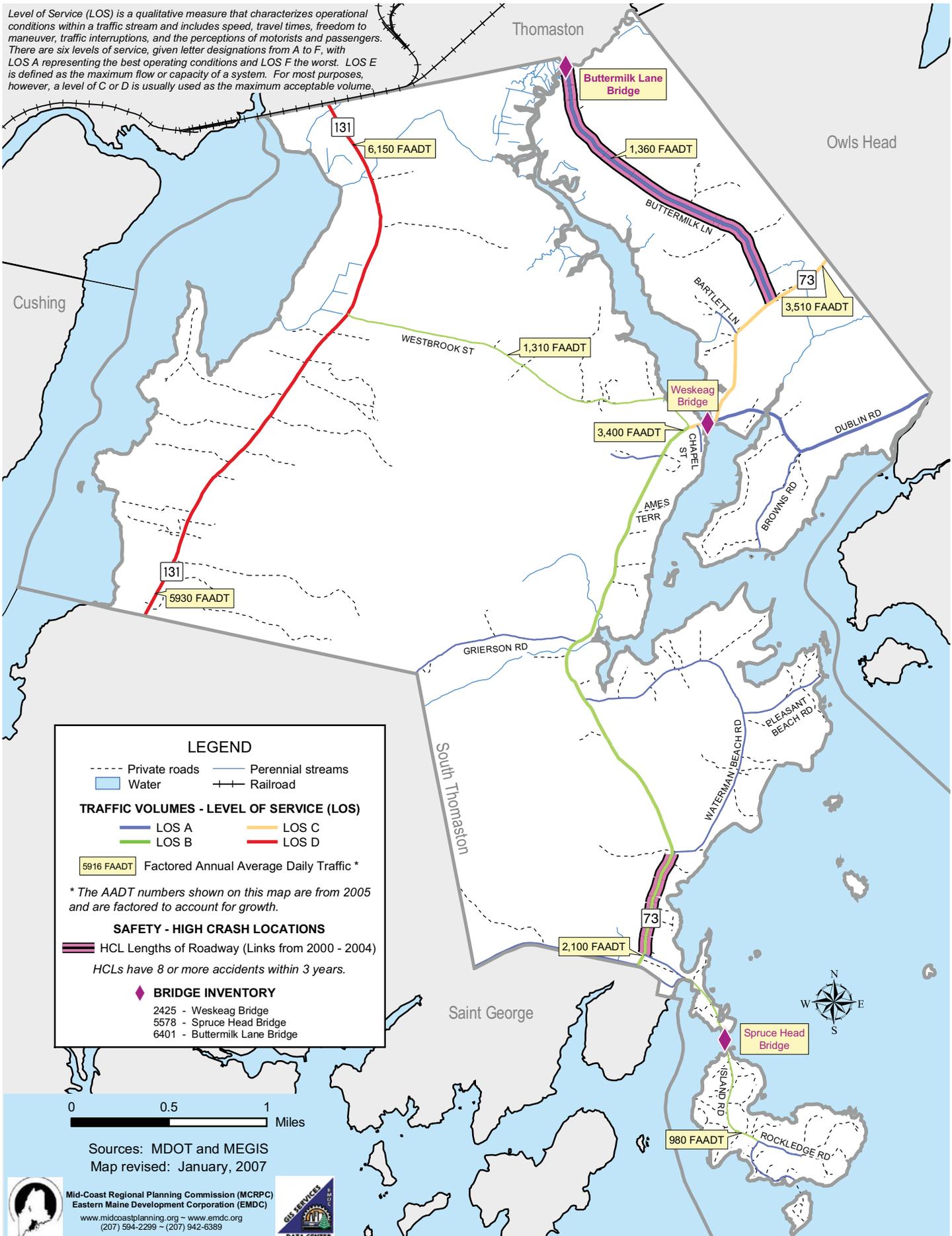


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Level of Service (LOS) is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. There are six levels of service, given letter designations from A to F, with LOS A representing the best operating conditions and LOS F 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.



0 0.5 1 Miles

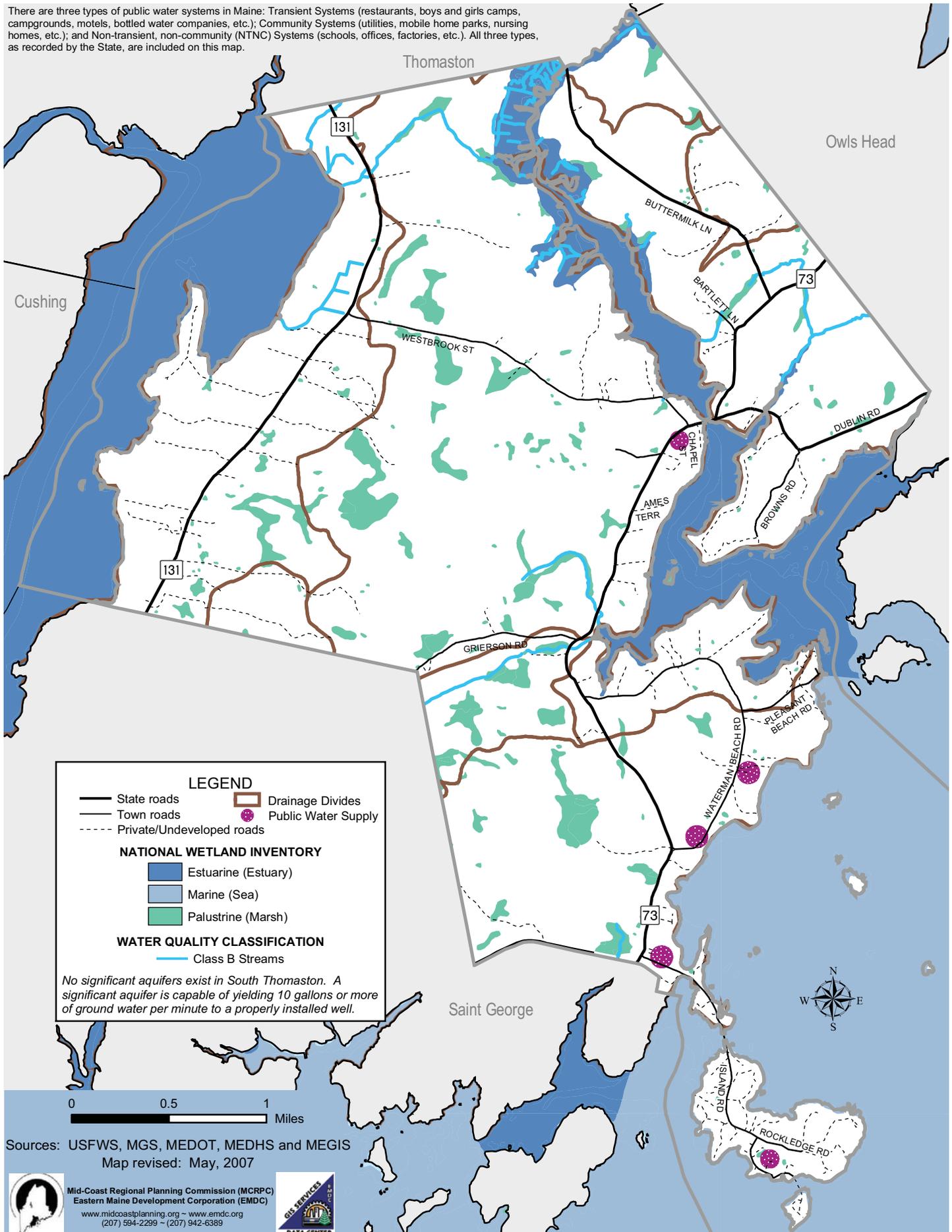
Sources: MDOT and MEGIS
 Map revised: January, 2007



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There are three types of public water systems in Maine: Transient Systems (restaurants, boys and girls camps, campgrounds, motels, bottled water companies, etc.); Community Systems (utilities, mobile home parks, nursing homes, etc.); and Non-transient, non-community (NTNC) Systems (schools, offices, factories, etc.). All three types, as recorded by the State, are included on this map.



Appendix C Town Government

Form of Government

The Town of South Thomaston used the “Town Meeting-Selectmen Form of Government”. The town meeting, serving as the legislative arm of the government, meets one day in March. At that time the meeting passes any needed laws (ordinances) for the orderly governing of the town, approves a budget, and levies the taxes. It also elects various town officers including the board of selectmen which serve in a part-time capacity as the executive arm of the government, administering, enforcing, and carrying out the decisions made by the town meeting. State laws grant the board some legislative powers as well when it comes to regulating vehicles, public ways, and public property.