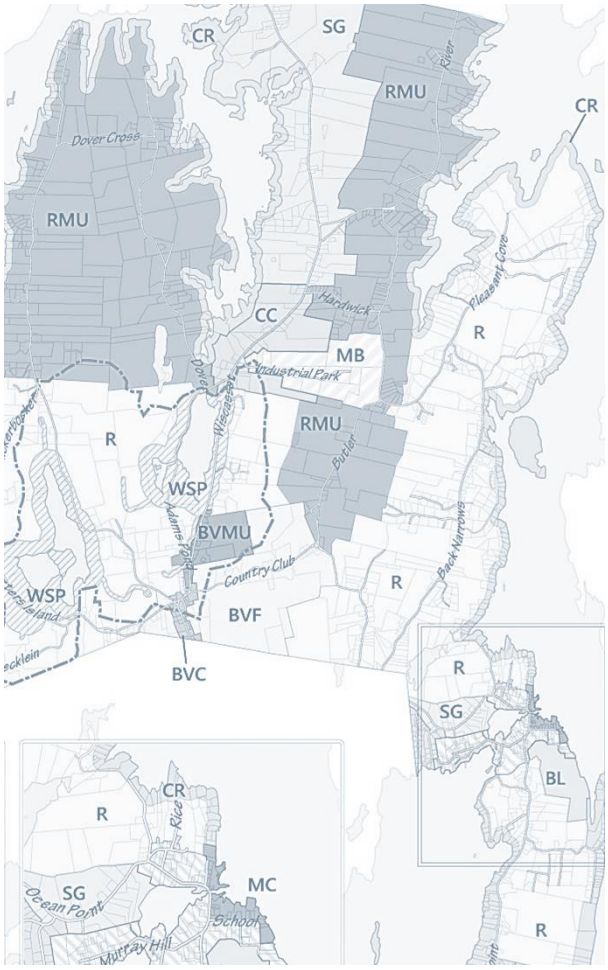
2015 Comprehensive Plan Update

Town of Boothbay



March 2, 2015

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INTRODUCTION

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 The passage of time and changes in the Town and the Boothbay region have made much of the plan out-of-date and a less than useful guide in managing the future of Boothbay.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

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

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

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

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

The Comprehensive Plan is intended to conform to the requirements of the State's Growth Management Law for comprehensive plans. The state has established guidelines for

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

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

Section A

Background Information

CHAPTER 1: PAST PLANNING ACTIVITIES

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

A. 1989 Comprehensive Plan

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

> "There is a remarkable degree of unanimity (lack of controversy) in the public opinion expressed in the survey. Both residents and non-residents felt strongly that the town should protect the groundwater from contamination (the most strongly held opinion)."
>
> "Residents felt strongly (ranked third) that at least some portion of the shore land should be preserved for marine-related activities, whereas non-residents also agreed . . . ."
>
> "Non-residents were much more strongly in favor of protecting residential areas from non-residential development . . . ."
>
> "The controversial issue was whether or not the town should promote new tourist facilities. Opinion among residents was mixed, but the average opinion was negative, whereas among non-residents, the average opinion was positive."

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

- Just under half (323 respondents) reported getting their water from a drilled well

- Of the people with a drilled well, just over 5% reported it had gone dry primarily in July and August
- Almost 7% reported that they had had a well turn salty but this was spread over a 30 year period

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

A. **Small Town Character** – As the community grows, the Town should assure that the small town, rural character of Boothbay is maintained.
B. **Residential Uses** – The Town should manage residential development in the community to assure that it is a positive addition to the community and is in keeping with the rural character of the community.
C. **Marine Related Activities** – As change occurs in Boothbay, the Town should promote the retention of traditional marine related activities such as fishing, shell fishing, boat building, and marine supply and service.
D. **Commercial and Industrial** – The Town should allow the retention, expansion and creation of small scale commercial/industrial enterprises which would provide year round employment opportunities for local people.
E. **Groundwater Protection** – As growth occurs, the Town should assure that both the quality and quantity of groundwater are protected to assure adequate future water supplies.
F. **Environmental Protection** – The Town should preserve the quality of life and Boothbay's environment.

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

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

- The management of shore lands including the creation of a Shoreland Protection District and a Resource Protection District
- The treatment of conditional uses
- Provisions for cluster development
- Standards for the approval of subdivisions

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

1. In general, the goals and policies are dated and many things have changed over the past twenty-five years. Some of the areas have been addressed (Code Enforcement, Fire Department facility, police protection, island protection, etc.).

2. Some of the recommendations are too specific for a comprehensive plan and are essentially ordinance language.

3. Some of the recommendations are too "conditional" and do not really provide solid direction for what the Town should do.

4. Many of the recommendations are vague and don't provide much direction – they were characterized as "white noise".

5. The general sense from the review is that the recommendations of the 1989 Plan provide little direct policy guidance that should be carried over into discussions of the new plan.

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

1. The issue of residential lot sizes is a key area that needs to be addressed. The plan needs to balance environmental considerations (groundwater protection, shoreland, etc.) with housing affordability.

2. Related to 1 is the question of whether any type of cluster or open space subdivision provisions makes sense to include in the new plan.

3. The whole area of water supply – public and groundwater – is an area on which the plan needs to focus. This includes supply for the public system, protection of the current sources, and protection of groundwater quality and quantity.

4. The shoreland zoning requirements with respect to standards such as setbacks vis-à-vis the state minimums needs attention.

5. Land preservation/open space is an important concern but looking at private vs. public involvement might be useful.

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

7. Education is a priority!

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

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

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

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

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

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

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

B. State Route 27 Corridor Study (2002)

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

development standards. The study also explored possibilities for improved bicycle facilities including off-road trails.

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

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

C. Midcoast Route 27 Corridor Management Plan (2012)

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

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

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

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

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

- Extending the sidewalk along Route 27 from the YMCA to Boothbay Common
- Constructing paved shoulders on the portions of Route 96 between Route 27 and East Boothbay that do not currently have paved shoulders
- Constructing paved shoulders where possible and providing improved signage on Route 96 between East Boothbay and Ocean Point
- Developing on off-road multiuse path for pedestrians and bicyclists between the YMCA/school complex on Route 27 and the Coastal Maine Botanical Gardens
- Installing pedestrian improvements at the Boothbay Common intersection based upon a MeDOT traffic study and improvement plan for the entire Commons area
- Expanding the paved shoulder on Route 27 to a minimum of four feet from Boothbay Center to the Edgecomb town line

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

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

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

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

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

CHAPTER 2: PROFILE OF RECENT DEVELOPMENT

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

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

A. Amount of Residential Development 2005-2014

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

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

Table 2-1 Yearly Residential Construction

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

Table 2-2 Residential Construction by Periods

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

B. Pattern of Residential Development 2005-2014

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

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

Patterns of Residential Construction in Boothbay, 2005 to 2014

Source: Town of Boothbay, 2014

Date: 1/29/2015

Year of Construction (Residential)

- Pre-Recession (2005-2007)
- Recession (2008-2010)
- Post-Recession (2011-2014)

Boothbay Parcels

0 0.5 1 1.5 2 2.5 3 Miles

NOTES:

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

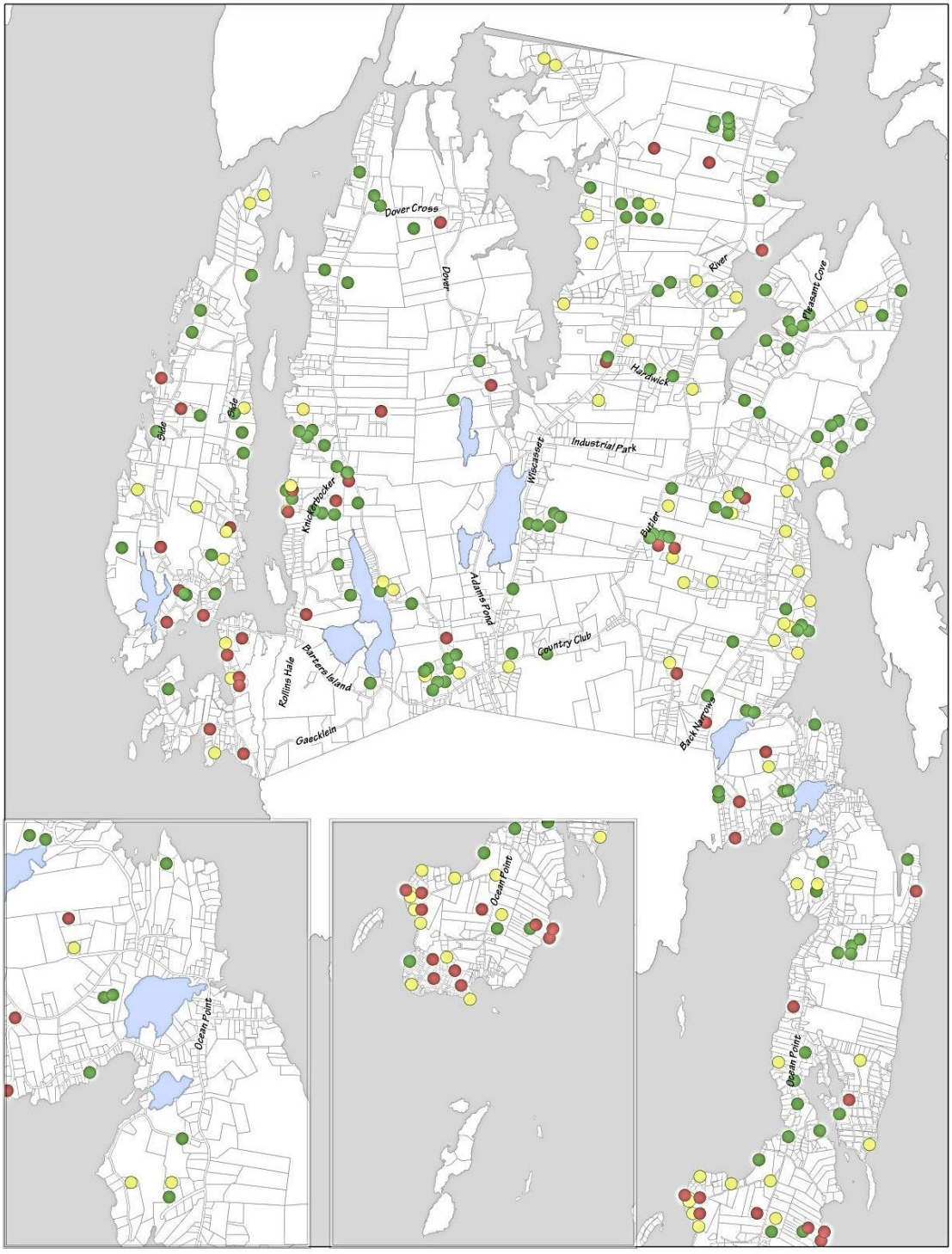


Figure 2-1

CHAPTER 3: OVERVIEW OF UPDATED INVENTORIES

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

A.

Section B

Goals and Policies

CHAPTER 4: COMMUNITY VISION

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

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

Our Vision for Boothbay in 2025

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

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

Boothbay is a diverse community both socially and economically. The Town welcomes people from all walks of life. We are both a year-round and seasonal_community in which people work in a variety of occupations and industries. To encourage this diversity, the community offers a range of housing both in terms of price and type. Our spectacular natural resources are an

integral part of the community's economy and attract both residents and visitors to our community. Growing economic opportunities make it possible for more people to live and work in Boothbay. The Town works in partnership with businesses and non-profit organizations to support sustainable economic growth in the community and the Boothbay Region.

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

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

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

CHAPTER 5: COMMUNITY GOALS AND POLICIES

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

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

A. Population and Demographics

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

State Goal: **To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl. (Growth Management Act)**

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

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

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

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

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

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

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

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

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

B. Local Economy

Boothbay has a very diverse economy for a community of its size. According to data from the State of Maine, all Boothbay businesses taken together employ a year-round average of approximately 750 people with higher employment during the summer season. These jobs are spread across a number of industries including boat building, commercial fishing, marine services, marine research, hospitality, construction, and support services for summer residents. Boothbay is both a job center and a "bedroom community". Less than a third of the jobs in Boothbay are held by Boothbay residents with the rest are filled by people who commute into town while approximately 80% of employed Boothbay residents commute out of the Town of Boothbay for work.

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

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

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

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

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

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

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

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

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

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

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

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

impacts on the adjacent neighborhood including providing appropriate buffering and maintaining the visual character of the roadscape.

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

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

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

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

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

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

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

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

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

Action B.4-3. Aggressively support efforts to improve vehicular access to the Boothbay peninsula by reducing the impact of the Wiscasset bottleneck. In addition to supporting

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

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

C. Housing

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

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

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

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

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

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

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

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

D. Municipal Facilities

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

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

To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl. (Growth Management Act)

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

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

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

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

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

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

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

E. Recreation and Open Space

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

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

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

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

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

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

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

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

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

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

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

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

F. Infrastructure

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

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

To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl. (Growth Management Act)

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

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

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

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

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

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

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

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

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

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

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

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

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

Action F.2-1. Undertake a comprehensive groundwater study to identify issues with respect to the quality and quantity of the groundwater and establish a long-term strategy for addressing the identified issues. This study should focus first on areas with known or suspected groundwater issues and may be conducted in stages as funding allows.

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

Action F.2-3. Implement a short-term groundwater protection program to protect the quality and quantity of the groundwater until a detailed groundwater study can be completed (see Action F.2-1). The interim protection program should include the following actions and remain in force until the comprehensive groundwater study is completed and the recommendations of that study implemented:

1. Undertake a community-wide education program about groundwater issues focused on encouraging property owners to increase the amount of stormwater runoff from their property that is recharged into the ground and to take steps to reduce their water use if they rely on well-water for any part of the year.
2. Encourage the use of low flow water fixtures and appliances for all new or replacement plumbing installations even if not required by state rules.
3. Require new non-residential buildings, new residential subdivisions, and other new residential uses that will have a design sewage flow of more than 800 gallons per day based on the State Plumbing Code, and that will rely on groundwater for their water supply for any part of the year, to demonstrate through an appropriate analysis that the use of the groundwater will not have an unreasonable impact on the quantity or quality of groundwater available to neighboring properties. This requirement should also apply to the expansion of any existing use that is served by a well that increases the amount of water use by more than 800 gallons per day based on the design sewage flows of the State Plumbing Code.
4. Require new nonresidential buildings, new residential subdivisions and other new residential uses that will create more than 5,000 square feet of impervious surface to utilize Low Impact Development Best Management Practices (LID BMPs) for stormwater management unless a state stormwater permit is required. This requirement to use LID BMPs should not apply to single-family homes on individual lots that are not part of a new subdivision.
5. Provide resources and information to enable property owners and developers to understand and comply with Low Impact Development Best Management Practices (LID BMPs) for stormwater management as well as to encourage new single-family homes to utilize(LID BMPs) for

stormwater management.

6. Require any expansion of existing nonresidential or residential buildings (including single-family homes) that increases the amount of impervious surface on the lot by more than 5,000 square feet to utilize Low Impact Development Best Management Practices for stormwater management
7. Adopt maximum lot coverage or impervious surface limits in all zoning districts not just in the Shoreland Zone (see Future Land Use Plan in Chapter 6).

G. Transportation

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

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

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

Objective G.1 Improve the accessibility of the Boothbay peninsula

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

H. Historic and Archeological Resources

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

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

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

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

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

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

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

I. Natural and Marine Resources

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

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

To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas. (Growth Management Act)

To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public. (Growth Management Act)

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

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

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

Action I.1-1. Review and revise, if necessary, the Town's land use ordinance to assure that the submission requirements for projects subject to subdivision or site plan review to require that all state or locally important natural resources on the parcel including, but not limited to, wetlands, vernal pools, floodplains, wildlife habitats, and unique natural features or areas, be identified in the application and shown on the plans and that there are objective criteria for considering these resources in the development planning and for protecting them and/or mitigating any adverse impacts on them.

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

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

Action I.2-1. Undertake a scenic inventory and assessment of the Town to identify significant scenic features including roadscapes, views, and vistas from public property

including roads open to public use and to identify approaches for maintaining those roadscapes, views, and vistas.

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

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

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

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

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

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

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

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

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

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

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

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

J. Fiscal

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

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

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

Objective J.1 Maintain a reasonable tax burden while continuing to provide high-quality services

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

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

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

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

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

K. Education

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

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

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

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

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

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

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

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

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

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

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

CHAPTER 6: LAND USE GOALS AND POLICIES

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

A. Land Use Objectives

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

1. Encourage the preservation of designated resource conservation areas to retain the natural resource and scenic values of these areas (see Figure 6.1).

2. Preserve the rural nature of the designated rural areas of the community where there are large contiguous areas of undeveloped land (see Figure 6.1) while accommodating traditional rural uses and small-scale nonresidential uses.

3. Encourage the preservation of significant open space throughout the community in accordance with a community-wide open space plan.

4. Encourage the development of a range of types and prices of housing to meet the needs of a diverse population.

5. Encourage the majority of new development to occur in designated growth areas, and to a lesser extent, in limited growth areas as identified in the Future Land Use Plan (See Figure 6.1).

6. Carefully manage and limit use and development of land in the watersheds of Adams Pond and Knickerbocker Lake and in the vicinity of the former water supply wells for East Boothbay to protect the sources of supply for the public water system.

7. Carefully manage development especially in coastal residential areas and in former gravel pits to protect both the quality and quantity of the groundwater.

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

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

10. Promote light manufacturing and business-park development in the industrial park area.

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

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

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

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

B. Future Land Use Plan

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

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

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

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

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

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

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

Figure 6.1
Land Use Growth Designations
Town of Boothbay

Date: 2/27/2015

0 2,000 4,000 6,000 8,000 Feet

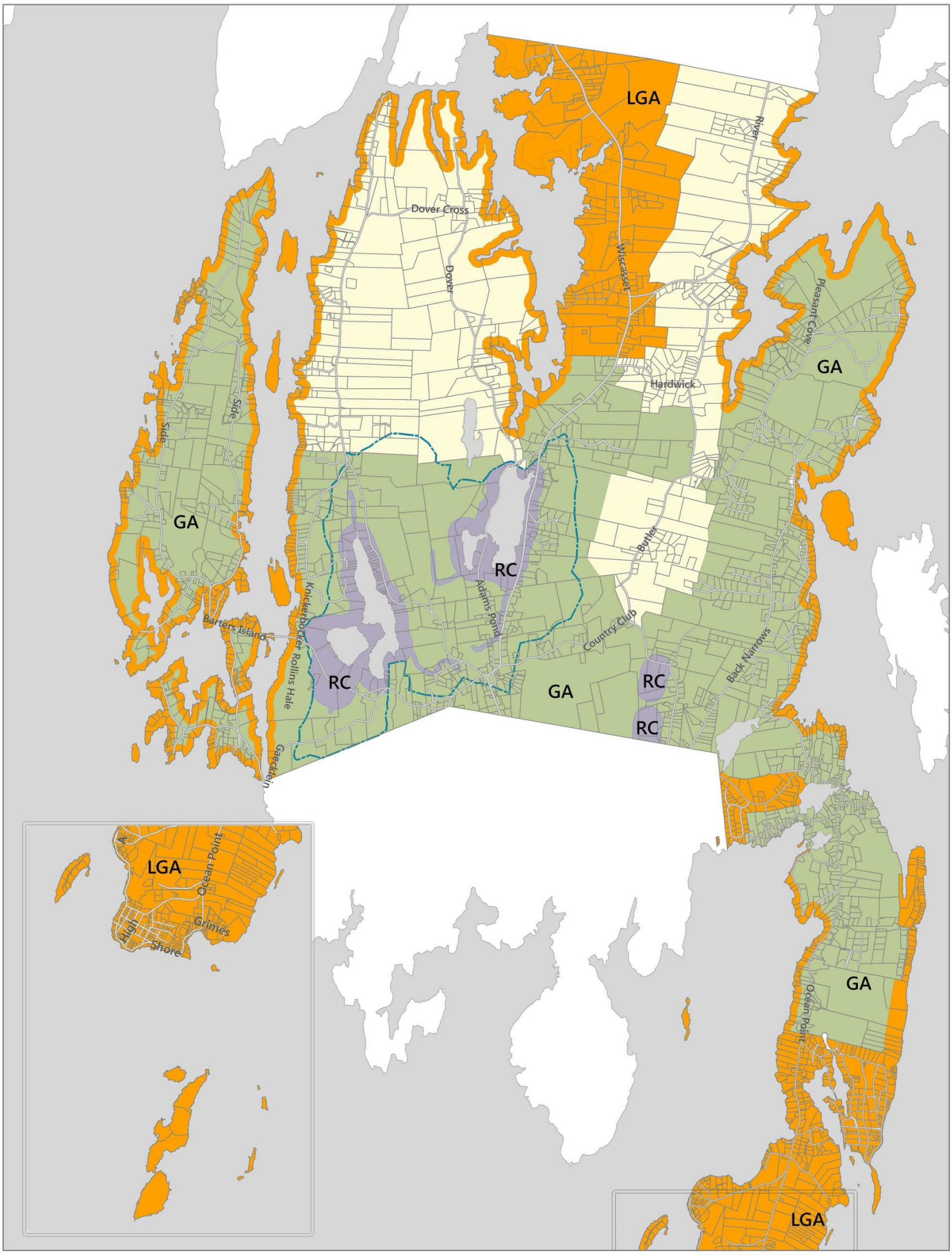
Prepared by Planning Decisions Inc.

LAND USE DESIGNATIONS

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

* Resource Protection and Shoreland Overlay Areas not shown

** Areas within the watersheds of Adams Pond and Knickerbocker Lake are subject to the Watershed Overlay Zone



2. Land Use Designations

The Future Land Use Plan (see Figure 6.2) takes the parts of Boothbay that are within these four broad categories and divides them into "land use designations". These land use designations cover the entire Town and incorporate the concepts set forth for the land use objectives discussed in section A. above. The Future Land Use Plan does not show the shoreland overlay districts which are intended to remain unchanged. As noted in the introduction to this section, the land use designations are not intended to be "zoning districts" per se. Rather they form the broad basis that must be reflected in the Town's land use regulations including the zoning ordinance and zoning map. Following the adoption of this Plan by Town Meeting, the Town will need to review and revise the Zoning Ordinance to make it generally consistent with the concepts set out in the Future Land Use Plan. In the preparation of the revised zoning provisions, some of the designations may be combined or re-arranged or divided to create a workable number of zoning districts.

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

A. Growth Areas

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

B. Limited Growth Areas

1. Coastal Residential Areas
2. Scenic Gateway Areas

C. Rural Areas

1. Rural Mixed-Use Areas

D. Resource Conservation Areas

1. Resource Protection Areas

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

Figure 6.2
Future Land Use Plan
Town of Boothbay

Date: 2/5/2015

0 2,000 4,000 6,000 Feet

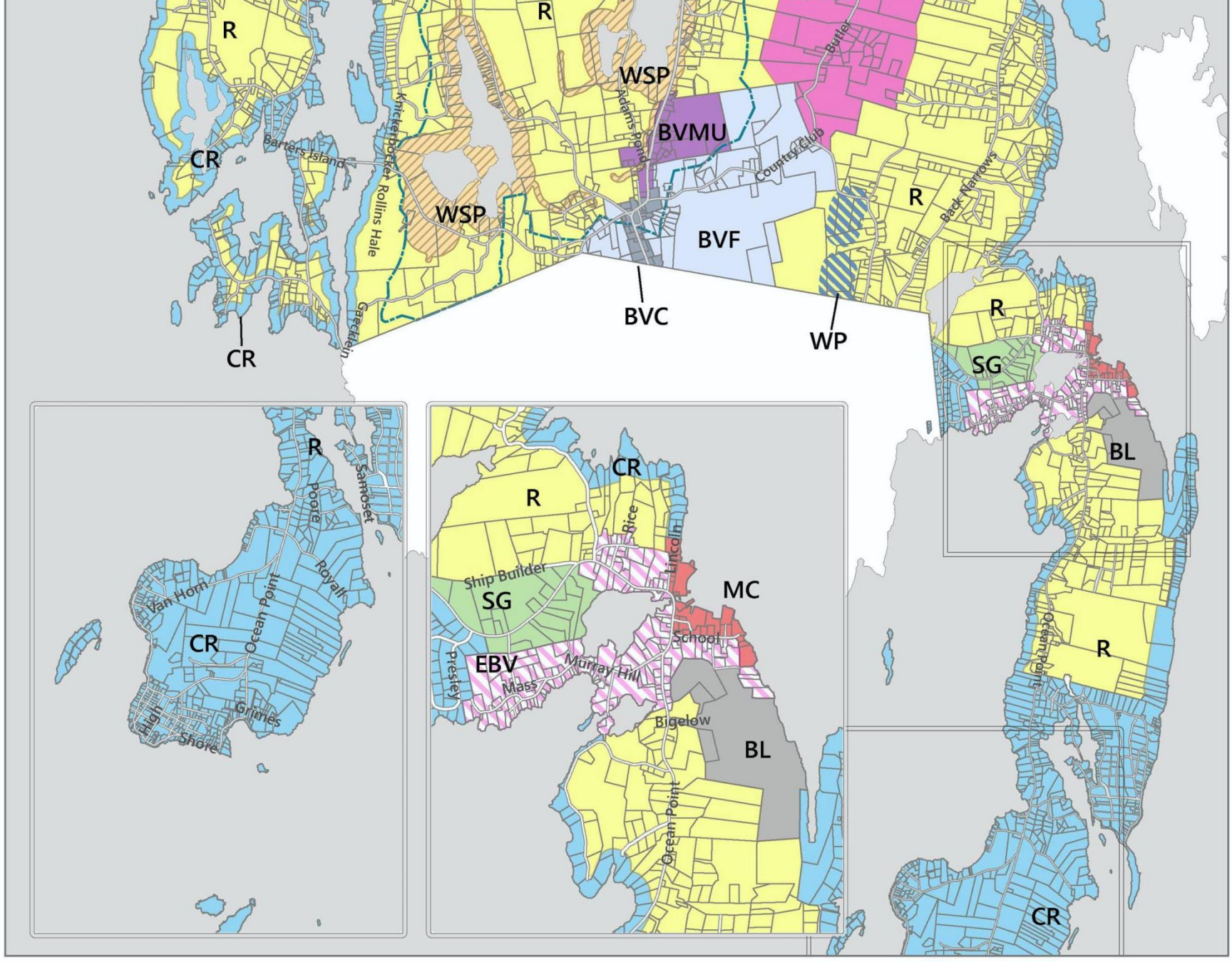
Prepared by Planning Decisions Inc.

LAND USE DESIGNATIONS

- Residential (R)
- Coastal Residential (CR)
- Boothbay Village Center (BVC)
- Boothbay Village Fringe (BVF)
- Boothbay Village Mixed Use (BVMU)
- Rural Mixed Use (RMU)
- East Boothbay Village (EBV)
- Water Supply Protection (WSP)
- Maritime Commercial (MC)
- Commercial Corridor (CC)
- Manufacturing Business (MB)
- Bigelow Labs (BL)
- Scenic Gateway (SG)
- Watershed Overlay Zone
- Wellhead Protection (WP)
- Parcels

** Resource Protection, and Shoreland Overlay Areas not shown on the map*

*** Islands are Coastal Residential and Resource Protection land use designation unless otherwise shown*



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

A. Growth Areas

- **Boothbay Village Center Area**

    - ***Vision*** -- The area around the Common and along Route 27 toward Boothbay Harbor continues to evolve as a true community center. Traffic flow around the Common is improved and facilities for pedestrians and bicyclists are upgraded making this more of a pedestrian area and linking the Common to adjacent residential areas. The Boothbay Village Center continues to be the public heart of the community and is increasingly used for community activities. Over time, the buildings in the Village Center are improved and limited new development occurs that reinforces the role of the Common Area as the community center.

    - ***Allowed Uses*** -- The standards for this area allow for a wide variety of residential uses in both existing buildings and in newly constructed buildings. Allowed residential uses would include single and two-family homes, townhouses, multifamily housing, and residential units in mixed use buildings such as a building with a commercial or office use on the first floor with apartments upstairs. Allowed nonresidential uses in this area would include uses that contribute to the desired pedestrian-focused, town center environment while excluding uses that generate large amounts of traffic especially truck traffic. Appropriate nonresidential uses in this area include home occupations and home businesses, small-scale office, retail, and service uses (not more than 4,000-5,000 square feet), restaurants (without drive-through service), bed & breakfasts (B&Bs) and inns, and community uses such as municipal and government uses, daycare facilities, churches, and similar activities.

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

standards for the Boothbay Village Center Area are intended to encourage the area around the Common to continue to evolve as a true village center with a mix of uses in buildings focused on the Common and adjacent streets. The basic residential density requirement in the Boothbay Village Center Area would be 20,000-30,000 square feet of lot area per dwelling unit. If residential units are served by the public sewer system and year-round public water, the density of development would be increased. Under this scenario, lots for single-family homes that are part of a new subdivision could be as small as 5,000 square feet with as little as 50 feet of street frontage. Other forms of housing such as two-family homes and multifamily units should be allowed at a density of 4,000-5,000 square feet of lot area per unit if served by public sewer and year-round public water. To encourage the development of a variety of housing in this area, small apartments with one bedroom would be counted as two-thirds of a dwelling unit for density purposes. The basic minimum lot size for nonresidential uses would be around 10,000 square feet with approximately 100 feet of road frontage.

The development standards for the Boothbay Village Center area would require that all new development as well as substantial renovation or redevelopment of existing buildings be carried out in a manner that reinforces the village character of this area with buildings clustered around and oriented toward the Common. New buildings or substantial additions to existing buildings should be located reasonably close to the street with the front wall of the building set back between 15 and 25 feet from the front property line. Buildings should be designed so that the main entrance is located and designed to promote pedestrian movement. The area between the front of the building and the street should be maintained as a lawn or landscaped area or as a pedestrian environment. Parking and service areas should be located to the side or rear of buildings. In addition, new development would be required to use Low Impact Development (LID) practices and other stormwater management practices to minimize stormwater runoff and protect the Adams Pond and Knickerbocker Lake watersheds.

Boothbay Village Fringe Area

- ***Vision*** -- Areas adjacent to the Common/Boothbay Village Center Area offer the potential for accommodating a variety of housing and compatible non-residential uses that can be served by the public sewer system and year-round public water. While there are constraints to development in this area, the private sector finds creative approaches for developing a limited amount of higher density housing and appropriate commercial uses that are served by public sewerage and year-round public water that is provided at the developer's expense. The new residential areas have a pedestrian-friendly village character. To complement

this development, the Town works to enhance pedestrian and bicycle facilities to link this new housing to the Boothbay Village Center.

- ***Allowed Uses*** – The standards for this area allow a wide range of residential uses including single and two-family homes, townhouses, multifamily housing, residential units in mixed use buildings and retirement/senior housing. New nonresidential uses in this area should be limited to uses such as home occupations and home businesses, small-scale office, service, and retail uses, restaurants, hotels and inns, golf courses/country clubs, meeting and convention facilities, low-intensity outdoor recreational uses, and community uses such as municipal and government facilities, daycare facilities, churches, and similar activities. Provisions should be included to allow the continuation and possible expansion of other legally existing businesses that would otherwise not be permitted in this area.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Boothbay Village Fringe Area are intended to create incentives for the development of higher-density, village-style residential uses that are served by public sewerage and year-round public water. The basic residential density requirement in the Village Fringe Area is 30,000-40,000 square feet of lot area per dwelling unit. If residential units are served by the public sewer system and year-round public water, the density of development would be increased. Under this scenario, lots for single-family homes that are part of a new subdivision could be as small as 7,500 square feet with as little as 50 feet of frontage on an interior street. Other forms of housing such as two-family homes and multifamily units could be allowed at a density of 5,000-6,000 square feet of lot area per unit if served by public sewer and year-round public water. To encourage the development of a variety of housing in this area, small apartments with one bedroom would be counted as two-thirds of a dwelling unit for density purposes. The basic minimum lot size for nonresidential uses would be around 20,000 square feet.

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

Center and community facilities. In addition, new development should be required to use Low Impact Development (LID) practices and other stormwater management practices to minimize stormwater runoff and protect the Adams Pond and Knickerbocker Lake watersheds.

Boothbay Village Mixed-Use Area

- ***Vision*** -- The portion of the Route 27 corridor on the northerly approach to the Boothbay Village Center evolves into an attractive gateway to the Village Center while it continues to be an area with a mix of uses including auto-orientated uses that are not appropriate in the Village Center. Over time, uses that involve the handling or storage of petroleum or other chemicals are phased out, and the visual environment of this portion of the corridor improves as do provisions for access and stormwater management. Since much of this area has access to the public sewer system and is served by year-round public water, a variety of higher density housing is developed increasing the range of housing options available in Boothbay.

- ***Allowed Uses*** – The standards for the Village Mixed-Use Area allow for the development of single-family and two-family homes. If a residential development is served by the public sewer system and year-round public water, the allowed uses would be expanded to include townhouses, multifamily housing, dwelling units as part of a mixed use building and retirement or other age-restricted housing. Nonresidential uses in this area should be limited to activities that generate a small amount of wastewater such as municipal facilities and small office and service uses unless the use will be connected to the public sewer and water systems. With public sewer and year-round public water service, a much wider range of nonresidential uses should be allowed in this portion of the corridor. This includes hotels/motels, B&Bs and inns, retail uses, restaurants (without drive-through service), recreational and entertainment uses, small-scale, low-intensity light manufacturing and assembly uses, community facilities, and similar activities. Uses that have a significant potential for groundwater contamination such as automotive services and repair, industrial uses, distribution facilities and other facilities that handle large quantities of potential contaminants would not be allowed in this area due its proximity to Adams Pond.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Boothbay Village Mixed-Use Area are intended to manage development in this portion of the Route 27 corridor to improve its visual quality, vehicular access provisions, and stormwater management while

encouraging the development of higher-density, village-style residential uses that are served by public sewerage and year-round public water. The basic residential density requirement in the Village Mixed-Use Area would be 30,000-40,000 square feet of lot area per dwelling unit. If residential units are served by the public sewer system and year-round public water, the density of development would be increased. Under this scenario, lots for single-family homes in a new subdivision could be as small as 10,000 square feet with as little as 75 feet of frontage on an interior street. Other forms of housing such as two-family homes and multifamily units should be allowed at a density of 5,000-7,500 square feet of lot area per unit if served by public sewer and year-round public water. To encourage the development of a variety of housing in this area, small apartments with one bedroom would be counted as two-thirds of a dwelling unit for density purposes. The basic minimum lot size for nonresidential uses would be around 20,000 square feet without public sewer and 10,000 square feet if the property is served by the public sewer system.

The major focus of the development standards in the Boothbay Village Mixed-Use Area should be on improving the visual appearance of this portion of the Route 27 corridor, managing curb cuts and access to Route 27 to improve traffic flow and safety, and upgrading the management of stormwater and the protection of Adams Pond. As part of any new development in the Mixed-Use Area or the substantial renovation or expansion of existing buildings, the property owner would be required to establish and maintain a landscaped buffer strip along the front of the lot adjacent to the public right-of-way. Building would be required to be setback a limited distance from the front property line (a maximum of 20-25 feet). Parking should be encouraged to be located at the side or rear of the building. Limited parking between the building and the street should be allowed only if there is no other option and the parking will be designed to prevent any backing into the street. All service and storage areas should be located to the side or rear of buildings and screened from public view. In addition, new development or substantial renovations or expansions of existing buildings would be required to use Low Impact Development (LID) practices and other stormwater management practices to minimize stormwater runoff and protect Adams Pond. New uses that involve the handling or storage of commercial volumes of material that have a potential for contaminating the groundwater such as fuel, chemicals, or solvents should not be permitted in this area. Existing uses that involve the handling or storage of commercial volumes of material that have a potential for contaminating the groundwater such as fuel, chemicals, or solvents should be required to provide appropriate facilities that include containment provisions if necessary.

Commercial Corridor Area

- ***Vision*** -- This portion of the Route 27 corridor continues to develop as a commercial center including larger-scale commercial uses that are not appropriate in other portions of the Route 27 corridor. Over time, the visual environment of this portion of the corridor improves as do provisions for access and stormwater management.

- ***Allowed Uses*** – The standards for the Commercial Corridor Area would allow single and two-family residential uses but should limit other types of residential activities until public sewerage becomes available. A wide variety of nonresidential uses should be allowed in this portion of the corridor but should be more limited than the current provisions of the C2 zone. Allowed use should include municipal and government facilities, retail and service uses, marine businesses, business and professional offices, hotels/motels, B&Bs and inns, restaurants, service stations and convenience stores, recreational and entertainment activities, community uses, and similar activities but should exclude new automotive, warehousing, manufacturing and similar uses with an industrial character. Existing legal uses of these types should continue to be treated as permitted uses and allowed to change, modernize, and expand.

- ***Development Standards*** -- The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The major focus of the development standards in the Commercial Corridor Area would be on improving the visual appearance of this portion of the Route 27 corridor, managing curb cuts and access to Route 27 to improve traffic flow and safety, and upgrading the management of stormwater and the protection of Adams Pond. The minimum lot size for residential uses will be 40,000 square feet per unit. If public sewerage becomes available in the future, consideration should be given to increasing the density of residential use. As part of new development in the Commercial Corridor Area or the substantial renovation or expansion of existing buildings, the property owner should be required to establish and maintain a landscaped buffer strip along the front of the lot adjacent to the public right-of-way. Buildings should be required to be setback a limited distance from the front property line (20-25 feet). All service and storage area should be screened from public view. New development, the substantial expansion of an existing building, or a change of use on a lot that abuts a residential area should be required to establish a landscaped buffer strip along that boundary. In addition, new development or substantial renovations or expansions of existing buildings should be required to use Low Impact Development (LID) practices

and other stormwater management practices to minimize stormwater runoff and protect the Adams Pond watershed if the site is within that watershed. Uses that involve the handling or storage of commercial volumes of material that have a potential for contaminating the groundwater such as fuel, chemicals, or solvents should not be permitted in this area.

Manufacturing/Business Area

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

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

- ***Development Standards*** – The basic development standards in the Manufacturing/Business Area will be similar to the current standards in the Industrial Park zone. In addition, development involving new buildings or the substantial expansion of existing buildings or impervious surface area will be required to use LID approaches for managing stormwater. Any development in areas where earth material removal has previously occurred will be required to meet standards for the protection of the groundwater in conjunction with the redevelopment of any portion of the site.

East Boothbay Village Area

- ***Vision*** – East Boothbay Village continues to evolve as a classic marine village with a mix of uses including residential uses, small-scale retail, office, and service uses, and smaller-scale marine uses. Facilities for pedestrians and bicyclists are upgraded making this more of a pedestrian area and linking East Boothbay to Ocean Point and to the remainder of the peninsula. East Boothbay Village continues to be the heart of the East Boothbay community and is increasingly used for community activities. Over time, the buildings in the Village are improved and limited new development occurs that reinforces the role of the East Boothbay as a traditional marine village while protecting established residential uses.

- ***Allowed Uses*** -- The standards for this area allow for a wide variety of residential uses in both existing buildings and in newly constructed buildings. Allowed residential uses would include single and two-family homes, accessory apartments, townhouses, multifamily housing, and residential units in mixed use buildings such as a building with a commercial or office use on the first floor with apartments upstairs. Allowed nonresidential uses in this area would include uses that contribute to the desired pedestrian-focused, village environment while excluding uses that generate large amounts of traffic especially truck traffic. Appropriate nonresidential uses in this area include home occupations and home businesses, small-scale office and service uses (with less than 2,000-4,000 square feet of floor area), B&Bs and inns, and community uses such as municipal and government uses, daycare facilities, churches, and similar activities. Small retail and restaurant uses would also be allowed but only on properties that front on Ocean Point Road (Route 96) or School Street. In addition, marine-related activities would be allowed based on case-by-case review to assure that the scale and character of the use is compatible with the Village.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the East Boothbay Village Area are intended to encourage the area to continue to evolve as a true village center with a mix of uses in buildings focused on the streets. The basic residential density requirement in the East Boothbay Village Area would be 20,000-30,000 square feet of lot area per dwelling unit. The floor area within existing residential buildings within the Village Area would be allowed to be reconfigured for a different residential use or for mixed residential and commercial use (if otherwise allowed) provided a septic system conforming to the Maine State Plumbing Code that is sized appropriately for the proposed use exists or will be installed and the building will be served by year-round public water. The basic minimum lot size for nonresidential uses would be around 20,000 square feet with approximately 75 feet of road frontage.

  The development standards for the East Boothbay Village Area would require that all new development as well as substantial renovation or redevelopment of existing buildings be carried out in a manner that reinforces the village character of this area with buildings oriented toward the street. New buildings or substantial additions to existing buildings should be located reasonably close to the street with the front wall of the building set back to maintain the pattern of adjacent buildings. Where existing buildings are close to the street, new buildings should be similarly located but when neighboring buildings are set back from the street, this pattern should be respected. The area between the

front of the building and the street should be maintained as a lawn or landscaped area or as a pedestrian environment except for residential driveways. Parking and service areas for non-residential uses should be located to the side or rear of buildings. In addition, new development would be required to use Low Impact Development (LID) practices and other stormwater management practices to minimize stormwater runoff and protect water quality.

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

Maritime Commercial Area

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

- ***Allowed Uses*** -- The standards for this area allow primarily for marine and marine-related uses such as boatbuilding and repair, marinas, marine-related sales and service uses, commercial fishing activities, fish and seafood processing and sales, boat storage facilities, and other functionally water-dependent uses. In addition, uses similar to the existing uses within the Maritime Commercial Area would be allowed including municipal and government facilities, restaurants, B&Bs, inns/motels, small retail uses, government facilities, labs and research facilities, and similar uses. Parking to support an allowed use would be permitted even if it is not contiguous with the allowed use. New residential uses are not permitted but existing residential uses could continue and be modified or expanded.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Maritime Commercial Area are intended to allow marine businesses to intensively utilize the land within this designation but to do it in a manner than minimizes any negative impacts on the remainder of East Boothbay. To accommodate this objective, there would be no minimum lot size for marine and water-dependent uses. The minimum lot size for other uses would be 20,000-30,000 square feet. Marine and water-dependent uses would not be subject to any shoreline setback and would be allowed to cover up to 75% of the lot with impervious surface. Other uses in this area would need to be set

back a minimum of twenty-five feet from the shoreline and would be limited to 30% of impervious surface coverage.

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

Bigelow Laboratory Special District

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

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

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

Residential Areas

- ***Vision*** -- The Residential Areas continue to see a moderate amount of residential development. New housing is of a variety of types and prices to meet the needs of a diverse population. New developments are well designed so they are positive additions to the community.

- ***Allowed Uses*** -- The standards for this area allow for a wide variety of residential uses. Allowed residential uses would include single and two-family homes, accessory apartments, townhouses, multifamily housing, mobile home parks, and residential units in mixed use buildings. Allowed nonresidential uses in this area would include uses that are compatible with adjacent residential uses and that do not generate large amounts of traffic especially truck traffic. Appropriate nonresidential uses in this area include home occupations and home businesses, agricultural activities, small-scale office and service uses (with less than 2,000-4,000 square feet of floor area), contractors, small B&Bs and inns, and

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

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

  New development or substantial renovations or expansions of existing buildings would be required to use Low Impact Development (LID) practices and other stormwater management practices to minimize stormwater runoff and protect the quality and quantity of the groundwater.

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

B. Limited Growth Areas

Coastal Residential Area

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

- ***Allowed Uses*** -- The standards for this area allow for a wide variety of residential uses. Allowed residential uses would include single and two-family homes,

accessory apartments, townhouses, multifamily housing, and residential units in mixed use buildings such as a building with a commercial or office use on the first floor with apartments upstairs. Allowed nonresidential uses in this area would include uses that have a low demand for water use and that do not generate large amounts of traffic especially truck traffic. Appropriate nonresidential uses in this area include home occupations and home businesses, small-scale office and service uses (with less than 2,000-4,000 square feet of floor area), contractors, small B&Bs and inns, government and community uses such as daycare facilities, churches, and similar activities. In addition, marine-related activities would be allowed based on standards to assure that the scale and character of the use is compatible with the surrounding neighborhood. All legally existing nonresidential uses as of the date of adoption of revised zoning provisions for the Coastal Residential Area would continue to be allowed uses and could be modified or expanded in the future.

- ***Development Standards*** -- The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Coastal Residential Areas are intended to limit intensive or large-scale development in these areas until the Town develops improved groundwater protection standards based on a detailed groundwater study. Therefore the standards outlined here are intended to be interim standards until such a study is completed.

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

  All new uses in the Coastal Residential Area will be required to connect to and use the public water supply system (both seasonal and year-round) if it is reasonably available. To protect both the quality and quantity of the

groundwater, all new development and any changes that increase the total impervious surface on an existing developed lot will have to be done in accordance with LID standards for stormwater management (see Objective F.5 in Chapter 5). In addition, existing buildings on lots that have less than 40,000 square feet of area will not be allowed to expand or be otherwise altered in a manner that increases their potential well-water use based on the state plumbing code but can be modified if their water use is managed to maintain current levels of use by employing techniques to reduce their well-water use such as the collection of rainwater, use of desalination for water supply, separation and use of gray water, or similar techniques.

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

Scenic Gateway Areas

- ***Vision*** -- The Route 27 corridor from the Edgecomb town line to the intersection with Hardwick Road continues to be an attractive and scenic entrance to Boothbay and the Boothbay-Boothbay Harbor region while the Route 96 corridor from the Boothbay Harbor town line to the intersection with Ship Builder Lane continues to provide separation between East Boothbay village and the commercial development in Boothbay Harbor and reinforces East Boothbay's image as a special place. This corridor continues to be an attractive and scenic entrance to East Boothbay and Ocean Point. The character of these two portions of these corridors continues to appear to be primarily rural and undeveloped. New buildings have a small, rural character and are well set back from the road. A vegetated buffer is maintained along the road to enhance the visual character or the roadway and to soften the appearance of buildings that are visible from the road.

- ***Allowed Uses*** – Residential uses are limited to single-family and two-family homes and accessory apartments as well as mobile home parks. Nonresidential uses in the Scenic Gateways are limited to small-scale uses (generally with less than 5,000 square feet of floor area) that do not generate significant volumes of peak hour traffic. This includes business and professional offices, service business, retail uses, inns and B&Bs, community uses, and similar activities. Uses such as contractors and rural businesses such as wood processing should be allowed when located away from Routes 27 and 96 and screened from view from the road. Provisions could be included for allowing larger non-residential

buildings or other types of nonresidential uses such as warehousing, boat storage, marine-related businesses, and similar activities if they are located and designed so they are not readily visible from the road. In addition, agriculture and related uses should be allowed. Uses that involve drive-thru services should not be allowed in the Scenic Gateways.

- ***Development Standards*** – The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The standards for the Scenic Gateway Areas are intended to retain and enhance the scenic quality of these portions of the corridors by encouraging any additional development to the located away from Routes 27 and 96 and sited and designed in a manner that minimizes its impact on the visually quality of the corridors. The basic density standard for individual residential lots would be 40,000 square feet for a single-family home. To encourage homes in new subdivisions to be located away from Routes 27 and 96, lots in residential subdivisions in which the building sites will be located within three hundred feet of Route 27 or Route 96 will be required to have a minimum lot area of 80,000 square feet while lots that are further from these main roads will only be required to have 40,000 square feet. New residential lots would be required to have a minimum of 250-350 feet of road frontage if they front on Route 27 or Route 96 but only 100-150 feet of frontage if they front on other roads or private ways. The minimum lot size for nonresidential uses would be 80,000 square feet with 250-350 feet of frontage on Routes 27 and 96 and 100-150 feet on other roads. New buildings would be required to be set back significantly from both Routes 27 and 96 unless they are located on a shallow lot. The front setback should be a minimum of approximately one hundred feet from the property line adjacent to the road unless the lot is shallow (less than two hundred and fifty deep) in which case the front setback would be reduced. The front setback of buildings fronting on roads or private ways other than Routes 27 and 96 would be 20-30 feet.

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

  The development standards would also carefully manage the creation of new access points and curb cuts on Routes 27 and 96 to maintain the rural character of the corridor. The standards should limit lots of record as of April 1, 2015 to one curb cut on Route 27 or Route 96 unless the lot has more than one thousand feet of frontage in which case it can have a maximum of two curb cuts. The standards should also require that a future vehicular access plan be prepared and

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

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

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

C. Rural Areas

Rural Mixed-Use Area

- ***Vision*** -- These portions of Boothbay that are away from the coast and the major roads remain primarily open, rural areas with limited development. Small-scale rural and nonresidential enterprises develop in these areas over time but are done in a way that maintains the rural landscape. Limited residential development occurs in these areas but large subdivisions are discouraged.

- ***Allowed Uses*** – The Rural Mixed-Use Area is intended to accommodate a wide range of residential uses as well as agricultural and rural uses and a range of nonresidential uses. Allowed residential uses will include single and two-family homes as well as small multifamily uses and mobile home parks. Allowed nonresidential activities will include uses such as marine and marine-related uses, office and service uses, contractors, warehousing and storage, light manufacturing and assembly uses, automotive services, community and government facilities and similar uses. Consumer driven uses such as retail stores and restaurants will not be allowed as the primary use of a property but would be allowed if they are accessory to another use. For example, a business

that processes lobster meat could have a takeout business or a repair garage could sell parts.

- ***Development Standards*** -- The following development standards are intended to be a guide for the development of appropriate ordinance provisions. The basic residential density would be a minimum lot area of 40,000 square feet per unit with provisions for small apartments at a somewhat higher density. The frontage requirement would be around 125' with a significant front setback to retain the rural character in this area. The lot standards for non-residential uses would be tied to the size of the building and the amount of impervious surface area. A use would be required to have 40,000 square feet of lot area for every 3,000-4,000 square feet of building footprint or 8,000-10,000 square feet of impervious surface so that the bigger the building is, the larger the lot will need to be. Similarly, the setbacks and buffering requirements would be tied to the size of the building and impervious area – the bigger the building, the greater the setbacks and the more intensive the buffering that would be required. All non-residential uses would be required to have a limited number of designated curb cuts and maintain/establish a vegetated buffer strip along the road. In addition, development involving new residential or nonresidential buildings or the substantial expansion of existing buildings or impervious surface area will be required to use LID approaches for managing stormwater. Any development in areas where earth material removal has previously occurred will be required to meet standards for groundwater protection as part of the development.

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

D. Resource Conservation Areas

Resource Protection Area

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

    - The areas within 250 feet of the upland edge of freshwater wetlands, salt marshes and salt meadows, and wetlands associated with great ponds which are rated "moderate" or "high" value waterfowl and wading bird habitat,

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

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

- ***Allowed Uses*** – The allowed uses in the Resource Protection Areas will be limited to natural resource related activities such as agriculture, aquaculture and forestry, low-intensity recreational uses such as trails, and land conservation and management activities. One single-family home may be allowed on an existing lot that is located entirely within a Resource Protection Area or on a lot partially with the area if there is no other suitable location for the home outside of the Resource Protection Zone,

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

Water Reservoirs Protection Area

- ***Vision*** -- In the area within five hundred feet of Adams Pond and Knickerbocker Lake, the current restrictions on development will remain in place until detailed studies and characterization of the two watersheds are completed, and new performance-based standards for the Watershed Overlay Zone are developed and adopted by the Town (see Action F.1-1 and F.1-2 in Chapter 5). During this interim period, expansions or modifications to buildings that have been historically used for commercial purposes or that are occupied by existing nonconforming uses will be allowed but only if the potential impact on the

waterbodies will be similar to or less than the current use and provisions for protecting the two waterbodies will be enhanced. Once the Watershed Overlay Zone is upgraded, the provisions of the Water Reservoirs Protection District will be re-evaluated and revised as necessary.

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

- ***Development Standards*** – The basic standards in this area during the interim period while the provisions of the Watershed Overlay Zone are being revised shall be similar to the current standards in the Water Reservoirs Protection District.

Wellhead Protection Area

- ***Vision*** – The area within 500 feet of the former public water supply wells for the East Boothbay water system remains primarily undeveloped and new development is limited to uses and activities that will not create a threat of contamination or a significant reduction of the groundwater.

- ***Allowed Uses*** – The allowed uses in this area will continue to be the uses currently allowed in the Well Head Protection zoning district.

- ***Development Standards*** – The development standards in this area will continue to be the standards that apply in the current Well Head Protection zoning district.

Shoreland Overlay Area

- ***Vision*** – All development in the Shoreland Overlay Area as required in accordance with the State Shoreland Zoning standards and shown on the Shoreland Zoning Map will occur in accordance with performance standards to

maintain the natural and scenic character of these areas while accommodating compatible development.

- ***Allowed Uses*** – The allowed uses in the Shoreland Overlay Area will be the allowed uses of the underlying zoning classification.

- ***Development Standards*** – All activities in the Shoreland Overlay Area will be subject to performance standards similar to the current ordinance provisions and the requirements of the State.

Watershed Overlay District

- ***Vision*** – Retaining natural undeveloped areas in the Adams Pond and Knickerbocker Lakes watersheds is key to the long-term protection of the Boothbay region's water supply. All development in the Watershed Overlay District will occur in a manner that minimizes the impact of land use activities on the watersheds and the water quality and quantity of Adams Pond and Knickerbocker Lake. Development and land use within the watersheds will be managed in accordance with performance standards based upon sound information on the movement and distribution of water, key habitats, sources of point and non-point source pollution, topography, soils, existing land uses, and impervious cover so that future ordinance revisions, zoning standards, and other land use decisions are made with the best available information as a result of a thorough characterization of the watersheds.

- ***Allowed Uses*** -- The allowed uses in the Watershed Overlay Area will be the allowed uses of the underlying zoning classification except no new or expanded land uses that store, generate or produce contaminants in volumes greater than necessary for the operation of a typical use allowed in the underlying zone will be allowed. However the ordinance should include provisions that allow the Planning Board to permit a greater volume of potential contaminants to be handled or stored on a particular site if the applicant can demonstrate that the risk of handling/storing the substance has been appropriately addressed to ensure no contamination/spills within the watersheds. Uses such as auto repair facilities, car washes, fuel distributors, bulk oil and gas terminals, truck distribution terminals, auto/recreational vehicle sales or service, mineral exploration or extraction, sawmills, cemeteries, and waste disposal and transfer facilities will be generally prohibited in the Watershed Overlay District even if allowed in the underlying zoning district.

- ***Development Standards*** -- All activities in the Watershed Overlay Area will be subject to performance standards to be developed by the Town in coordination

with the Boothbay Region Water District to minimize the impact of land use and development on the watersheds and water quality and quantity. In revising the existing watershed protection ordinances, the Planning Board will evaluate the need for Watershed Overlay District development standards, such as maximum lot coverage limits, minimum open/undisturbed space requirements, percent of impervious surface limits, vegetated buffer requirements, and other low impact development options. In the review of development proposals within the Watershed Overlay District, the ordinance should allow the Planning Board to permit modifications in the lot size, road width, parking requirements, front and side setbacks, and other development standards in those cases where such modifications will foster better protection of the riparian areas, reduce the disturbance of sensitive areas, reduce the total impervious surface area, and better protect water quality. The Town and the Boothbay Region Water District should explore creating incentives for developers who include enhanced provisions for water quality protection as part of a development including setting aside a portion of the site as a natural, undeveloped area.

C. Other Land Use Policies

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

1. Improvements in the Common Area

The area around the Town Common creates the opportunity to create a true community center. This will require a partnership between the Town and the property owners and potential developers in the Boothbay Village Center Area as well as the Village Fringe and Village Mixed-Use Areas as well as the utility districts. In addition to putting in place the appropriate land use regulations envisioned above, the Town will need to take the lead in developing and implementing a plan for improving traffic flow around the Common and expanding facilities for pedestrians and bicyclists making this more of a pedestrian area and linking the Common to adjacent residential areas.

2. Manufactured Housing

State law requires that all Maine municipalities provide for mobile home parks and the location of manufactured housing units on individual residential lots. The Town currently treats mobile homes meeting HUD standards as a single-family home and allows them on residential lots in accordance with the standards for such a home. The Town also allows mobile home parks in most zoning districts with the development

standards based primarily on the state minimum requirements. This plan proposes that the Town continue to treat all state defined manufactured housing including newer mobile homes and modular homes as single-family homes. It also proposes that the Town continue to allow mobile home parks in accordance with the state minimum requirements in at least the Residential, Rural Mixed-Use, and Scenic Gateway Areas. In addition, mobile home parks would be allowed in the Village Mixed-Use Area but only if served by public sewerage and year-round public water.

3. Development Review Requirements

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

4. Development Transfer Provisions

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

5. Protection of Existing Nonresidential Uses

Boothbay developed with a mix of uses throughout the community. Adoption of town-wide zoning years ago resulted in making some of these traditional nonresidential uses nonconforming. Revising the Zoning Ordinance to be consistent with the Future Land Use Plan including the land use designations and the related uses and standards set out above will potentially make some uses, especially nonresidential uses, in some areas of the community that

are currently operating in conformance with the current zoning ordinance "nonconforming". It is the intention of the Town in adopting this Comprehensive Plan that most of these uses that were existing when the Town adopted town-wide zoning or that are currently legal be treated as legal uses in the future and be allowed to modernize and expand over time as well as to transition to other similar non-residential uses. Only uses that are not compatible with the neighborhood, or that pose a significant threat to the groundwater, or that would not be allowed under the provisions of the Watershed Overlay District should be treated as non-conforming uses. Therefore, any subsequent amendments to the Town's zoning or other land use regulations should be drafted in such a way that these uses existing as of the date of adoption of the changes that are compatible with the neighborhood and the protection of water supplies be treated as legal uses with all of the rights that confer to such a use.

6. Handling of Unique Land Use Situations

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

7. Buffering of Residential Uses

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

8. Mapping of Resource Protection Areas

The Town currently describes the areas included in the Resource Protection District in the text of the Zoning Ordinance but these areas are not shown on the Official Shoreland Zoning Map. As part of the process of updating the Town's land use ordinances, the delineation of the Resource Protection District should be reviewed and updated if necessary and depicted on the Shoreland Zoning Map to both better inform the public and to assure that the requirements are applied appropriately.

9. Electronic Communications Facilities

The Town should regularly review and upgrade it regulations for electronic communication facilities consistent with the requirements of federal law. To the extent allowed by the federal regulations, the Town should require providers to use the most up-to-date technology and to explore opportunities for colocation to avoid the construction of additional freestanding towers when possible.

10. Agricultural Activities

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

Section C

Implementation Strategies

CHAPTER 7: REGIONAL COORDINATION

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

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

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

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

A. Shared Services and Facilities

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

B. Proposed Multi-Community or Regional Initiatives

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

- Action A.2-3 provides support for the regional school system

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

CHAPTER 8: IMPLEMENTATION STRATEGY

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

A. Management of the Implementation Process

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

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

- Coordinating the submission of the Plan to the State for review including consideration of any feedback from the state on the plan. If the State finds that changes in the Plan will be necessary for the state to find the Plan consistent with the State Growth Management Program, the Town should consider whether changes should be made, and if so, the group should recommend revisions to the Town Meeting to bring the plan into conformance with the state standards.

- Coordinating the efforts of the Town staff and other boards and commissions in conjunction with the Town Manager to implement the recommendations.

- Providing the Board of Selectmen with periodic reports on the progress of implementing the Plan together with proposals for revising the implementation strategy and/or amending the Plan if necessary.

- Providing the voters with an annual report on the progress of implementing the Plan as part of the annual Town Report.

- Conducting periodic evaluations in conjunction with the Town Manager and the Board of Selectmen to review the progress in implementing the Plan and to identify implementation priorities for the coming year.

B. *Policy References*

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

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

C. Implementation Strategy

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

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

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

Longer-Term Activities – These are actions that will take more than two years to complete. The expectation is that these activities will be completed within ten years of the adoption of the Plan. In some cases, these are initiatives that cannot be undertaken

under present circumstances, and will need to be put aside for a number of years before they can be implemented.

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

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

Ongoing Activities

Regulatory Issues

Policy Reference	Activity	Primary Responsibility
Action I.6-1	Periodically review and update the floodplain management provisions	Planning Board
Ch 6 8	Update the Shoreland Zoning Map to show the Resource Protection Districts	Planning Board and CEO

Capital Projects and Funding

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

Action J.2-2	Continue to seek outside funding for planned improvements	Town Manager
Action J.2-3	Consider the use of alternative funding approaches for planned improvements	Board of Selectmen and Town Manager

Partnerships and Other Initiatives

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

Action K.3-1	Promote successes and achievements of the school district and its students	School Board and Board of Selectmen
Action K.3-2	Promote awareness of the Boothbay Region Student Aid Fund	School Board and Board of Selectmen

Short-Term Activities (Within 2 Years)

Regulatory Issues

Policy Reference	Activity	Primary Responsibility
Actions A.1-1, C.1-1, and FLUP	Revise the land use regulations to allow construction of multifamily housing in designated areas	Planning Board
Actions A.2-1, C.1-2, and FLUP	Revise the land use regulations to allow smaller lot sizes in areas with public sewer and year-round public water	Planning Board
Action B.1-1	Revise the land use regulations to provide a supply of land for commercial and industrial development	Planning Board
Actions B.2-1, B.2-2, and B.2-3	Revise standards for home occupations	Planning Board
Action B.3-3	Review zoning requirements related to traditional marine uses	Planning Board
Action F.1-2	Adopt new performance based standards for the Watershed Overlay Zone	Planning Board and Boothbay Region Water District
Action F.2-2	Consider density relative to groundwater protection in the land use provisions	Planning Board
Action F.2-3	Implement a short-term groundwater protection program	Planning Board and CEO
Action H.1-1	Review and revise historic and archaeological submission requirements for development approvals	Planning Board
Action H.1-2	Require consideration of historic and archaeological resources in development proposals	Planning Board
Action I.1-1	Review and revise natural resource submission requirements for development approvals	Planning Board
Action I.2-4	Require landscaped buffers for developments	Planning Board

and FLUP	along Routes 27 and 96	
Action I.4-1	Require projects with more than 5,000 SF of impervious surface to use LID BMPs for stormwater management	Planning Board
FLUP	Revise the Zoning Ordinance to incorporate the proposals in the Future Land Use Plan	Planning Board
Ch 6 3	Update the site plan review provisions for reviewing development proposal	Planning Board
Studies and Plans		
Policy Reference	**Activity**	**Primary Responsibility**
Action D.2-1	Undertake energy audits of Town buildings and facilities	Town Manager
Action E.1-1	Develop a comprehensive open space plan	Board of Selectmen and Town Manager
Actions E.2-1 and G.3-1	Develop a peninsula-wide trail and pedestrian facility plan	Board of Selectmen and Town Manager
Actions E.2-2 and G.3-2	Develop a local trail and pedestrian facility plan	Board of Selectmen and Town Manager
Action F.1-1	Undertake a detailed study of the watersheds of Adams Pond and Knickerbocker Lake	Boothbay Region Water District
Action F.2-1	Develop a detailed work program for the comprehensive groundwater study	Board of Selectmen and Town Manager
Action I.6-1	Develop a mitigation plan to deal with sea level rise	Board of Selectmen and Town Manager
Capital Projects and Funding		
Policy Reference	**Activity**	**Primary Responsibility**
Action B.4-2	Upgrade pedestrian and bicycling facilities	Board of Selectmen and Town Manager
Action D.1-2	Establish a Town policy on shared facilities, equipment and services	Board of Selectmen and Town Manager
Action D.2-2	Undertake identified energy improvement (see Action D.2-1)	Board of Selectmen and Town Manager
Action F.1-4	Support the extension of the public sewer system northerly along Route 27	Board of Selectmen and Town Manager
Action F.1-8	Ensure that stormwater facilities are properly designed, constructed and maintained in the Adams Pond and Knickerbocker Lake watersheds	Town Manager

Action G.4-2	Create and fund a pedestrian improvements account as part of the Town budget	Board of Selectmen and Town Manager

Partnerships and Other Initiatives

Policy Reference	Activity	Primary Responsibility
Action C.2-1	Provide leadership in developing a regional affordable housing strategy	Board of Selectmen and Town Manager
Action F.1-3	Undertake a program to improve stormwater management in the Adams Pond and Knickerbocker Lake watersheds	Town Manager and Boothbay Region Water District
Action F.1-5	Develop innovative solutions to address point sources of pollution in the Adams Pond and Knickerbocker Lake watersheds	Boothbay Region Water District and CEO
Action F.1-6	Encourage the use of innovative approaches for wastewater disposal in the Adams Pond and Knickerbocker Lake watersheds	Boothbay Region Water District and CEO
Action F.1-10	Require training of public works supervisors in erosion and sedimentation control	Town Manager

Longer-Term Activities (Beyond 2 Years)

Regulatory Issues

Policy Reference	Activity	Primary Responsibility
Action B.3-4	Explore with Boothbay Harbor the creation of an off-shore Marine Enterprise Zone	Town Manager and Planning Board
Action I.2-2	Require locally significant scenic features to be identified in applications for development approval	Planning Board
Action I.1-3	Establish criteria for considering scenic resources in development review	Planning Board

Studies and Plans

Policy Reference	Activity	Primary Responsibility
Action F.2-1	Undertake a comprehensive groundwater study	Board of Selectmen
Action G.1-3	Encourage MeDOT to undertake a study of ferry service	Town Manager and MeDOT

Action G.2-1	Develop a comprehensive traffic improvement program in the vicinity of the Common	Town Manager and MeDOT
Action G.4-1	Develop a plan for maintaining and extending pedestrian facilities in the Common area and East Boothbay village	Town Manager and MeDOT
Action G.5-3	Explore improvements to enhance pedestrian safety along Route 96 from East Boothbay Village to Ocean Point	Town Manager and MeDOT
Action G.6-1	Explore the creation of a local trolley or shuttle service	Town Manager and MeDOT
Action I.2-1	Undertake a scenic inventory and assessment	Board of Selectmen and Town Manager
Capital Projects and Funding		
Policy Reference	**Activity**	**Primary Responsibility**
Action B.4-4	Improve traffic flow on the Boothbay peninsula	Town Manager and MeDOT
Action G.2-1	Implement a comprehensive traffic improvement program in the vicinity of the Common	Town Manager, Board of Selectmen, and MeDOT
Action G.2-2	Complete traffic improvements in the Route 27 corridor	Town Manager and MeDOT
Action G.5-2	Construct paved shoulders on the portion of Route 96 between Route 27 and East Boothbay village	Town Manager and MeDOT
Action G.5-4	Expand paved shoulders along Route 27 between Boothbay Center and the Edgecomb line	Town Manager and MeDOT
Partnerships and Other Initiatives		
Policy Reference	**Activity**	**Primary Responsibility**
Actions B.1-5 and B.2-4	Explore creating a small business assistance program	Economic Development Committee
Action G.1-2	Encourage expanded bus and train service to Wiscasset and throughout the Route One corridor	Town Manager and Board of Selectmen
Action H.1-3	Identify and document additional historic buildings, structures, and sites	Boothbay Region Historical Society and the Board of Selectmen

CHAPTER 9: CAPITAL INVESTMENT STRATEGY

This investment strategy is intended to assist the Town of Boothbay in planning for the major investments needed to service the anticipated growth and development in the community and to implement the policies of the Comprehensive Plan in a manner that manages the fiscal impacts of those projects. The Town has begun to develop a capital planning and budgeting system that addresses the community's on-going needs for capital equipment and facilities. The Town's current capital planning process serves as the basis for this investment strategy.

A. Capital Improvement Plan

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

B. Projects Necessary for Implementation

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

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

2. **Groundwater Study** – The plan recognizes that there are significant issues involving the protection of the quality and quantity of the groundwater in areas of the community but that the Town lacks good information about this resource. Therefore the plan advocates for interim measures until the Town has conducted a comprehensive groundwater study. The Town will probably have to fund a comprehensive study of the Town's groundwater to serve as the basis for long-range decision-making about this resource.

3. **Marine Facilities** – Objective B.3 in Chapter 5 outlines actions to promote traditional and emerging marine-related uses. While some of these activities will be able to be accomplished by the Port Committee and the land trust, if projects require significant investment, some Town funding may be required.

4. **Pedestrian and Bicycle Improvements** – The plan includes a number of proposals to improve pedestrian and bicycle facilities within the Town in coordination with peninsula-wide efforts. The recommended actions include developing regional and local pedestrian and bicycle plans. While this effort may be able to be funded through the Maine Department of Transportation (MeDOT) or grants, or undertaken by county or regional planning organizations, the Town may need to fund at least part of the cost of developing these plans. In addition, there are a number of specific proposals for pedestrian improvements in the Common area, along Route 27, and in East Boothbay. While much of the cost of these projects may be borne by MeDOT, the Town will probably be responsible for at least the "local share" of the cost of these improvements.

5. **Energy Efficiency Improvements** – Objective D.2 in Chapter 5 envisions that the Town will work to improve the energy efficiency of Town buildings and facilities. While these actions may result in long-term savings for the Town, the initial costs for the energy audits and completion of the improvements may need to be paid for by the Town.

6. **Open Space Plan** – Action E.1-1 calls for the Town to develop a comprehensive open space plan that will lead to Town policies with respect to the protection of open space. The Town will probably have to fund the preparation of this plan.

7. **Scenic Assessment** – Action I.2-1 proposes that the Town undertake a scenic inventory and assessment as a first step in deciding how to protect these resources. The cost of this assessment will probably fall to the Town although some outside funding might be available. This activity may be able to be included as part of the preparation of an open space plan.

8. **Traffic Improvements** – The Plan recommends the completion of traffic improvements along the Route 27 corridor including in the Common area. While funding through MeDOT may be available for part of the cost of these improvements, the Town will have to bear part of the cost. Action G.2-1 suggests that the Town consider using TIF or other financing mechanisms to fund some of these local costs.

9. **Trolley or Shuttle Service** – Action G.6-1 in Chapter 5 proposes that the Town explore the creation of local trolley or shuttle service in cooperation with Boothbay Harbor and local businesses. There may be some costs involved with investigating the feasibility of such a service and with the start-up and ongoing operations of a service.

10. **Sea Level Rise Mitigation** – Action I.6-2 recommends that the Town develop a mitigation plan for dealing with the effects of sea level rise. While funding and assistance for this activity may be available through regional and state programs, the Town will more than likely be responsible for any actions needed to mitigate the impacts on Town facilities.

Section D

Appendices

APPENDIX A: UPDATED INVENTORIES

APPENDIX B: CAPITAL IMPROVEMENT PLAN

APPENDIX C: SUMMARY OF PUBLIC INVOLVEMENT

2015 Comprehensive Plan Update

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March 2, 2015

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