Section D

Appendices

APPENDIX I: UPDATED INVENTORIES

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

A. Population and Demographics

Total Population

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

Table A.1: Total Population

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

Source: US Census

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

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

Source: US Census, Maine DHHS

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

Table A.3: Change in Age Cohort

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

Source: US Census

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

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

Source: US Census

Table A.5: Median Age, 1990-2010

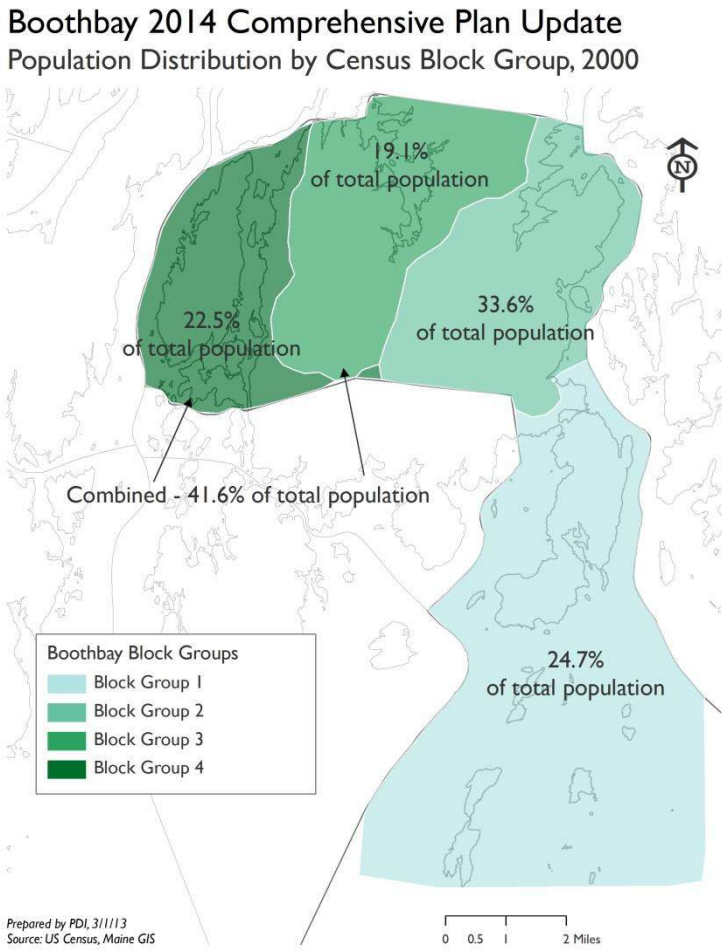
	1990	2000	2010	Increase, 1990-2010
Boothbay	*38.1*	*44.2*	*51.7*	*13.6*
Boothbay Harbor	41.7	48.3	55.8	14.1
Edgecomb	38.5	43.9	46.4	7.9
Southport	44.6	52.8	60.1	15.5
Wiscasset	34.7	39.2	43.5	8.8
Lincoln County	37.4	42.6	48.1	10.7
Maine	33.9	38.6	42.7	8.8

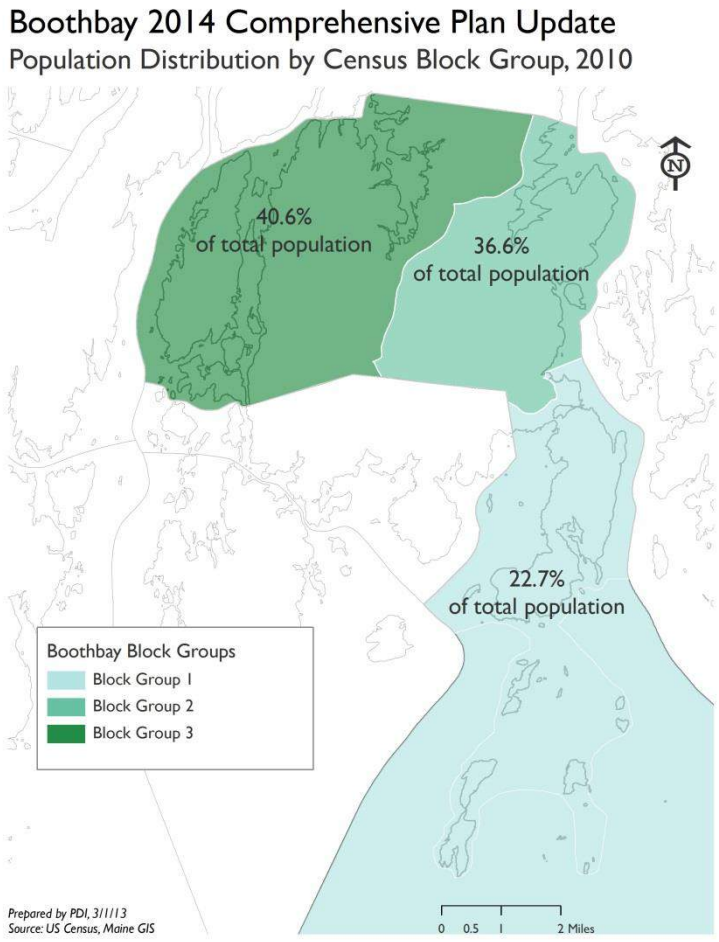
Source: US Census

Geographic Distribution

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

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





Household Composition

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

Table A.6: Average Household Size

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

Source: US Census

Table A.7: Boothbay Household Composition

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

Source: US Census

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

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

Source: US Census

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

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

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

*new category for 2010 census

Source: US Census

Income and Poverty

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

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

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

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

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

Table A.11: Poverty Rate, 2000-2011

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

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

Educational Attainment

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

Table A.12: Educational Attainment, 2000-2011

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

*Population over 25

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

B. Local Economy

Economic History

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

Major Employers

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

Table B.1: Major Employers in Boothbay

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

Source: 2015 Boothbay Comprehensive Plan Committee

[1] http://www.boothbayhistorical.org/Then%20and%20Now%20Walking%20Tour%20Brochure.pdf

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

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

Source: Maine QCEW

Table B.3: Major Industries in Boothbay

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

Source: 2013 Boothbay Comprehensive Plan Business Subcommittee

Labor Force

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

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

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

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

Source: US Census, ACS 2007-2011

Table B.5: Boothbay Annual Unemployment Rate

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

Source: Maine Center for Workforce Information

Occupations

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

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

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

Source: US Census, ACS 2007-2011

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

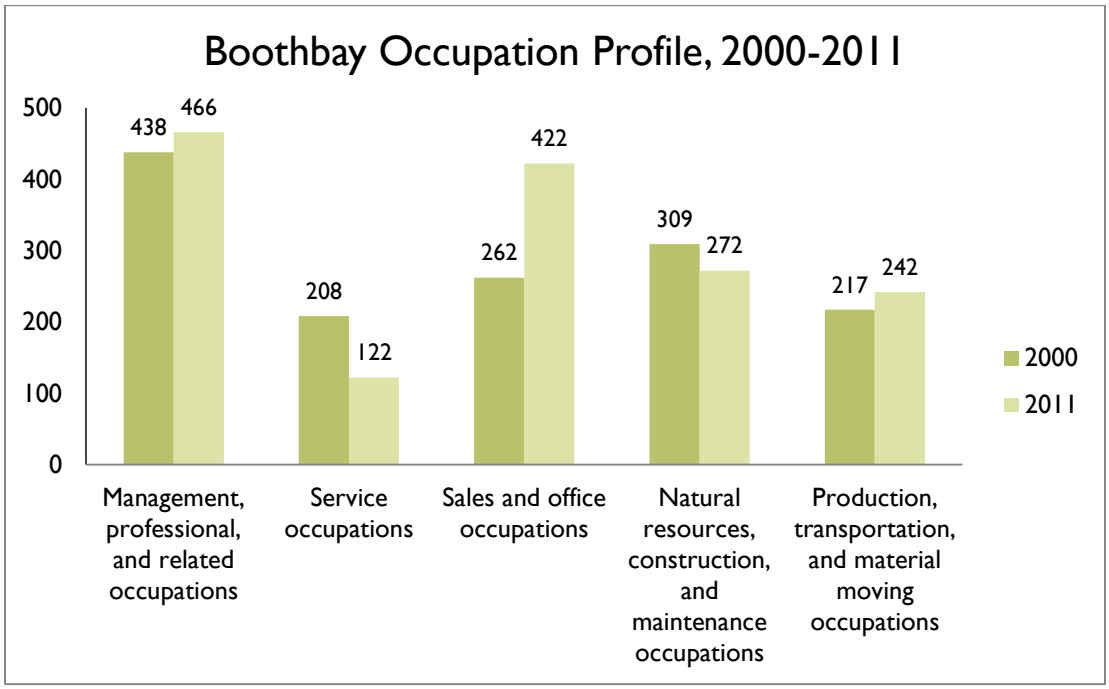
Education
Computer Science
Day Care
Lawn Care
Boat Building
Craftsman, manufacturing
Auto Repair
Seamstress
Landscaping
Financial
Artists
Small Engine Repair
Catering
Marine Service
Commercial Fishing

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

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

Source: ACS 2007-2011

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



Source: US Census, ACS 2007-2011

Commuting Patterns

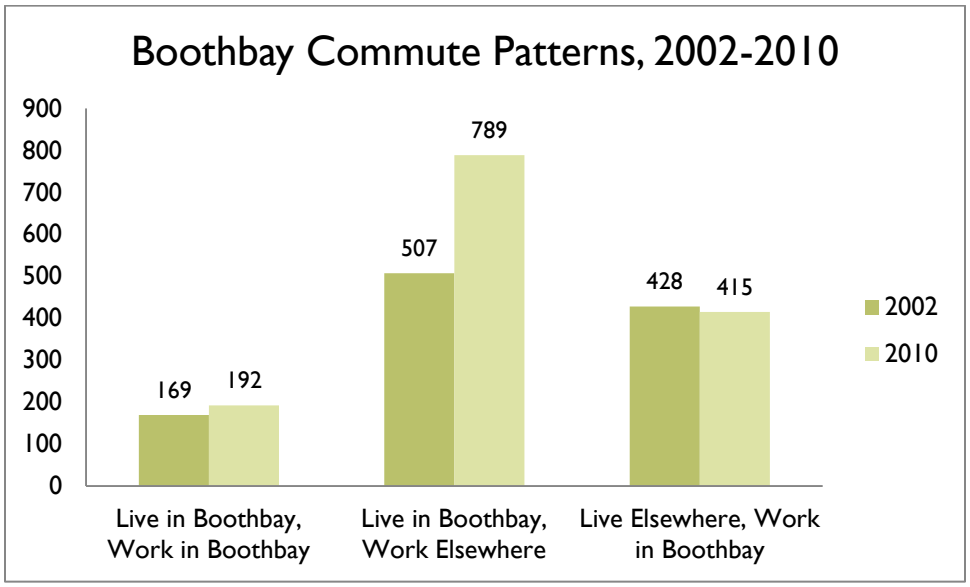
From 2002 to 2010, Boothbay experienced a significant increase in the number of residents who live in Boothbay, but work elsewhere (Table B.8). Census information about their workplace locations is limited, but the increase could include retirees collecting pensions or retirement funds.

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

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

Source: US Census/LED

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



Source: US Census/LED

Regional Economic Role

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

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

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

Source: Maine Revenue Service

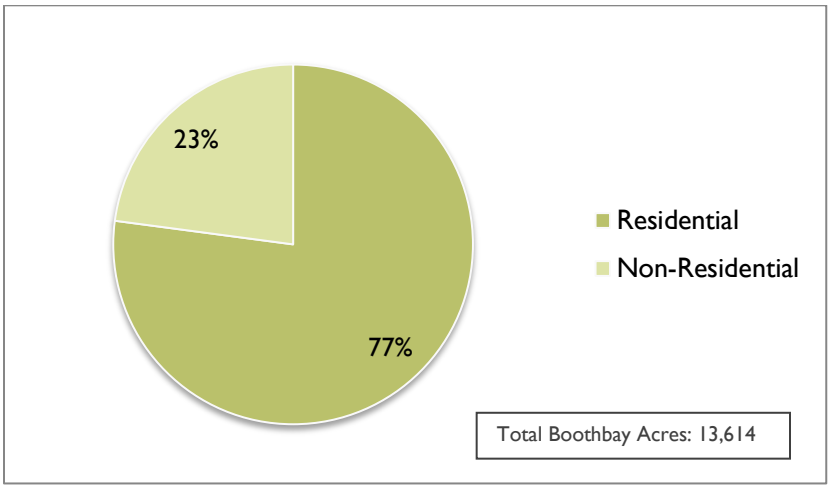
Regional Economic Development

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

C. Overall Land Use

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

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



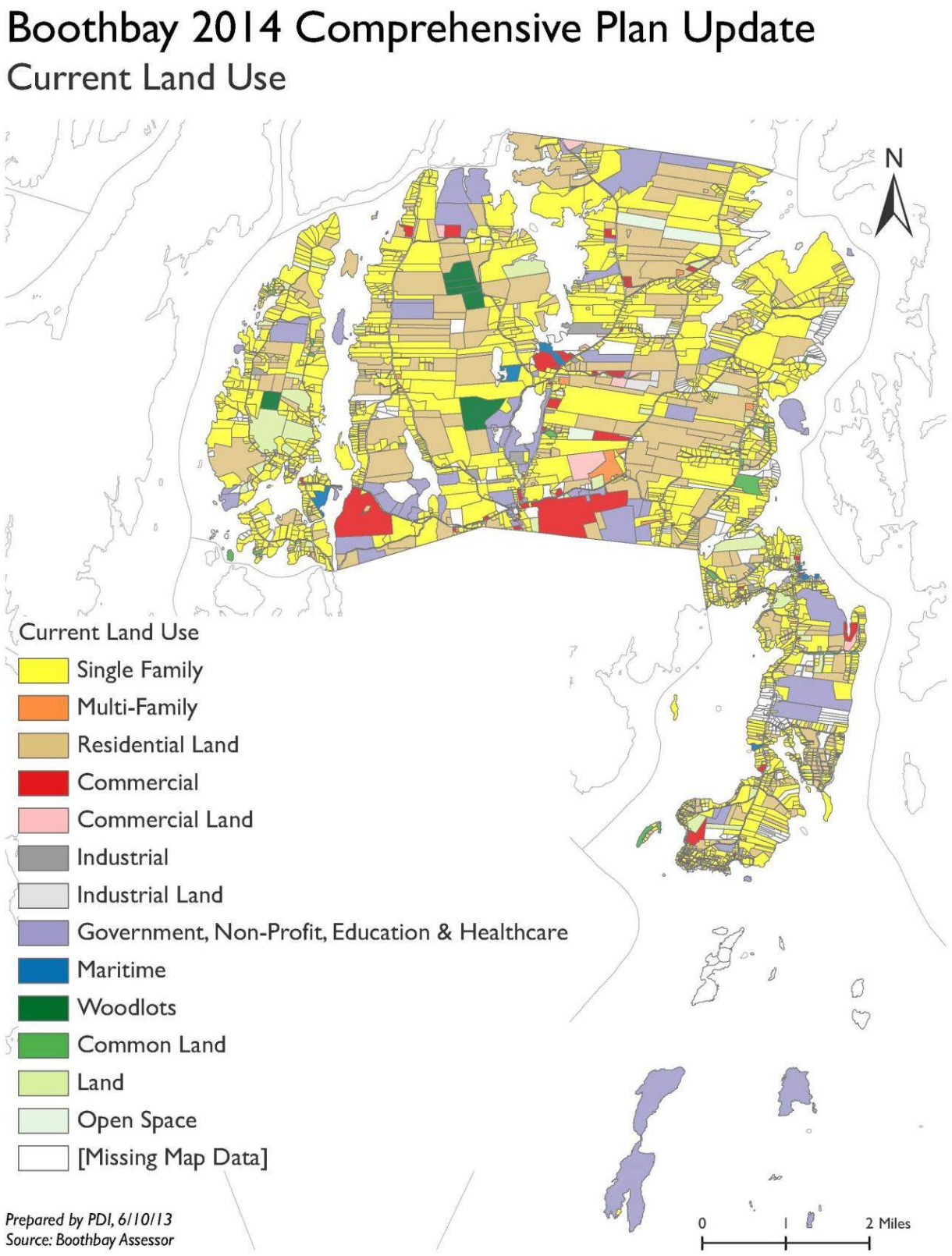
Source: Town of Boothbay Assessor's Office

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

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

Source: Town of Boothbay Assessor's Office

Figure C.2: Boothbay Land Use Map



Residential

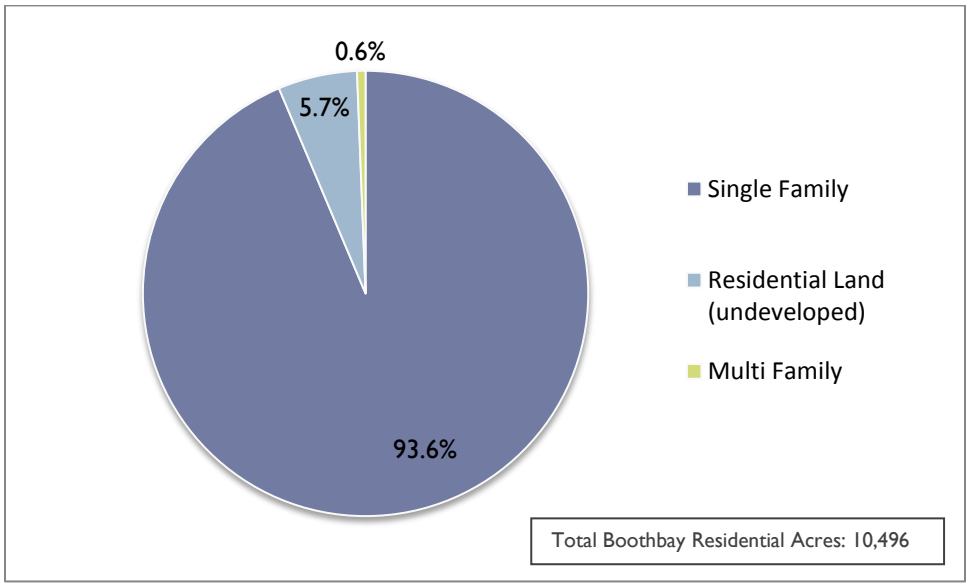
Of the 10,496 acres of residential land in Boothbay, over 93% is devoted to single family homes, while the remainder is split between undeveloped residential land and a limited number of multi-family properties.

Table C.2: Boothbay Residential Land Use, 2013

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

Source: Town of Boothbay Assessor's Office

Figure C.3: Boothbay Residential Land Use, 2013



Source: Town of Boothbay Assessor's Office

Non-Residential

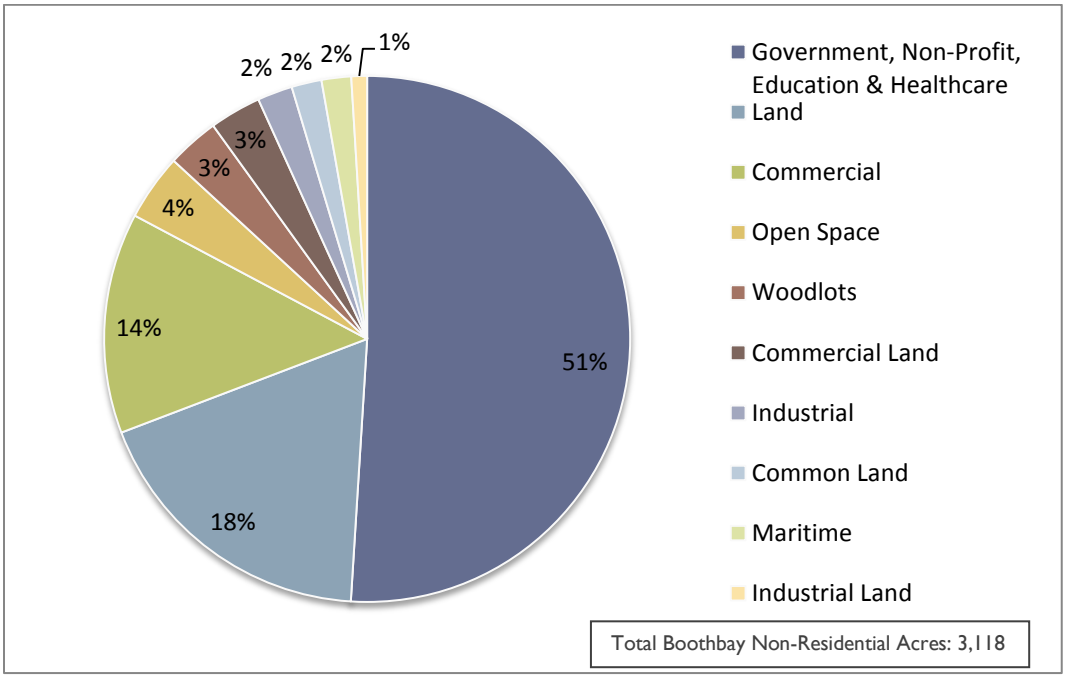
The largest use of non-residential land in Boothbay is in the Government, Non-Profit, Education and Healthcare sectors. Of that land, however, over half is in land trusts (Figure C.5).

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

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

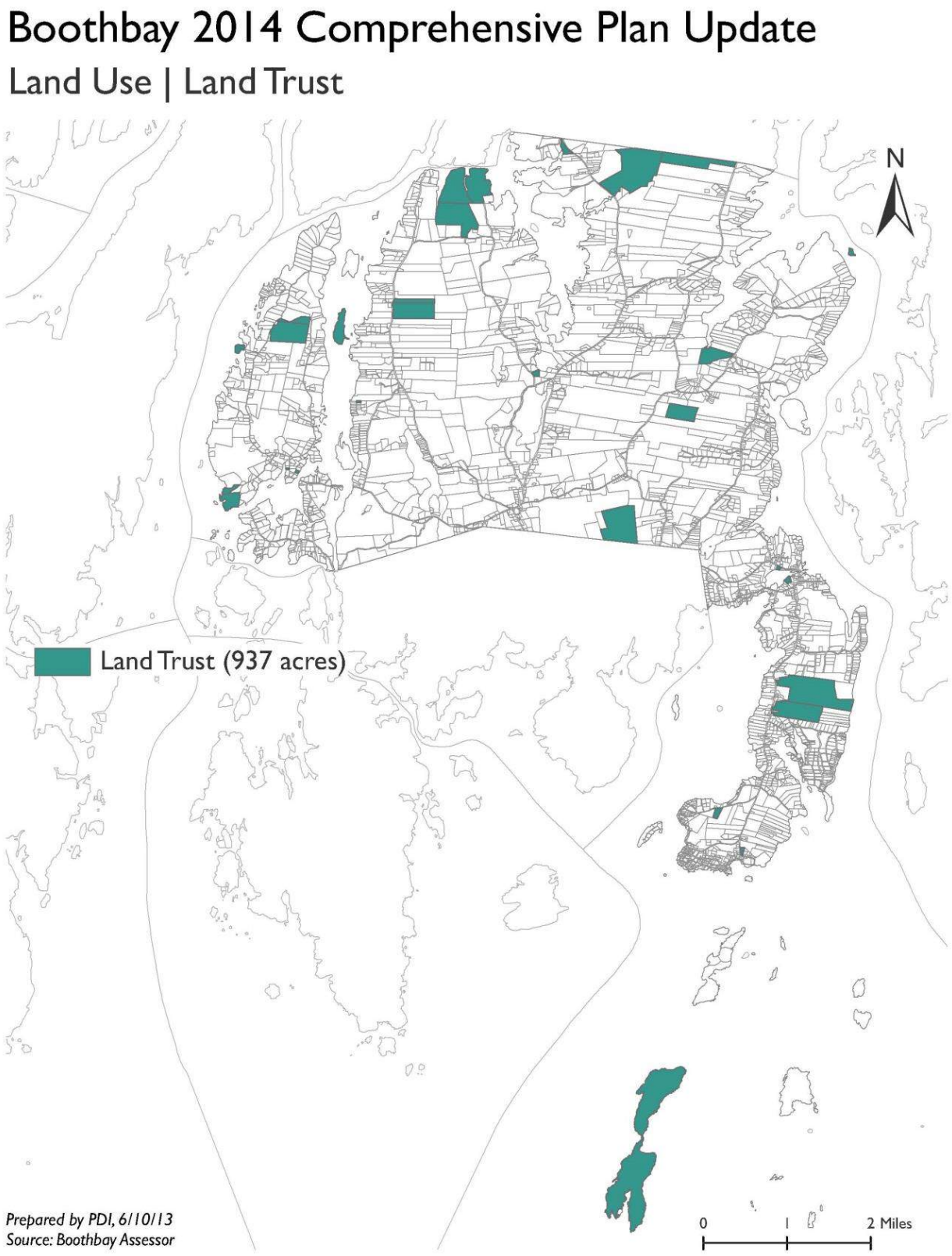
Source: Town of Boothbay Assessor's Office

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



Source: Town of Boothbay Assessor's Office

Figure C.5: Boothbay Land Trusts, 2013



D. Housing

Housing Units

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

Table D.1: Housing Units

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

Source: US Census

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

	2000	2010
Occupied housing units	1,261	1,386
Vacant housing units *(see Table D.3)*	785	1,088

Source: US Census

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

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

Source: US Census

Table D.4: Year Round Housing Units

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

Source: US Census

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

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

Source: US Census, 2007-2011 ACS

Table D.6: Housing Tenure, 2000-2010

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

Source: US Census

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

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

Source: HUD Building Permits

Housing Age and Ownership

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

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

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

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

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

[2] Town of Boothbay Assessor's Office, 2013.

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

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

Source: Boothbay Assessor's Office

Affordability

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

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

Table D.10: Subsidized Housing Units, 2015

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

Source: Maine State Housing Authority

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

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

Source: Maine State Housing Authority

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

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

Source: Maine State Housing Authority

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

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

Source: Maine State Housing Authority

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

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

Source: Maine State Housing Authority

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

	Out of State Mailing Address	Maine Mailing address
Single Family Homes *(Single Family, Condos, Mobile Homes)*	$464,196	$320,615

Source: Boothbay Assessor's Office

E. Municipal Facilities

Municipal Buildings

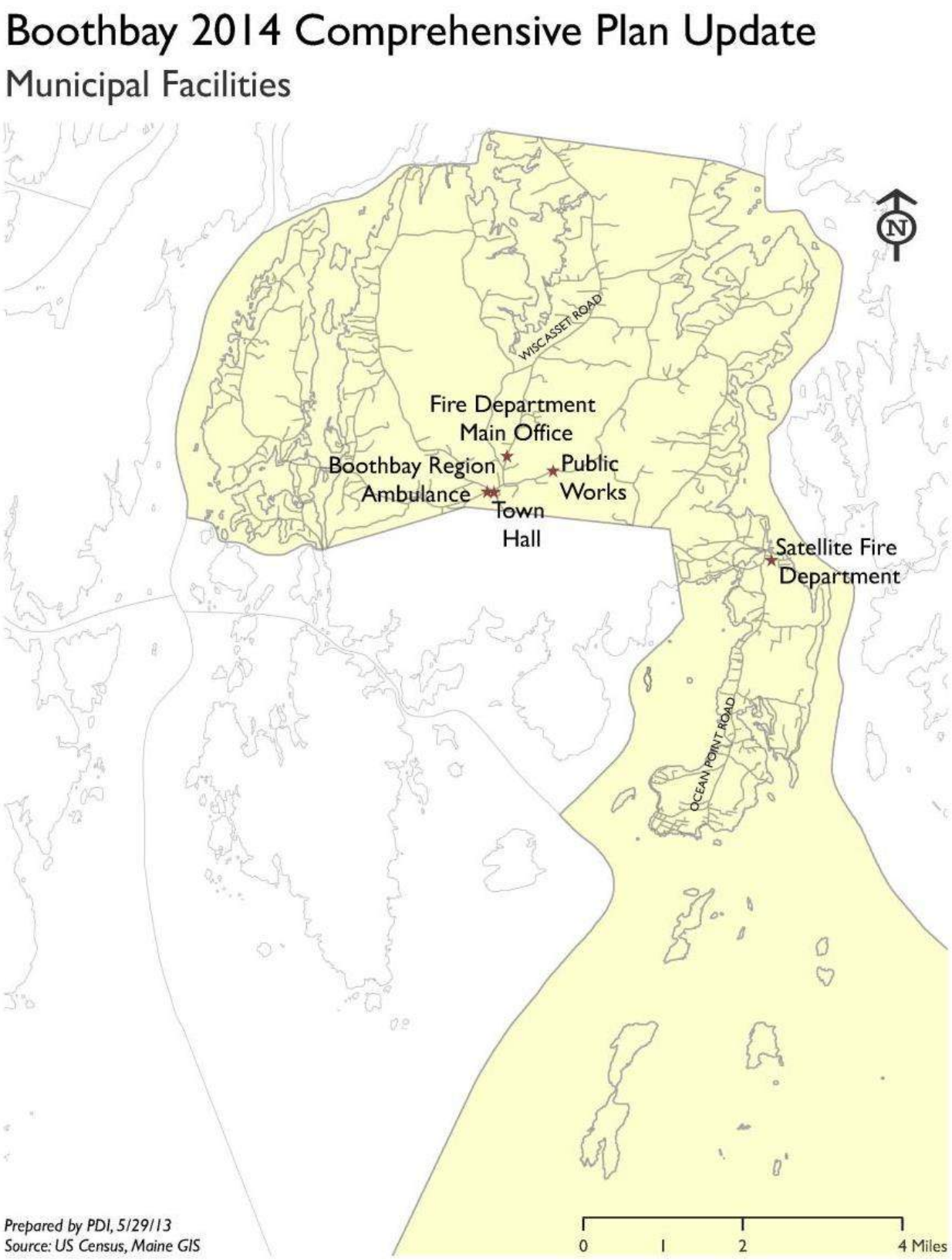
The majority of Boothbay's municipal facilities are located along or near Wiscasset Road, or Route 27 (Figure E.1). Boothbay maintains its own fire department, but law enforcement is handled by the Lincoln County Sheriff Department, which has its headquarters in Wiscasset, about nine miles from Boothbay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

Table E.1: Boothbay Municipal Facilities Status 2013

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

Source: Boothbay Town Manager

Figure E.1: Municipal Services Map



Fire and Safety

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

Table E.2: Boothbay Fire Department Calls, 2014

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

Source: 2014 Town of Boothbay Annual Report

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

	Number
Boothbay Harbor	11
Southport	2
BRAS	9
Edgecomb	3
Bristol	1

Source: 2014 Town of Boothbay Annual Report

Harbormaster

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

Table E.4: Boothbay Mooring Permits, 2014

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

Source: 2014 Town of Boothbay Annual Report

Library

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

Ambulance Service

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

Public Works

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

[3] http://www.townofboothbay.org/pdf/code/Admin%20Code5-8-2012.pdf
[4] 2011 Town of Boothbay Annual Report

F. Recreation and Open Space

Open Space and Trails

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

Figure F.1: Conserved Land

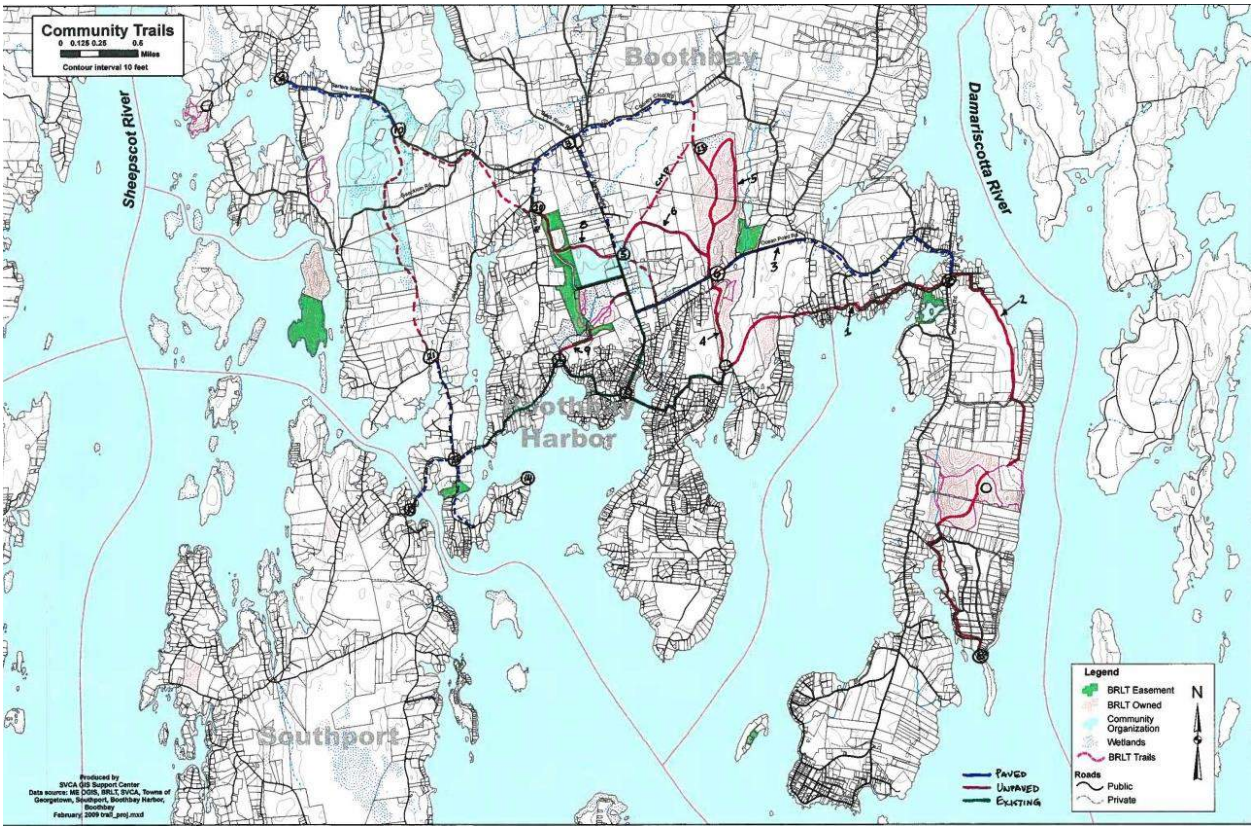
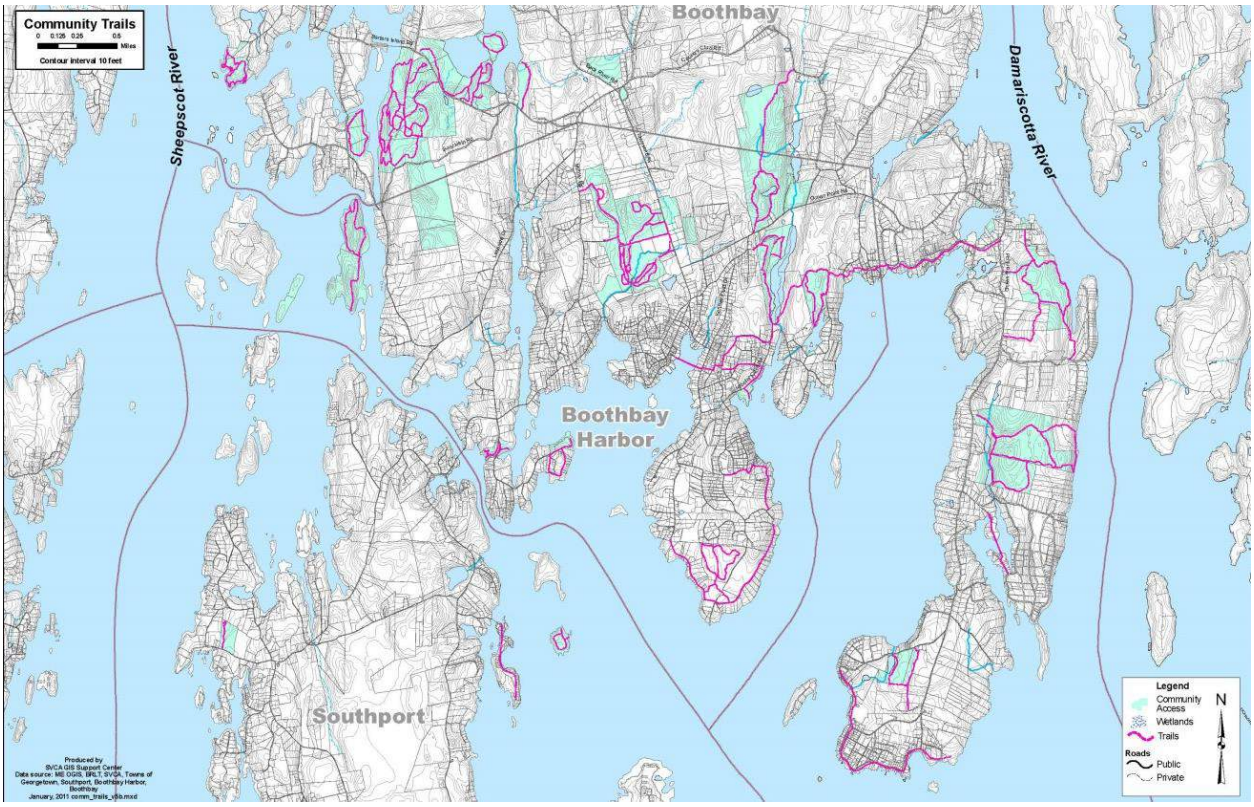


Figure F.2: Community Trails



Current Use Tax Programs

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

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

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

Source: Town of Boothbay Assessing Office

Parks and Playgrounds

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

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

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

Other Recreation Facilities

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

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

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

G. Infrastructure

Water

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

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

Table G.1: Boothbay Region Water District 2014 Revenues

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

Source: Boothbay Region Water District Budget, 2015

Seasonal Service

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

Major seasonal main segments include:

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

[5] http://www.bbrwd.org/about/

- Back River Road
- Barter's Island Road
- Sawyer's Island Road

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

	Year-Round	Seasonal	Total
Residential	*297*	505	802
Commercial	*27*	21	48
Government	1	0	1
Total	*325*	*526*	*851*

Source: Town of Boothbay, 2013

Private Water Supply

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

Water Supply, Treatment and Storage

The Water District has three water supply sources:

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

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

[6] http://www.lakesofmaine.org/lake-overview.html?m=5366

Table G.3: Water Storage Facilities

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

Regulations

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

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

The 2009 master plan for the district recommends the following:

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

Master Plan High Priority Projects

Distribution

- East Boothbay Water Main Upgrade
- Knickerbocker Bridge Crossing

Treatment Facility

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

Fire Flows

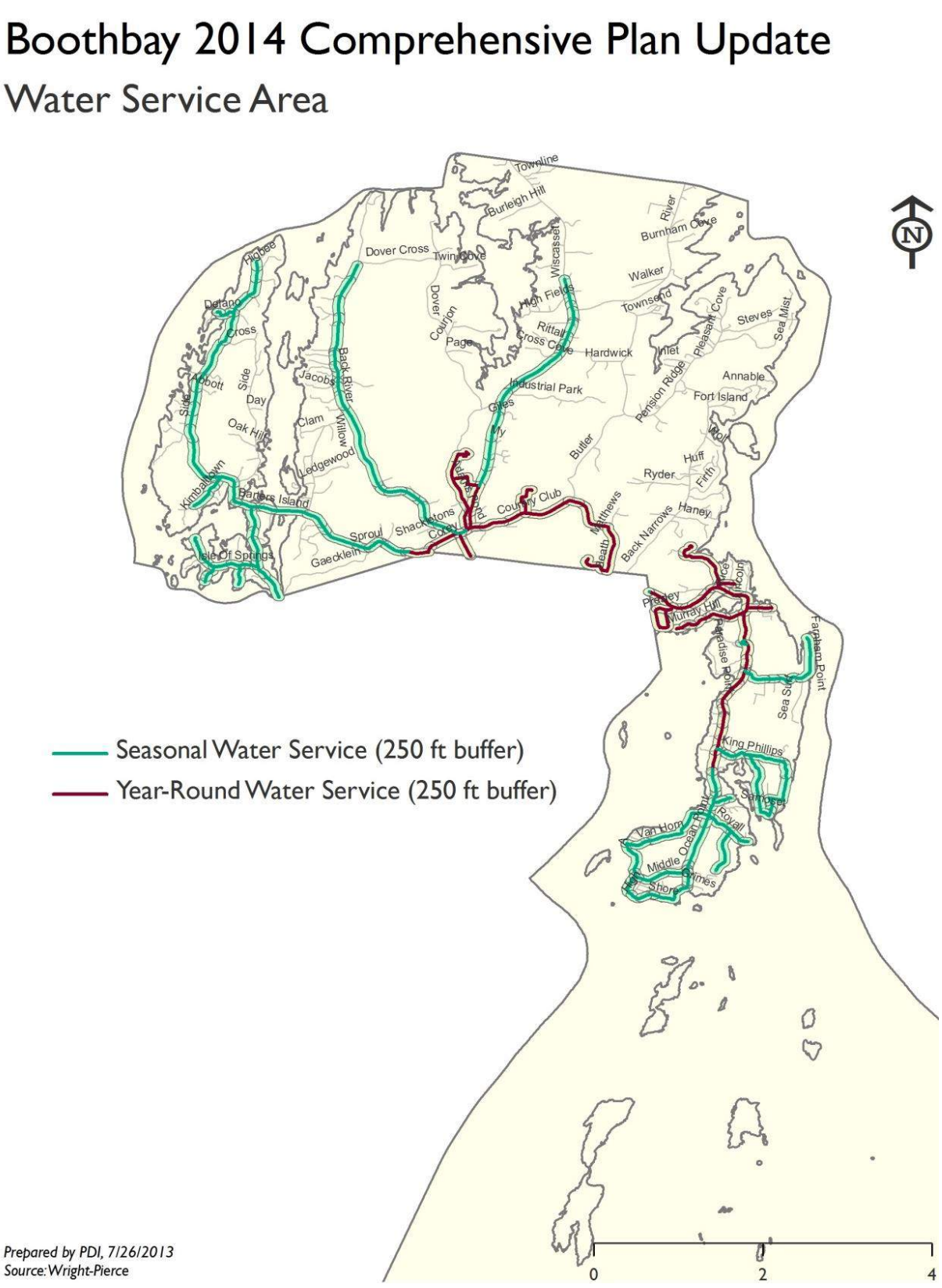
The 2009 Boothbay Region Water District Master plan recommends the following fire flow upgrades:

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

Service Expansion Policies

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

Figure G.1: Boothbay Water Service Area



Wastewater

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

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

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

[7] Personal Communication, Town of Boothbay, June 2013.

Figure G.2: Boothbay Sewer Lines



Solid Waste

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

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

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

Table G.4: Waste Removal by Type, 2014

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

Source: 2014 Town of Boothbay Annual Report

H. Transportation

Roads

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

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

Table H.1: Boothbay Public Road Classifications

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

Source: Maine DOT

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

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

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

Table H.2: Boothbay Public Roads

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

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

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

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

Source: Lincoln County Regional Planning Commission, Town of Boothbay

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

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

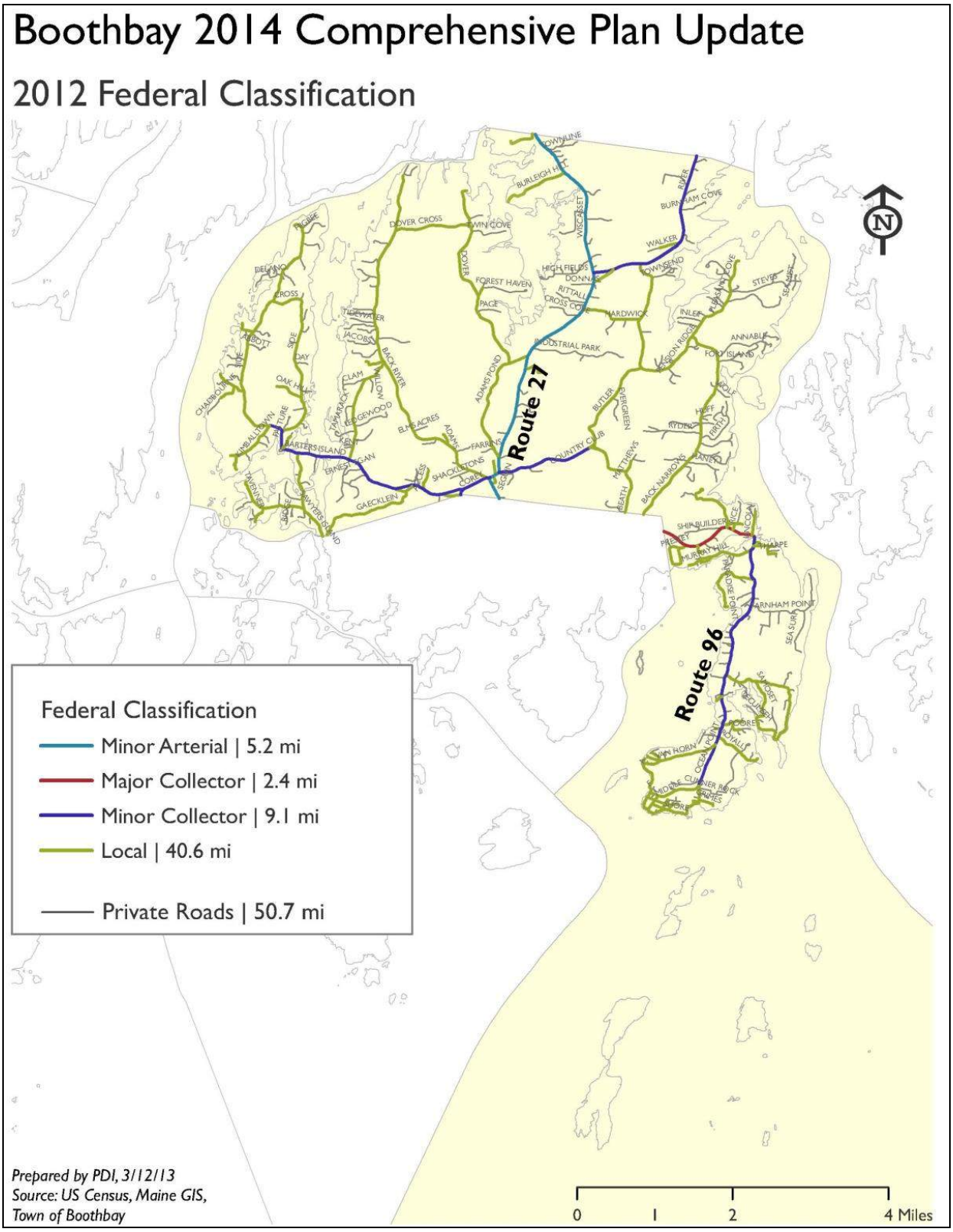
Chippah Way	0.07
Cindy Cir	0.09
Clam Ave	0.23
Clam Factory Ln	0.06
Cliff Rd	0.05
Colburn Ln	0.12
Compass Cove Rd	0.05
Cornell Ln	0.04
Cottage Ln	0.07
Cross Cove Rd	0.32
Crow Point Ln	0.11
Cunner Rock Rd	0.25
Dakota Trl	0.05
Dallas Dr	0.08
Day Rd	0.11
Decker Reef Rd	0.56
Deer Run Rd	0.51
Deer Trail Dr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

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

Thods Rd	0.09
Tidewater Dr	0.32
Timber Holw	0.09
Timber Pine Ln	0.13
Timber Pine Narrows	0.06
Tool Rd	0.08
Townline Rd	0.30
Townsend Ln	0.25
Tri Cove Ln	0.10
Turning Point Rd	0.10
Twin Cove Rd	0.35
Two Rivers Ln	0.08
Valley Rd	0.11
Village View Way	0.12
West Tibbetts Rd	0.02
Waterfront Rd N	0.05
Waterfront Rd S	0.20
Waters Edge	0.06
Wave Crest Dr	0.08
Wendells Way	0.16
West St	0.04
Western Ledge Rd	0.38
Westwind Dr	0.08
Whale Rock Rd	0.25
Wharf Rd	0.18
Whippoorwill Dr	0.16
White Tail Trl	0.08
Wildcat Creek Rd	0.18
Wilde Pl	0.05
Wilderness Dr	0.11
Willow Rdg	0.19
Winding Ln	0.07
Windrush Ln	0.15
Windward Ln	0.06
Winnegance Rd	0.00
Wohseepee Way	0.06
Wolf Rd	0.17
Woodshed Ln	0.12
Wright Rd	0.04
Yankee Way	0.07
Total Private Roads	**47.5 miles**

Source: Lincoln County Regional Planning Commission, Town of Boothbay

Figure H.1: Boothbay Roads Federal Classification



Bridges

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

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

Table H.4: Boothbay Bridges

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

Source: Maine DOT

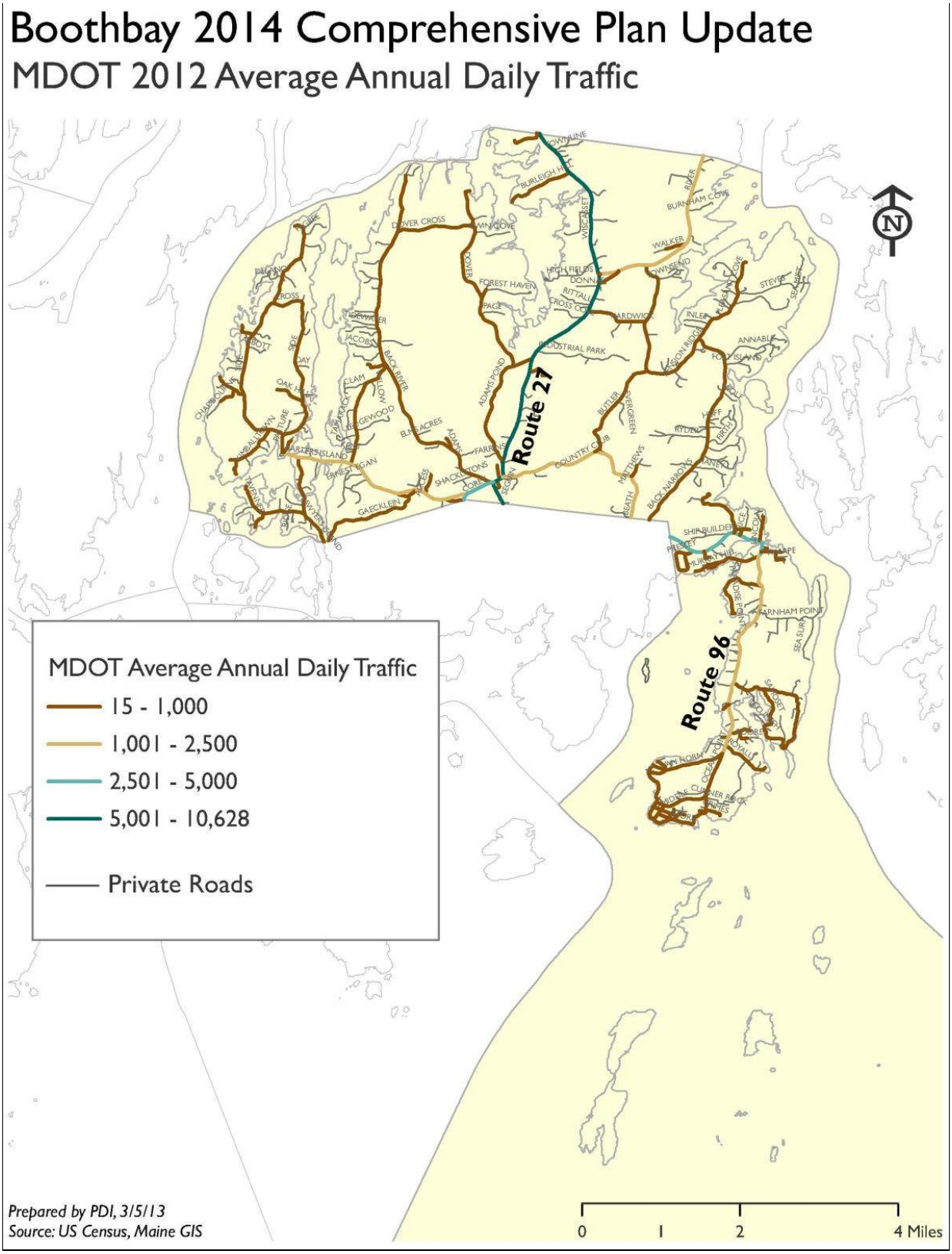
Traffic Counts[9]

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

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

[9] AADT is not available for local roads.

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



Maine DOT Road Scores

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

Maine DOT Road Priority Levels

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

Table H.5: Maine DOT Road Priority Levels

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

Source: Maine DOT

Maine DOT Customer Service Levels

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

SAFETY

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

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

CONDITION

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

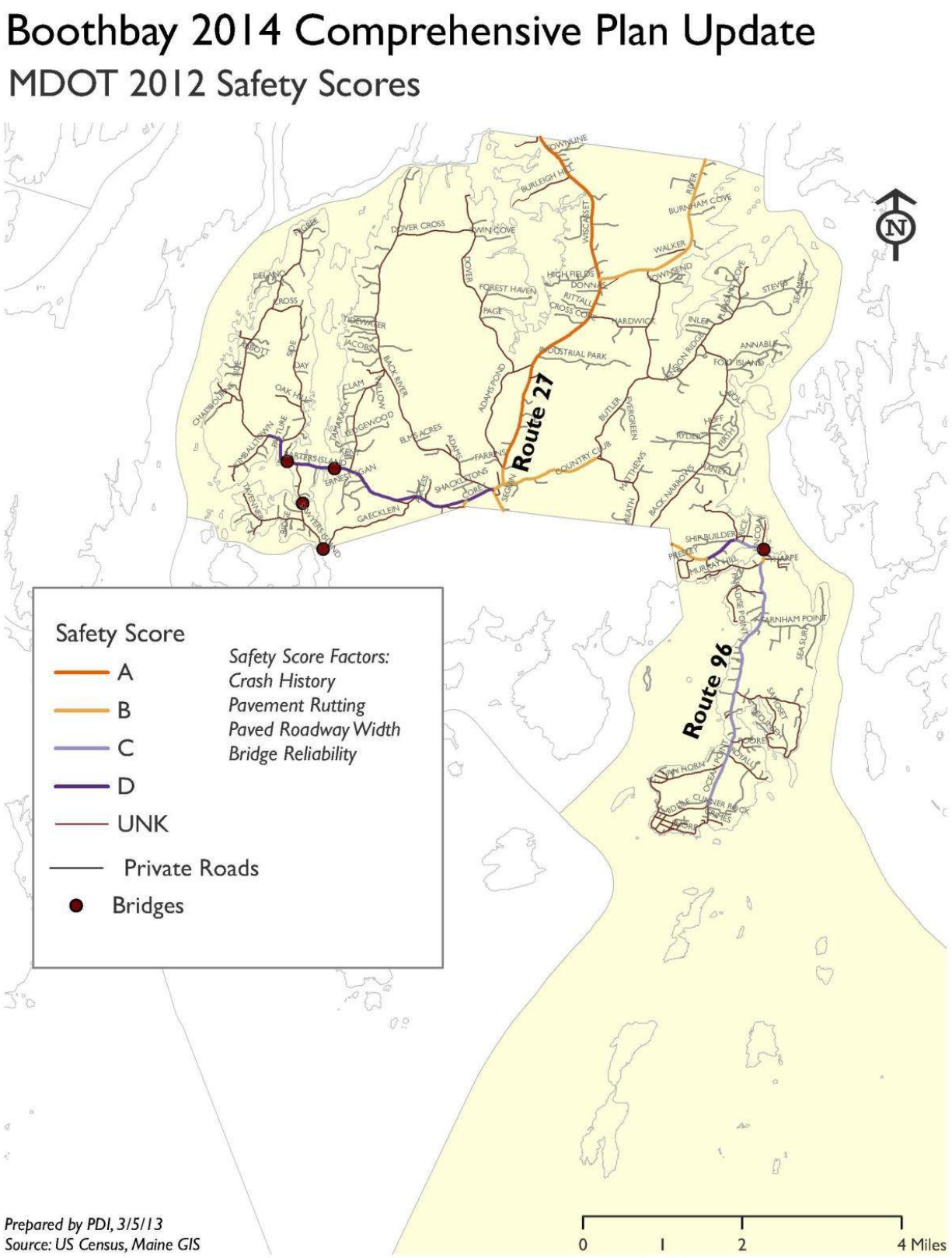
SERVICE

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

Planned Improvements

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

Figure H.3: Boothbay MDOT 2012 Safety Scores



H.4: Boothbay MDOT 2012 Condition Figure Scores

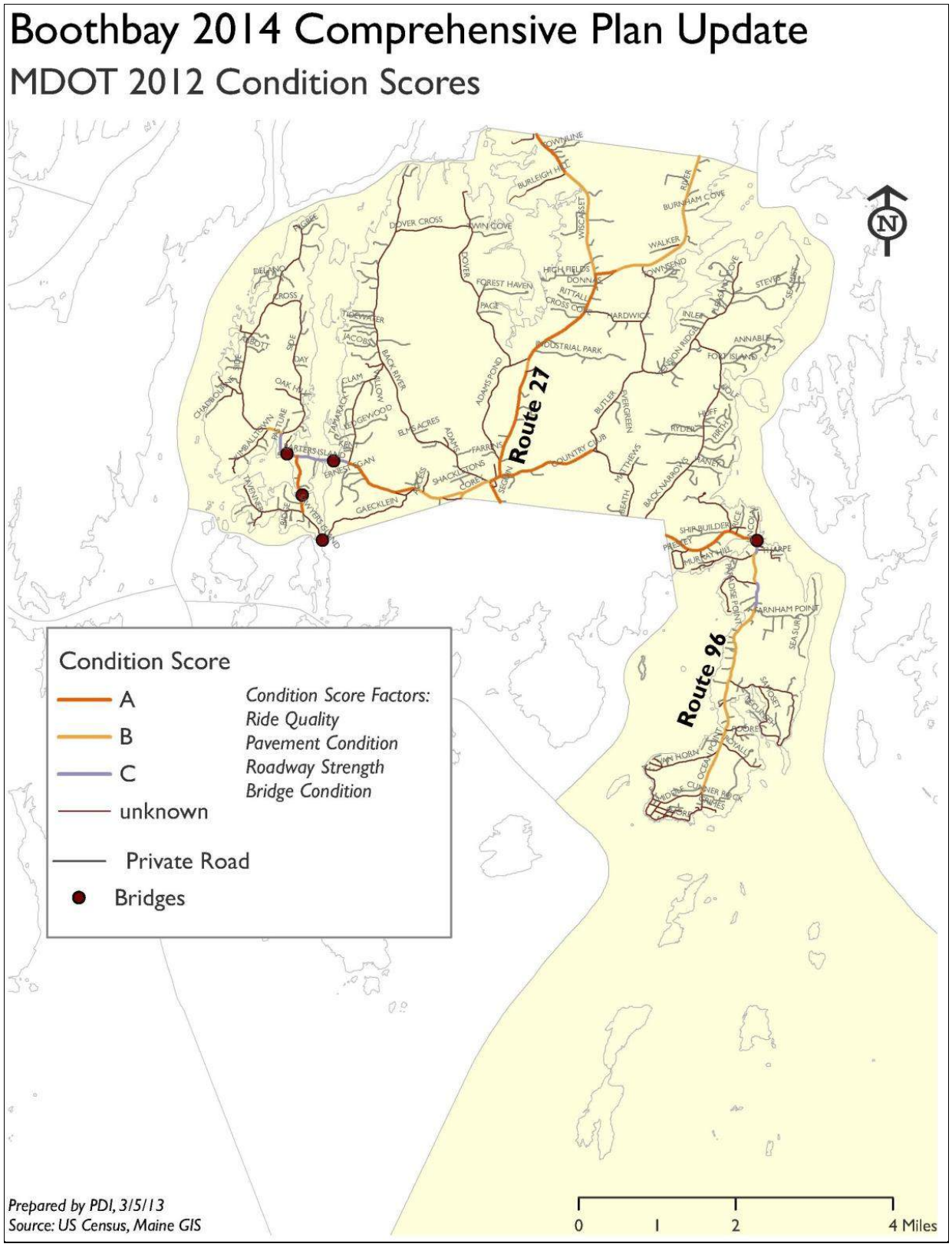
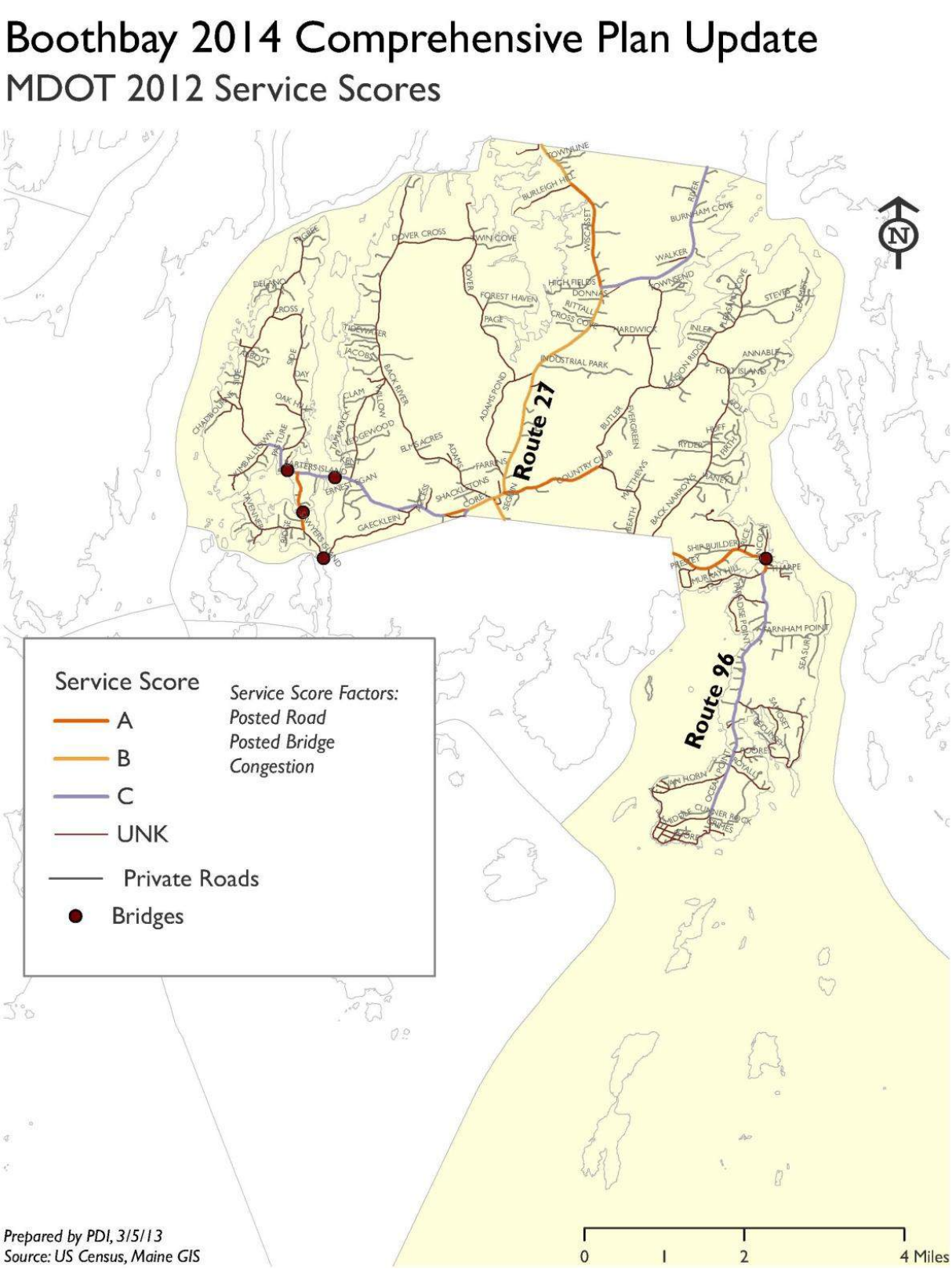


Figure H.5: Boothbay MDOT 2012 Service Scores



Access Management

STATE ACCESS MANAGEMENT

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

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

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

LOCAL ACCESS MANAGEMENT

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

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

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

Emergency Routes

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

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

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

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

Public Transportation

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

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

Pedestrian and Bicycle Facilities

SIDEWALKS

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

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

[11] http://lcrpc.org/uploads/visual_edit/j98218bb-bbhbike-pedplan12h1-2.pdf

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



Figure 9 Route 96 Between Route 27 and East Boothbay



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

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

The plan identifies several priorities specific to Boothbay, including:

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

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

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

BICYCLES

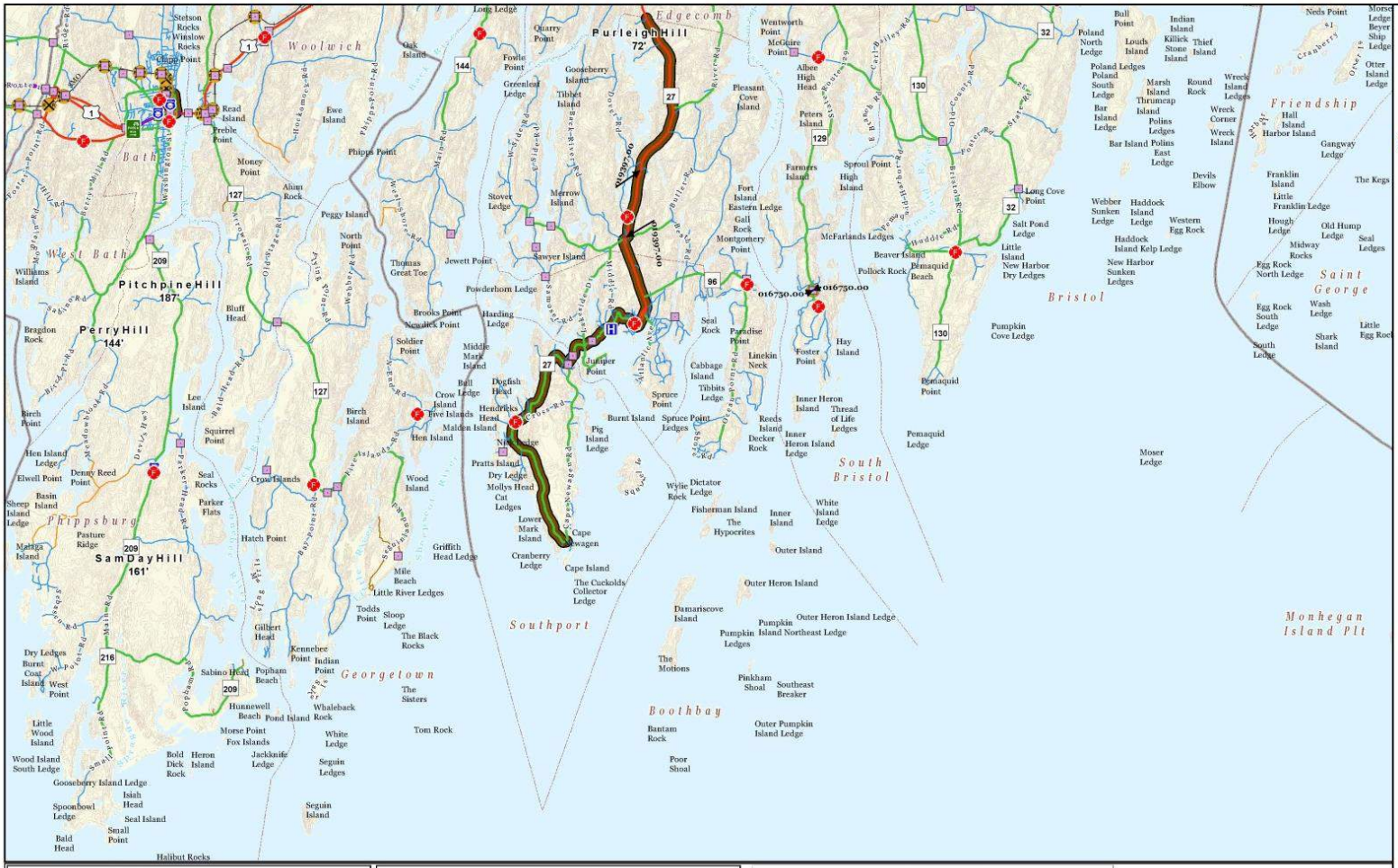
The Boothbay Harbor Rotary lends bikes and helmets to seasonal workers in the region free of charge. In 2012, the club repaired and distributed 135 bikes.

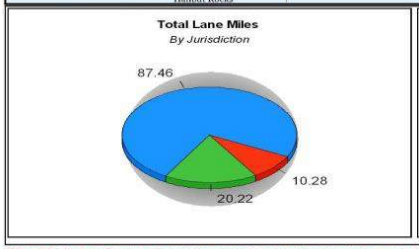
Rail

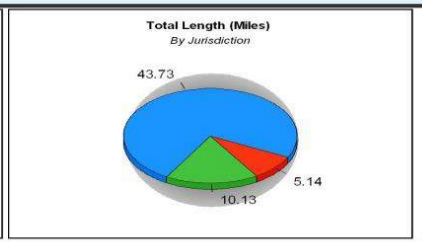
There are no rail lines through Boothbay.

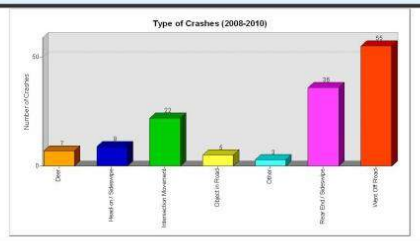
Airports

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









For an interactive map with more information please go to:

www.maine.gov/mdot/mapviewer/index.html

Boothbay

2012-2013 Capital Work Plan Projects

Intersection, Signal, Bridge, or Airport Projects

Highway Projects

* All projects may not be labeled in the map. For more information about projects listed in the MaineDOT Biennial Capital Work Plan available online at http://www.maine.gov/mdot/planningdocs/bows/2012-2013/

Road Jurisdiction (Source: MaineDOT)
- Interstate
- Other Freeways & Expressways
- State Highway
- State Aid
- Townway
- Townway Summer Maintenance Only
- Townway Winter Maintenance Only
- Seasonal Parkway
- Reservation

Other Transportation
- Railroad (Source: MaineDOT)
- Railroad Crossings (Source: MaineDOT)
- Bridge (Source: MaineDOT)
- Existing or Pending Park & Ride Lots (Source: MaineDOT)
- Open Rest Areas (Source: MaineDOT)
- Airports (Facility Use, Owner/Type) (Source: MaineDOT)
- Public, Public
- Public, Private

Boundaries (Source: Maine Office of Geographic Information Systems (MEGIS))
- Town
- County
- State
- Metropolitan Planning Organization Areas (Source: MaineDOT)
- State Urban (Source: MaineDOT)

Points of Reference
- Fire Station (Source: Maine Office of Geographic Information Systems (MEGIS))
- Hospital (Source: Maine Office of Geographic Information Systems (MEGIS))
- Police (Source: Maine Office of Geographic Information Systems (MEGIS))

^Other Map Information
- ► Hydrography Names (Source: Maine Office of Geographic Information Systems (MEGIS) & Maine Department of Environmental Protection (MDEP))
- ► Landform Feature Names (based on the USGS Geographic Names Information System - Source: Maine Office of Geographic Information Systems (MEGIS))
- ► Contour intervals may be at 10 to 20 feet, or 3 meters (Source: Maine Office of Geographic Information Systems (MEGIS))
- ► Street Names (Source: Maine Public Utilities Commission (MEPUC) & Maine Department of Transportation (MaineDOT))

Scale: 1:135,000

0 1 2 3 Miles

MaineDOT
State of Maine
Department of Transportation
GIS Services

Dec 20 2012

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I. Historic and Archaeological Resources

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

Historic Buildings & Structures

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

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

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

- House and outbuildings, 314 North Hill Road

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

Historic Archaeological Sites

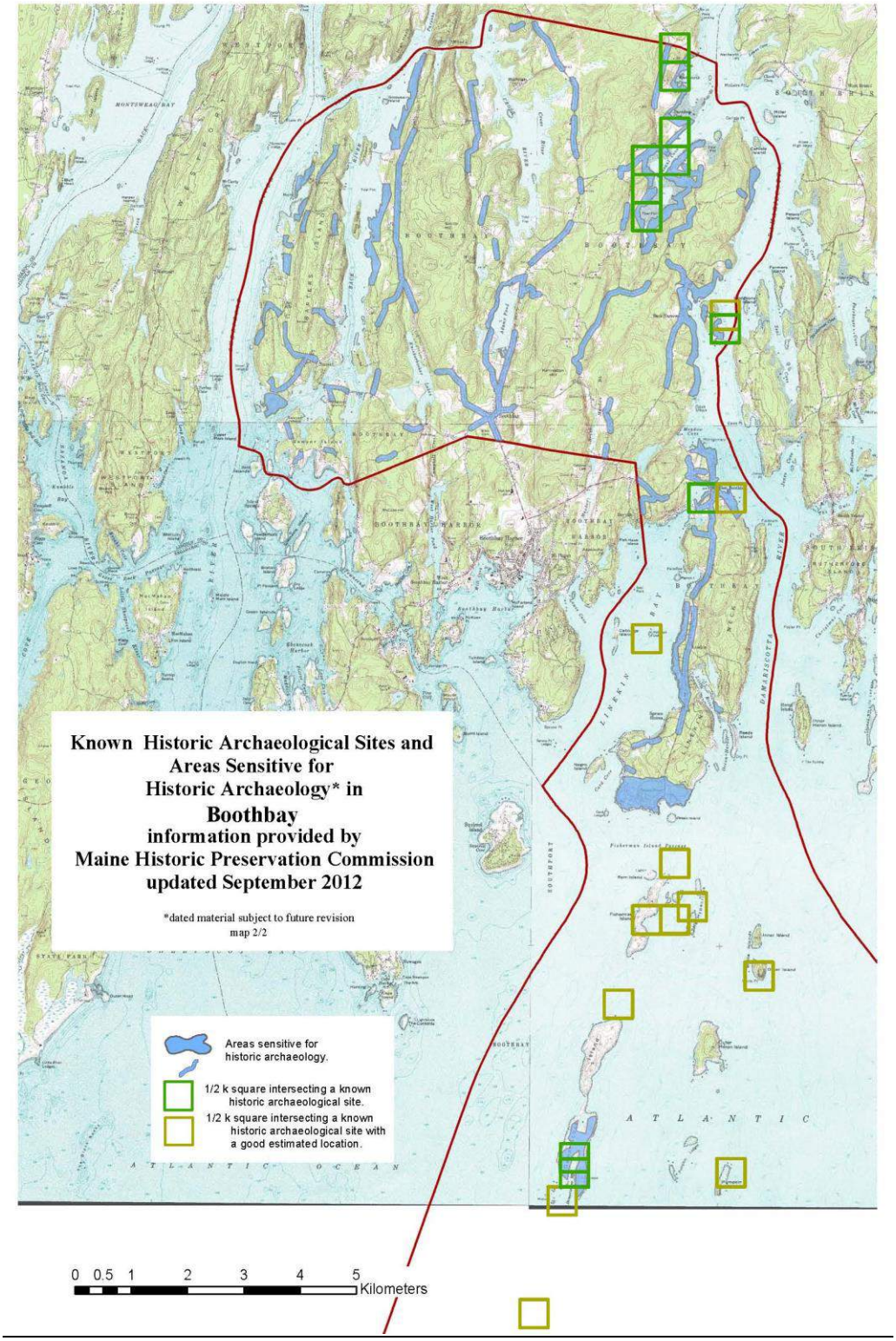
To date, 105 historic archaeological sites are documented for the town. Of these, Fort Weber (a military fort, circa 1808) is determined to be eligible for National Register Status. No professional surveys for historic archaeological sites have been conducted to date in Boothbay. Future archaeological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

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

Table I.1: Type of Historic Archaeological Sites

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

Figure I.1: Known Historic Archaeological Sites in Boothbay



Pre-Historic Archaeological Sites

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

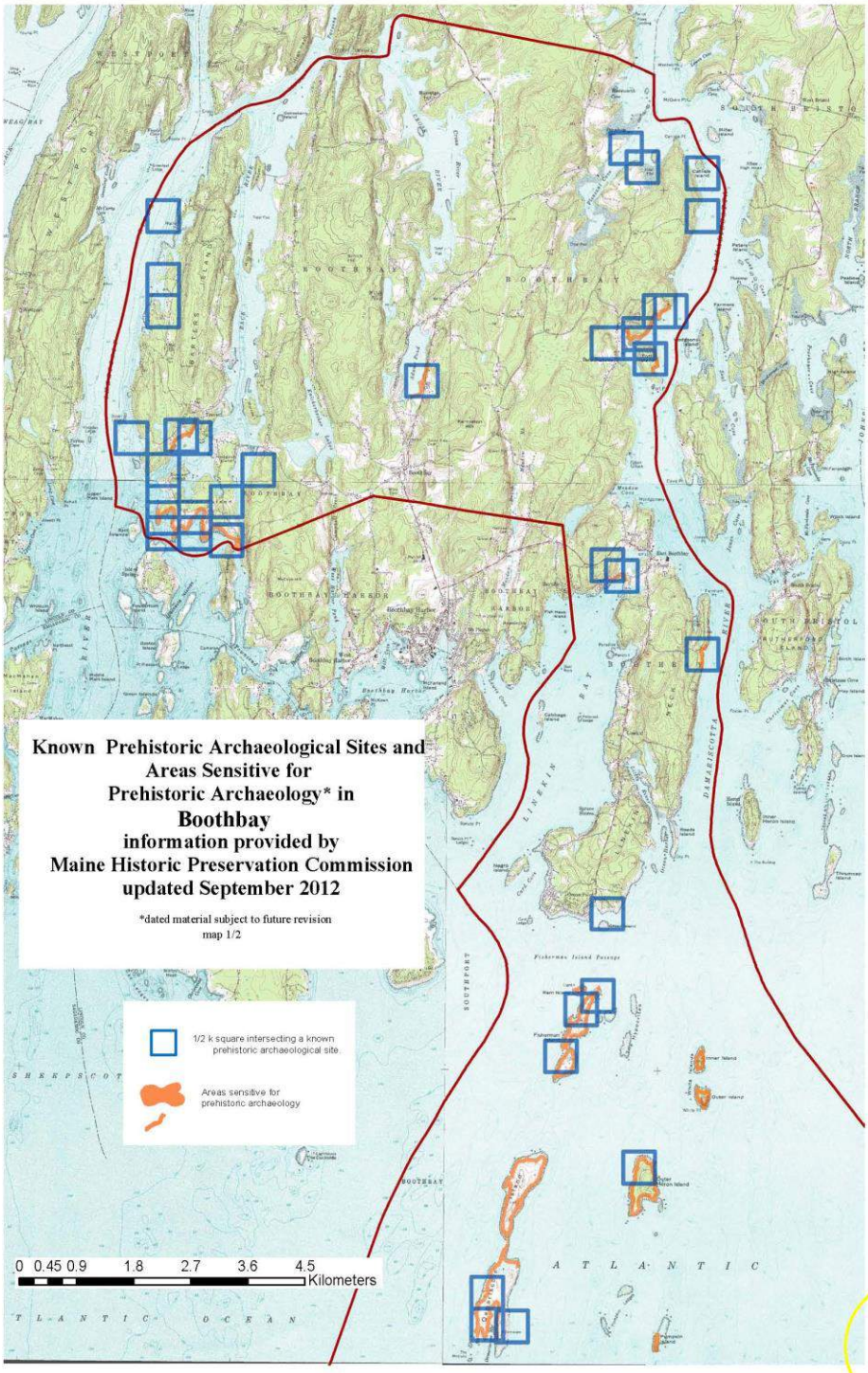
About 80% of the shoreline of Boothbay Harbor has been surveyed by professional archaeologists, mostly by the University of Maine during the 1980s. Fisherman's Island, and the northern portion of Damariscove Island need professional archeological survey, as does the southern shore of Sawyer Island.

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

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

Source: National Parks Service, 2012

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



Data

Table I.3: Complete List of Historic Archaeological Sites

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

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

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

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

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

Source: Maine Historic Preservation Commission

J. Natural and Marine Resources

Beginning with Habitat

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

Water Resources

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

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

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

Figure J.1: Surface Water

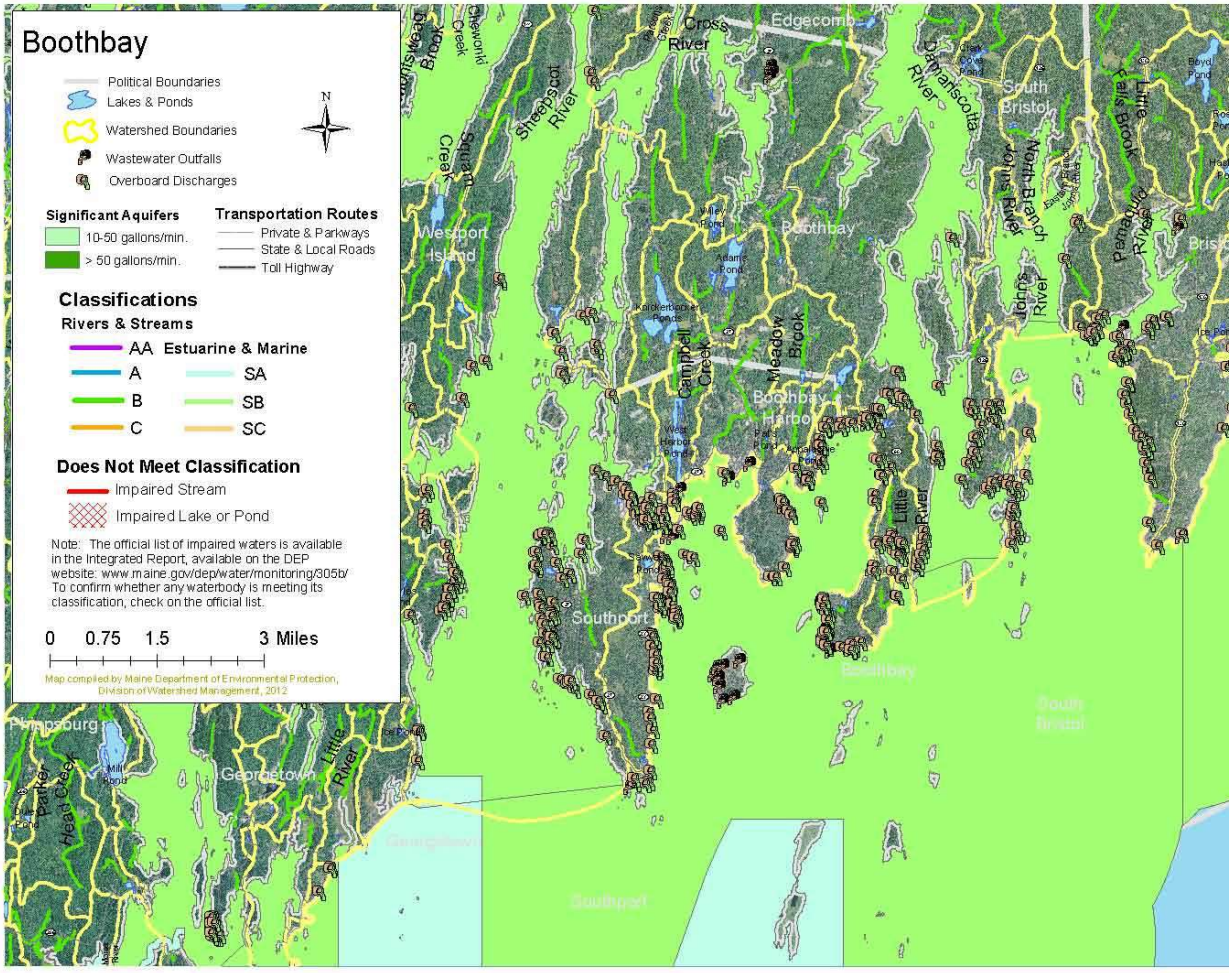


Figure J.2: Water Resources and Riparian Habitats

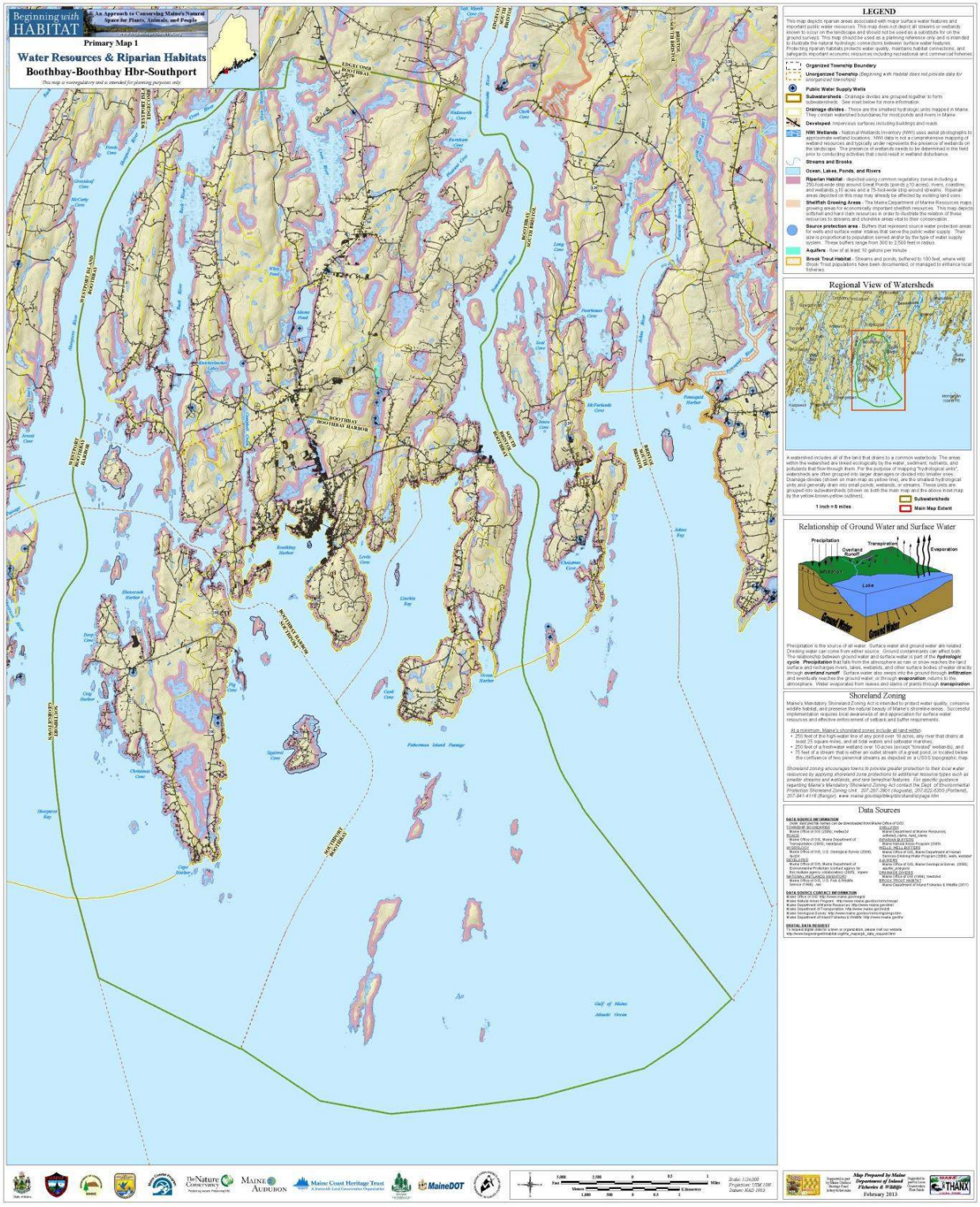


Figure J.3: Aquifers and Wetlands

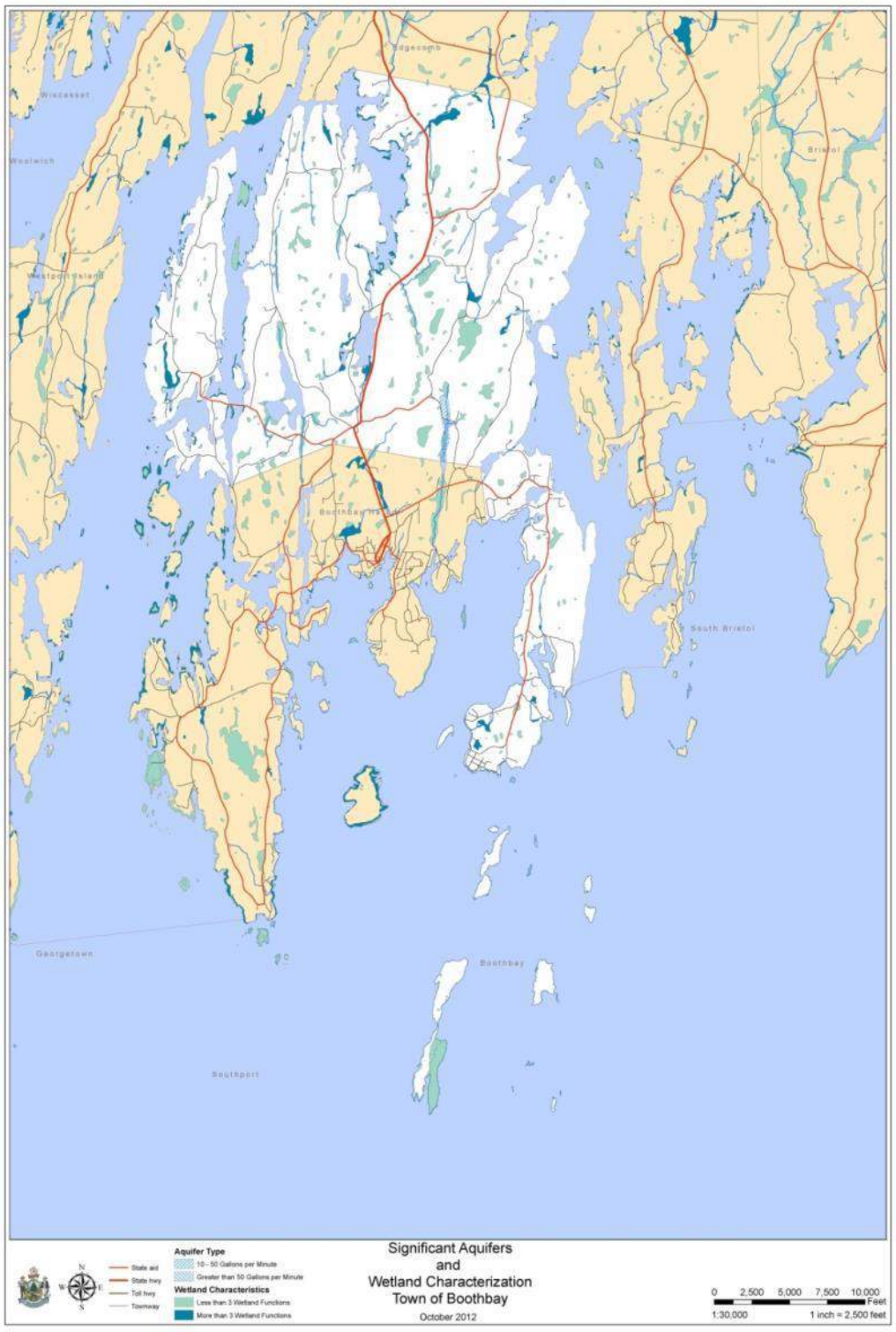


Figure J.4: Wetlands Characterization

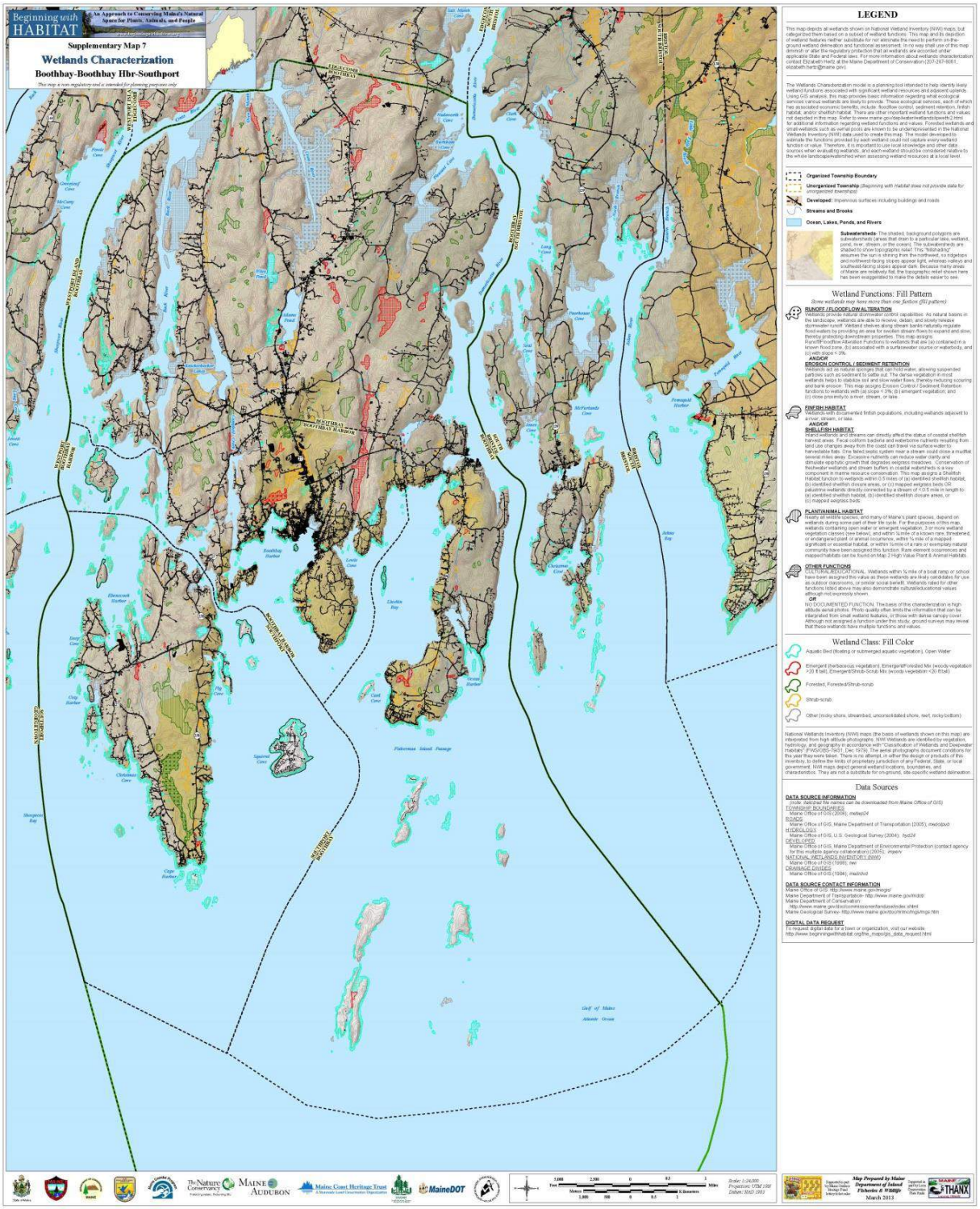
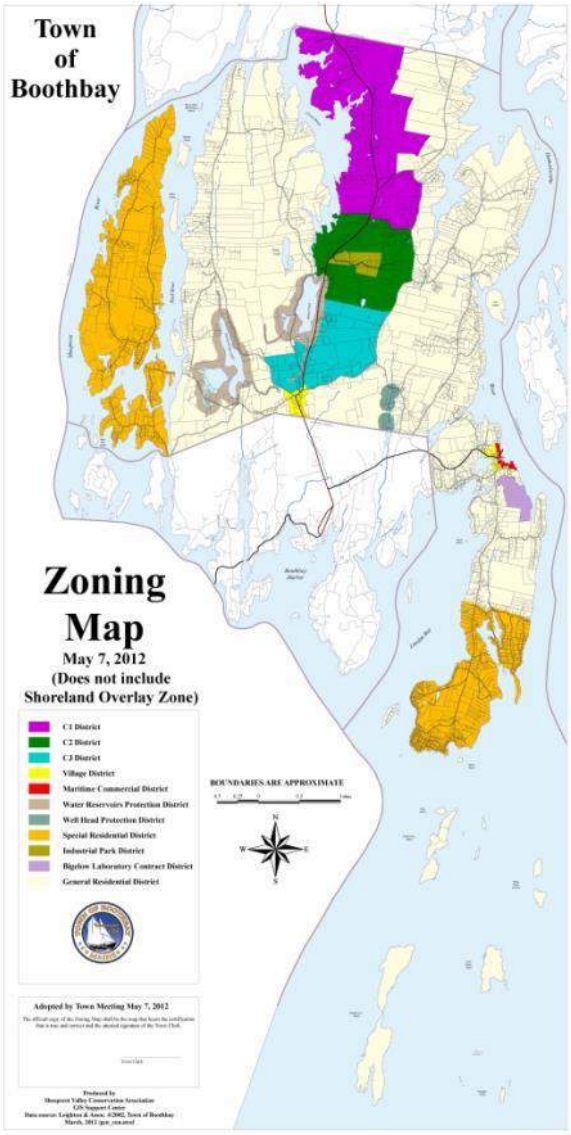


Figure J.5: Zoning Map



Protected Districts

WATER RESERVOIRS PROTECTION DISTRICT

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

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

2. the area within 75 feet of the high water line of the Adams Pond and Knickerbocker Lakes outlet streams.

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

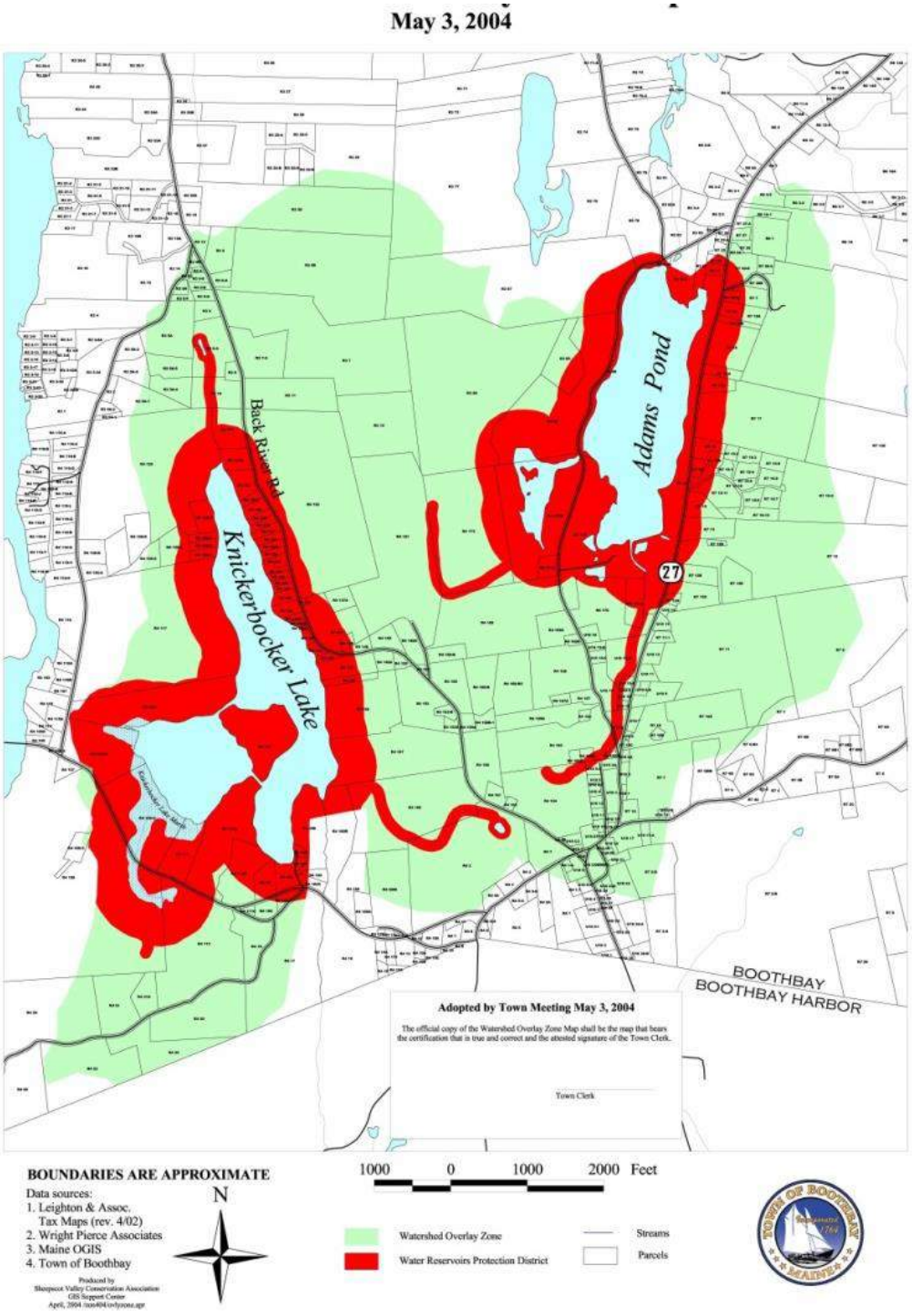
WELLHEAD PROTECTION DISTRICT

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

WATERSHED OVERLAY ZONE

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

Figure J.6: Watershed Overlay Zone



Shoreland Overlay Zone

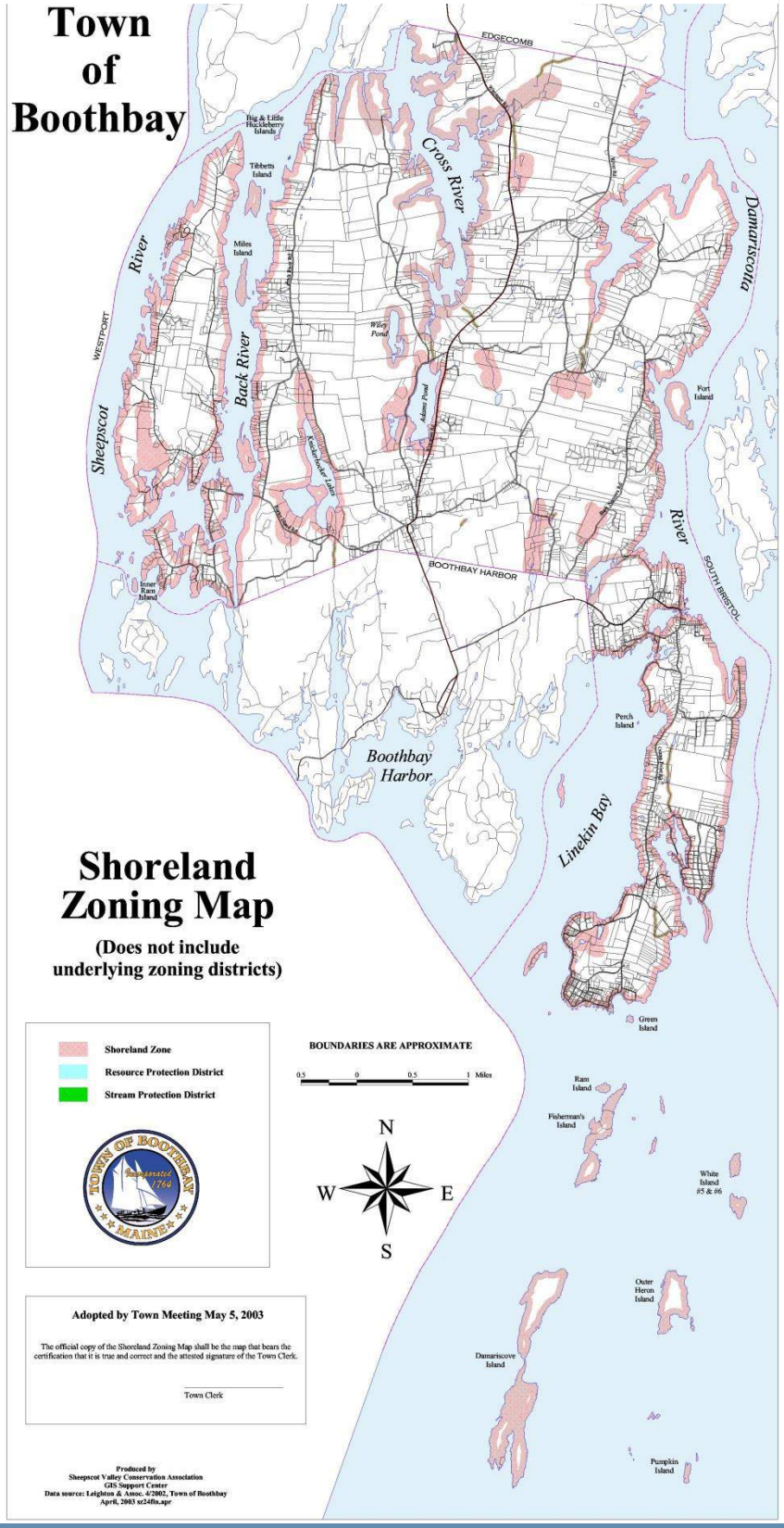
Maine law requires municipalities to have local ordinances that regulate land use activities within 250 feet of any great pond, river or wetland, and within 75 feet of certain streams. Shoreland Zoning is intended to prevent water pollution, protect bird and wildlife habitat, protect against flooding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

The Shoreland Overlay Zone in Boothbay includes:

1. Land areas located within 250 feet of the
   - High-water line of any great pond
   - Upland edge of a coastal wetland including all areas affected by tidal action, and
   - Upland edge of a freshwater wetland rated moderate or high by the Department of Inland Fisheries and Wildlife; and

2. Land areas located within 75 feet of the
   - Upland edge of a freshwater wetland not rated moderate or high by the Department of Inland Fisheries and Wildlife,
   - High-water line of a stream, and
   - High-water line of any outlet stream from any freshwater wetland designated as "Shoreland Zone" on the Town of Boothbay Shoreland Zoning Map.

Figure J.7: Shoreland Zone



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

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

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

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

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

Table J.1: Shoreland Zoning Setback Requirements

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

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

Rare Animal and Plant Habitats

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

Figure J.8: High Value Plant and Animal Habitat

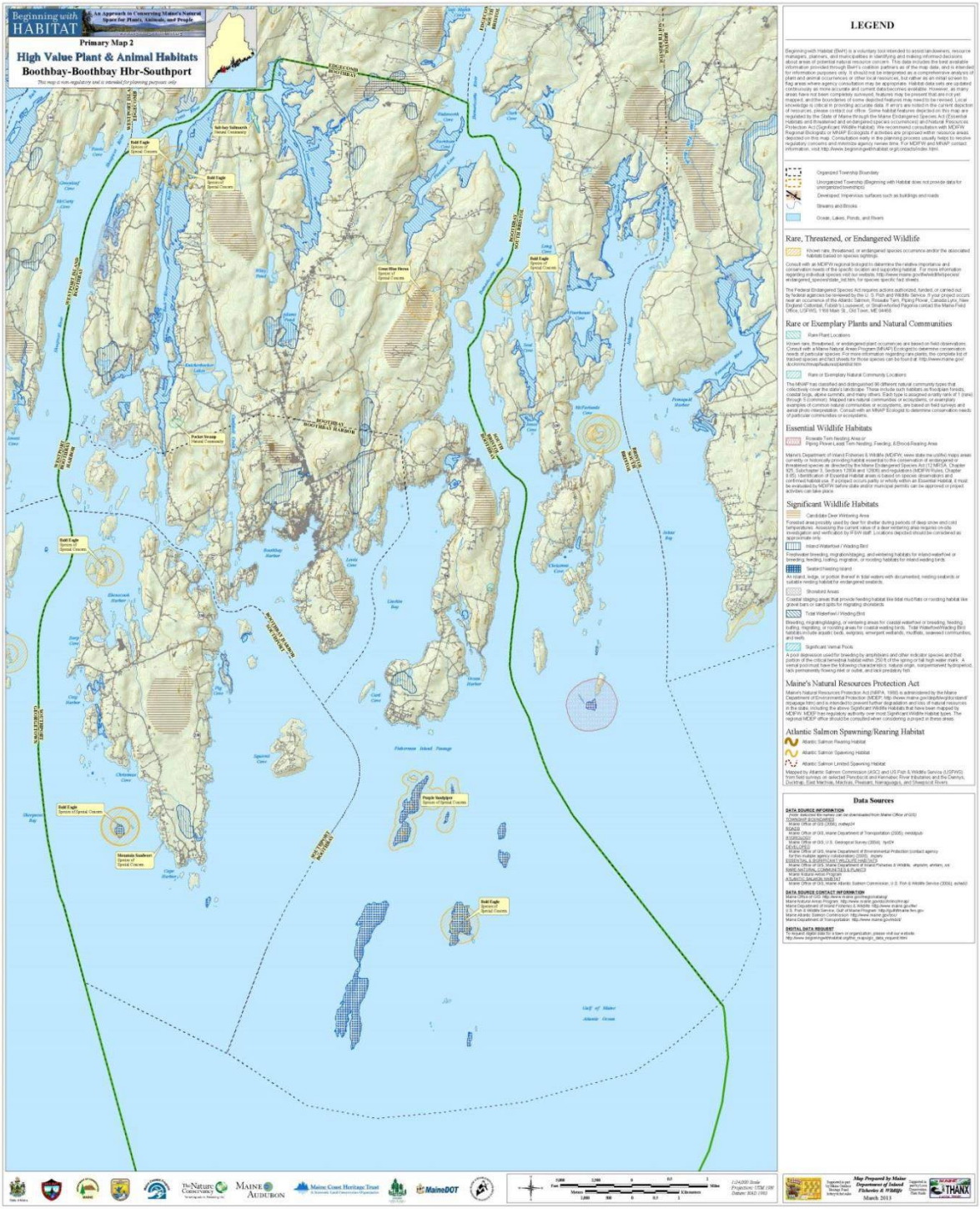


Figure J.9: Priority Trust Species Habitat

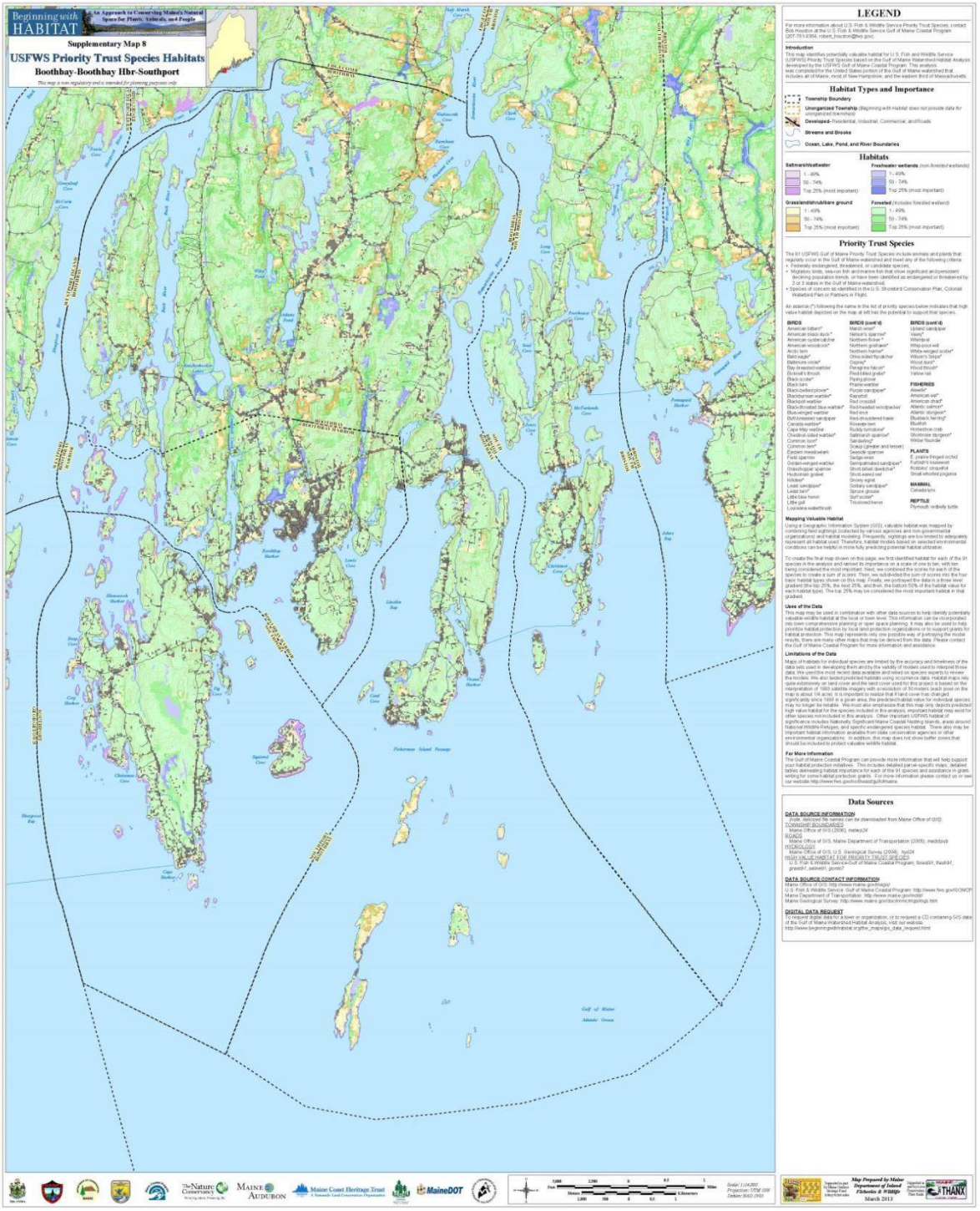


Figure J.10: Priority Trust Species Habitat

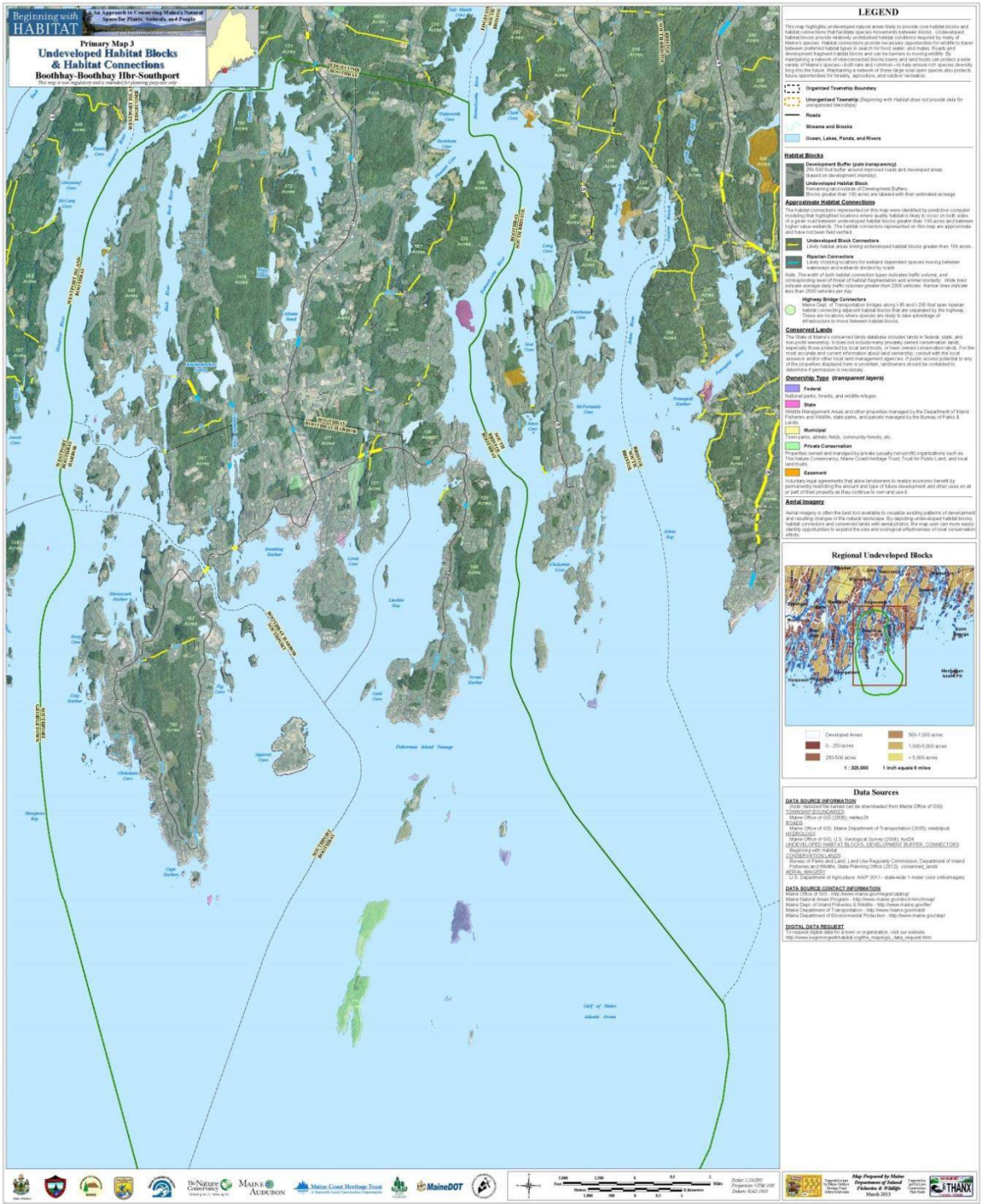
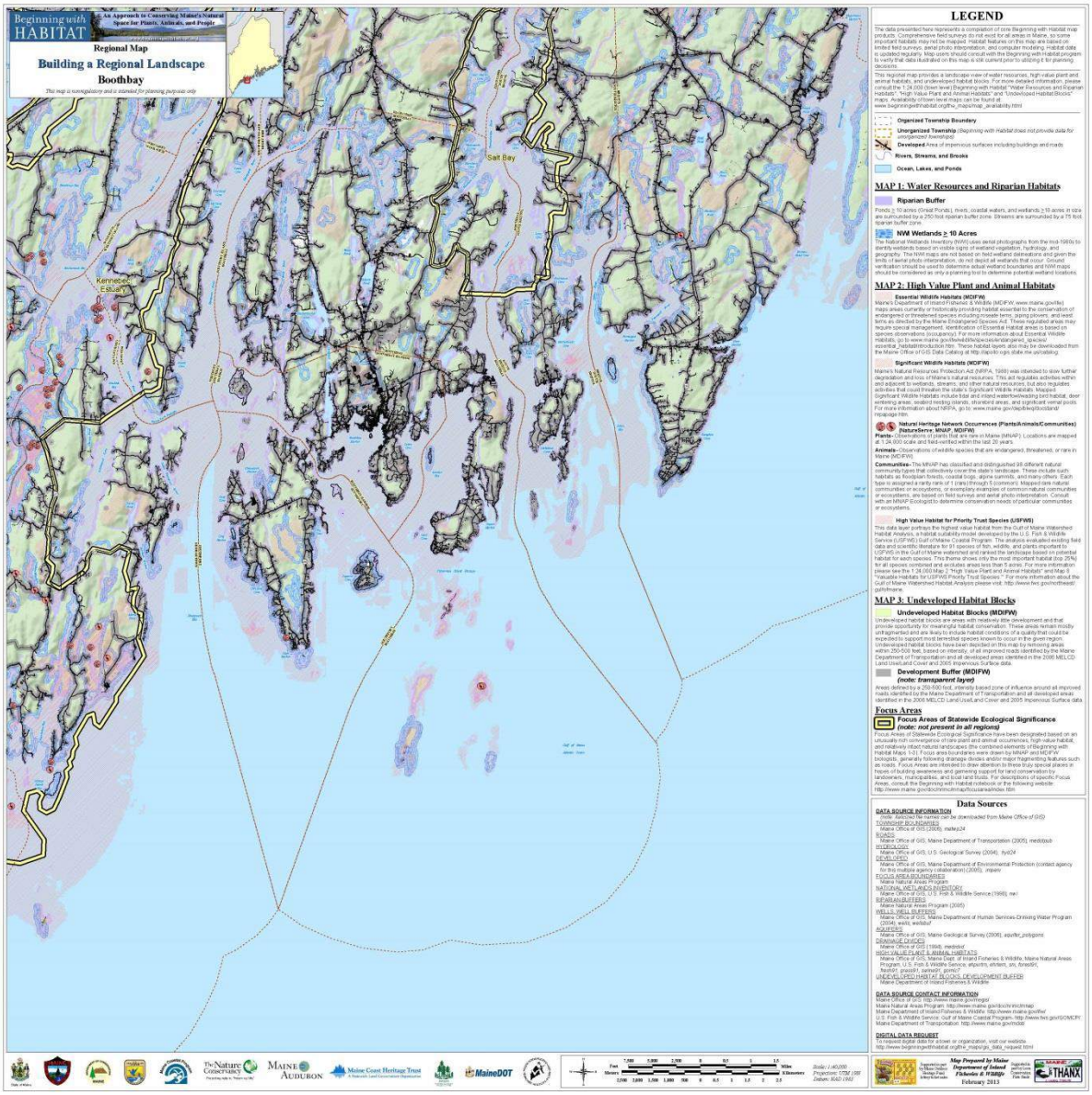


Figure J.11: Regional Landscape



Development Constraints

The primary development constraints identified by the state are the public water supply watersheds.

Figure J.12: Development Constraints



Conservation Focus Areas

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

Table J.3: Conservation Focus Areas

Focus Area Name	Size (acres)*	Key Features
Ovens Mouth	1678	•longest remaining stretches of undeveloped saltwater frontage on Boothbay peninsula •high value tidal wading bird and waterfowl habitat •exceptionally scenic; includes viewshed of Ovens Mouth Preserve
Dover Ridge	1607	•Largest area of unfragmented forest habitat on Boothbay peninsula •undeveloped pond •potential to connect to community and other trail systems
Barters Island	525	•large area of significant wading bird and waterfowl habitat •undeveloped habitat block in island interior •potential to establish trail system that connects two BRLT preserves
Lobster Cove Meadow	573	•large area of significant wading bird and waterfowl habitat within walking distance of towns of Boothbay and Boothbay Harbor •potential to establish community trail network
Ocean Point	144	•last area of undeveloped land on heavily developed point •easily accessible significant wading bird and waterfowl habitat •potential to connect to community and other trail systems

Marine Resources

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

Table J.4: Fishing Licenses

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

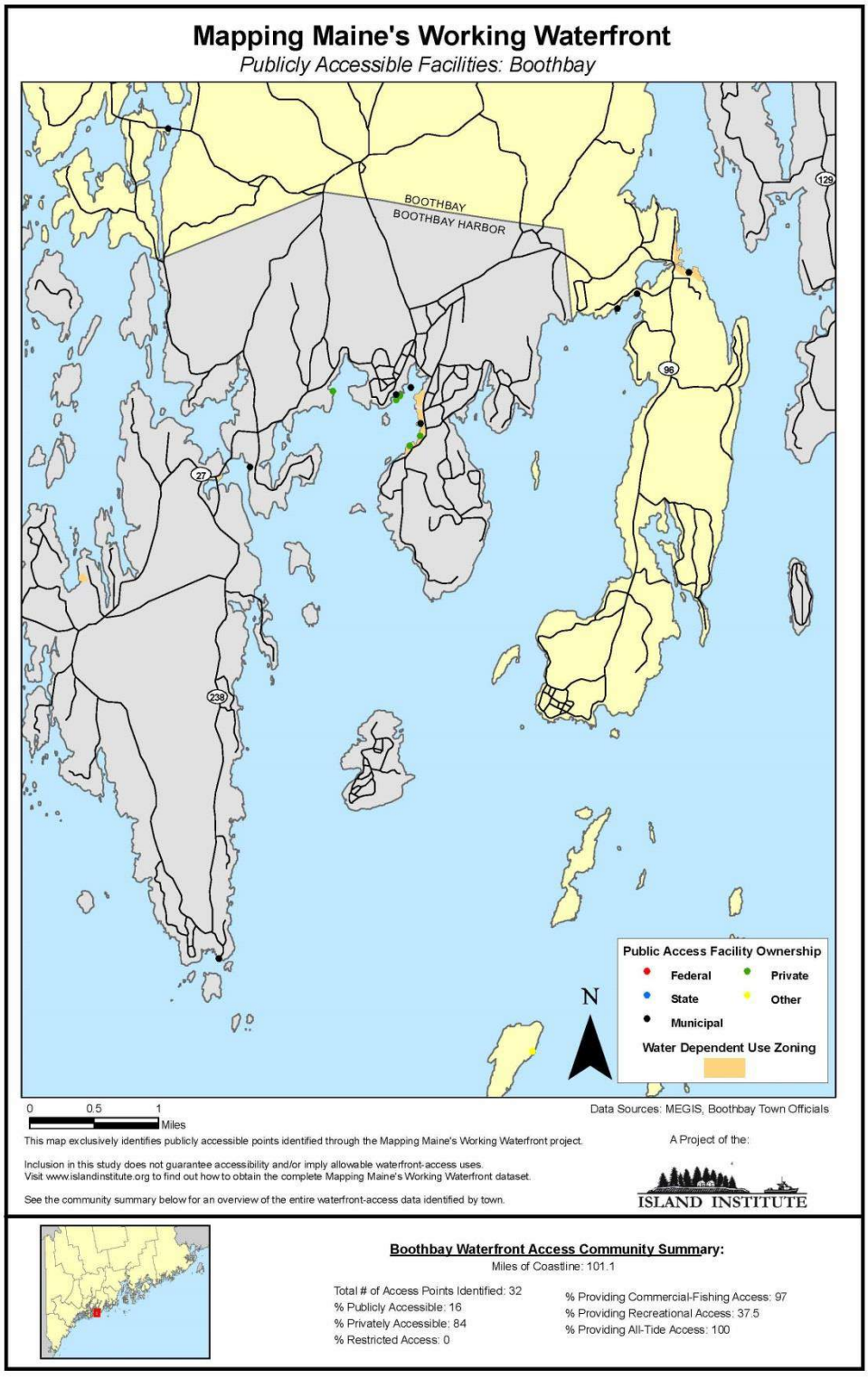
Source: Maine Department of Marine Resource

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

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

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

Figure J.13: Working Waterfront Access



Maritime Commercial District

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

K. Fiscal

General

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

Table K.1: Boothbay FY2014 General Fund Revenues

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

Source: Boothbay Annual Report of Town Officers, 2014

Table K.2: Boothbay FY2014 General Fund Expenditures

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

Source: Boothbay Annual Report of Town Officers, 20114

Debt Service

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

Table K.3: Debt Service

	2012	2013	2014	2015
Maine Municipal Bond Bank	$12,833	$12,205	$11,576	$10,948

Source: Boothbay Annual Report of Town Officers, 2011

Tax Increment Finance (TIF)

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

- Hodgdon Marine LLC Municipal Development and Tax Increment Financing District
  - Established 1999
  - 20 years
  - Town collects 100%, gives 75% back to the company
  - TIF will be used by company to pay off costs of the project, or debt service to finance the project

- Washburn & Doughty Municipal Development and Tax Increment Financing District
  - Established 2009
  - 20 years
  - Town collects 100%, gives 75% back to the company
  - TIF used to pay for costs of road and related improvements on the adjoining Town owned land within the district, improvements to School Street, fire station improvements in the District and other costs

- Boothbay Commercial Development Omnibus Municipal Tax Increment Financing District
  - Established 2014
  - 30 years
  - Town collects 100%

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

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

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

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

Source: Boothbay Annual Report of Town Officers, 2011 and 2014
*The Town is currently breaking these into seperate accounts.

Tax Rate

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

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

Local Tax Rate	$8.40/$1,000
Taxable Valuation	$973,210,527
Net raised by property tax	$8,174969

Source: Boothbay Annual Report of Town Officers, 2014

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

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

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

Source: Maine Revenue Service

L. Education

Organization

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

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

Table L.1: School District Organization

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

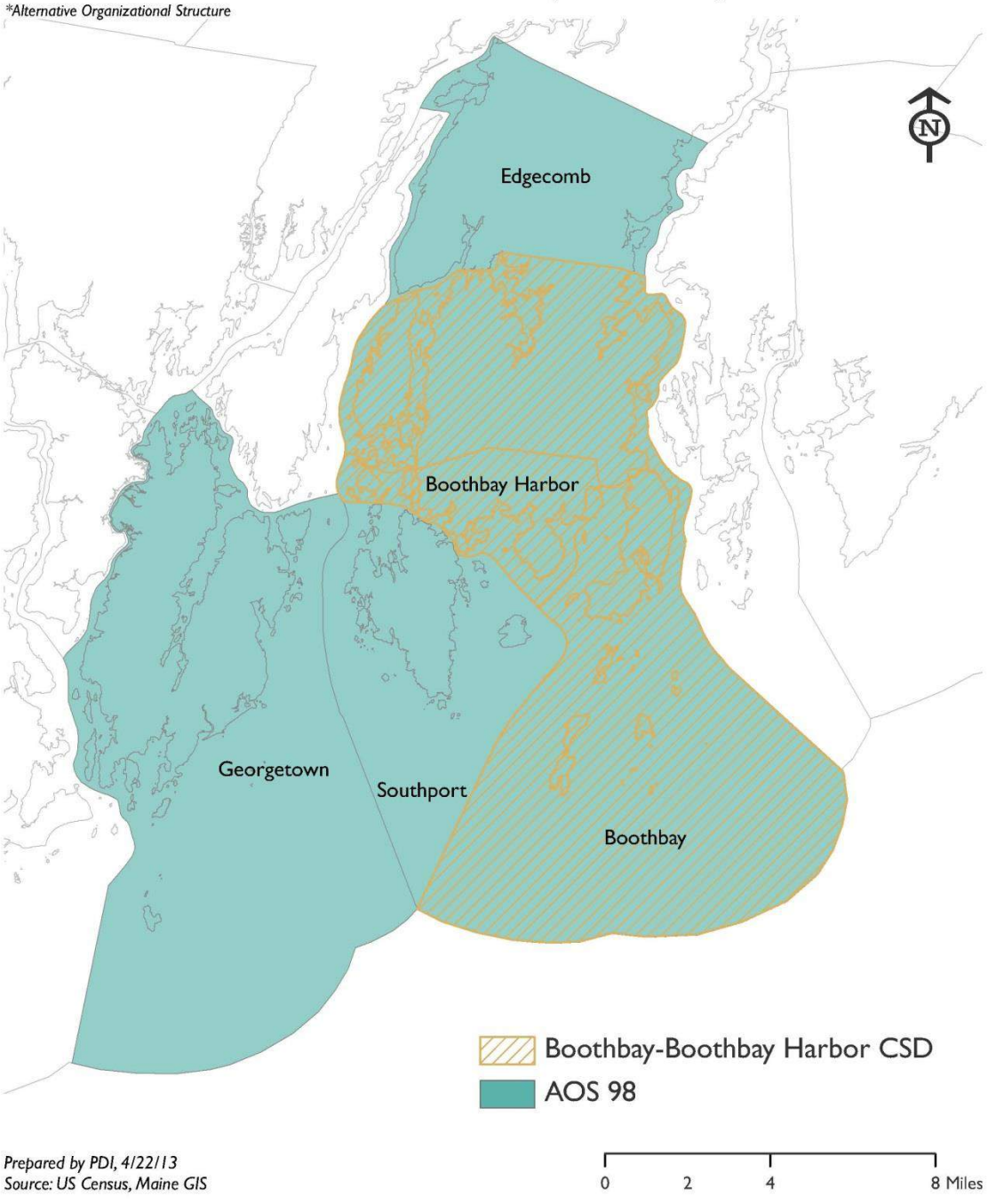
Source: Maine Department of Education

[12] Town of Boothbay, 2013.

Boothbay 2014 Comprehensive Plan Update

Education - AOS* 98 and Boothbay-Boothbay Harbor CSD

**Alternative Organizational Structure*



Prepared by PDI, 4/22/13
Source: US Census, Maine GIS

School Facilities

The Boothbay-Boothbay Harbor Community School District is comprised of the Boothbay Region Elementary School (PreK-8), and the Boothbay Region High School.

Table L.2: School Facilities

	Address	Year Built	Grades Served	Recent Additions or Upgrades	Status/Plans
Boothbay Regional Elementary School	238 Townsend Ave Boothbay Harbor	1977	Pre-K-8	HVAC upgrade 2004	Well maintained – no major plans
Boothbay Region High School	236 Townsend Ave, Boothbay Harbor	1955	9-12	Addition in 1995; HVAC upgrade 2004	Well maintained – no major plans

Source: Town of Boothbay

Enrollment Trends

BOOTHBAY REGION ELEMENTARY SCHOOL

Boothbay Region Elementary School serves grades Pre-K through 8th grade, and is the only elementary school in the Boothbay-Boothbay Harbor Consolidated School District. Grades Pre-K through 6 consist almost entirely students from Boothbay and Boothbay Harbor, while grades 7 and 8 are open to tuition students from Southport, Edgecomb and Georgetown.

Over the last seven years, the total enrollment has decreased by over 11% even with the establishment of the Pre-K program in 2012.

Table L.3: CSD (Boothbay & Boothbay Harbor) Grades Pre-K-6 Fall Enrollment, 2008-2014

	2008	2009	2010	2011	2012	2013	2014	% Change 2008-2014
Boothbay	202	202	188	177	179	165	165	-18.3%
Boothbay Harbor	96	96	87	79	98	99	98	+2.1%
Other	4	6	7	4	3	4	5	+25.0%
Total	***302***	***304***	***282***	***260***	***280***	***268***	***268***	***-11.3%***

Source: Boothbay Comp Plan Education Committee

From 2008 to 2014, the number of students in grades 7 and 8 decreased by 8.7%. Students from Boothbay accounted for most of the decrease.

Table L.4: Grade 7-8 Enrollment, 2008-2014

	2008	2009	2010	2011	2012	2013	2014	% Change 2008-2014
Boothbay	67	67	53	63	74	79	60	-10.4%
Boothbay Harbor	22	28	37	31	22	21	21	-4.5%
Southport	10	8	6	9	8	7	7	-30.0%
Edgecomb	16	10	13	19	15	19	16	0.0%
Other	0	0	0	0	0	1	1	100.0%
TOTAL	***115***	***113***	***109***	***122***	***119***	***127***	***105***	***-8.7%***

Source: Boothbay Comp Plan Education Committee

BOOTHBAY REGION HIGH SCHOOL)

The Boothbay Region High School is open to students from Boothbay and Boothbay Harbor, and tuition students from Southport, Edgecomb and Georgetown. From 2008 to 2014, total enrollment dropped by over 15%. While enrollment from almost all towns decreased, the biggest drop came from Boothbay Harbor, which sent 33 fewer students to the high school in 2014 than it did in 2008.

Table L.5: Grade 9-12 Enrollment, 2008-2014

	2008	2009	2010	2011	2012	2013	2014	% Change 2008-2014
Boothbay	131.5	132	138	125	126	124	128	-2.7%
Boothbay Harbor	81	69	60.5	56	54	52.5	48.5	-40.1%
Southport	13.5	10.5	12	10	9	12	14	+3.7%
Edgecomb	27	33	27.5	22	26	20.5	25.5	-5.6%
Other	5	7.5	5	4	16	6	2	-60.0%
TOTAL	***258***	***252***	***243***	***217***	***231***	***215***	***218***	***-15.5%***

Source: Boothbay Comp Plan Education Committee

From 2008 to 2014, the number of students from Boothbay or Boothbay Harbor who attended select out-of-district schools increased from three to eleven. Almost all of this increase came from students attending North Yarmouth Academy, a college-prep day school in North Yarmouth, Maine (approximately 40 miles from Boothbay). North Yarmouth Academy tuition for grades 6 through 12 is $27,250 per year.[13]

[13] http://www2.nya.org/admission/affording-nya/

Table L.6: Boothbay-Boothbay Harbor Students Going to Out of District Schools, 2008-2014

	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
Lincoln Academy (Grades 9-12)	3	0	1	1	1	1	1
Wiscasset*	0	1	1	0	0	0	0
North Yarmouth Academy (Grades 5-12)	0	1	3	6	12	11	11
Sheepscot Valley Children's House (3 to 7 year-olds)	0	0	0	1	0	0	0
TOTAL	***3***	***2***	***5***	***8***	***13***	***12***	***11***

*Wiscasset: Special Education agreement/Source: Town of Boothbay

Educational Programming

The Superintendent of Schools and the Boothbay Region High School principal have recommended the development of the Boothbay Region STEM Academy, which would help give Boothbay and Boothbay Harbor graduates the background to excel in STEM (Science, Technology, Engineering and Mathematics) careers.[14]

Achievement

In May of 2015, *US News and World Report* ranked Boothbay Region High School the ninth best high school in Maine (There are 118 high schools in the state). The ranking is based on a combination of many factors including college readiness, student-teacher ratios, and student proficiencies.

Table L.7: Graduation & Dropout Rates, 2014

	4-Year Graduation Rate – 2014 Cohort	Dropout Rate 2014
Boothbay Region High School	90.9%	1.86%
Maine	86.5%	2.7%

Source: Maine Department of Education

[14] Town of Boothbay, 2013.

Table L.8: Percent of 8th Grade Students at Level 3 or Level 4*, 2013-2014 School Year

	% of Students Tested in School	School - % of Students at Level 3 or Level 4	State - % of Students at Level 3 or Level 4
Reading Assessment	100	73	71
Mathematics Assessment	100	63	56
Science Assessment	100	85	73

Source: NCLB Report Card *NCLB Categories are 1 (lowest achieving) through 4 (highest achieving)

Table L.9: Percent of Boothbay Regional High School Students at Level 3 or 4*, 2013-2014 School Year

	% of Students Tested in School	School - % of Students at Level 3 or Level 4	State - % of Students at Level 3 or Level 4
Reading Assessment	96	42	48
Mathematics Assessment	96	40	49
Science Assessment	96	47	44

Source: NCLB Report Card
*NCLB Categories are 1 (lowest achieving) through 4 (highest achieving)

M. Energy and Sustainability

Seasonality and Aging of the Population

Boothbay is increasingly becoming a seasonal community. Boothbay and the surrounding towns experienced significant increases in total housing units from 2000 to 2010 (see D: Housing). Of the new units in Boothbay, however, 42% are seasonal; as a result, seasonal units now make up a larger percentage of the total housing stock than they did in 2000 (Table M.1). Twenty-six percent of Boothbay housing has an owner with an out-of-state mailing address in the assessor's records.

Table M.1: Year Round Housing Units

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

Source: US Census

Boothbay's population change reflects a larger trend in coastal Maine – residents are generally of retirement age. From 1990 to 2010, the Town's 20-39 year-old population dropped by over 200 people, while the 50-69 year-old population increased by almost 600 people (see A: Population and Demographics). This is reflected in the town's median age, which increased from 38.1 to 51.7 years during the same time period.

From 1990 to 2010, Boothbay experienced an increase in total population at the same time that more local residents were dying than children were being born to town residents (see A: Population and Demographics). This means that Boothbay's population increase is due to net in-migration, or more people moving into town than move away. In 2010, a larger proportion of household income is from retirement relative to earnings in Boothbay compared to the state.

Table M.2: Aggregate Income, 2010

	Maine	**Lincoln County**	**Boothbay**
Aggregate household *(hh)* income	$ 33,087,606,200	$ 967,541,100	$ 88,200,700
Aggregate earnings	$ 25,599,334,300	$ 648,182,900	$ 65,967,700
Earnings as % of hh income	*77.4%*	*67.0%*	*74.8%*
Aggregate retirement income	$ 1,939,265,000	$ 73,577,400	$ 5,816,500
Retirement as % of hh income	*5.9%*	*7.6%*	*6.6%*

Source: US Census, ACS 5 year estimates 2006-2010

Water Supply

As Boothbay's population increases, so does demand for water. According to the Boothbay Region Water District (BRWD), Adams Pond and Knickerbocker Lakes are the only economically feasible sources of water supply for the region. The BRWD determined more than 20 years ago that Adams Pond was not adequate to meet future water demands in the region, and has since invested more than $1 million in infrastructure to pump water from Knickerbocker Lakes to the Adams Pond Treatment Facility.

Protection of the Adams Pond and Knickerbocker Lakes water sources is critical. In its 2009 Master Plan Update, the Boothbay Region Water District (BRWD) concluded that while the Town's key watershed protection ordinances form an adequate framework (see J: Natural and Marine Resources), improvements to those provisions should be considered. The BRWD recommended:

- Increasing the minimum setback requirement for on-site wastewater disposal systems from within 200 feet of Adams Pond and Knickerbocker Lakes to 300 feet
- Adopting additional phosphorous control protection above and beyond standard requirements
- Disallowing the use of phosphorous-based fertilizers in the watershed.

The Boothbay Region Water District (BRWD) is also concerned about the impact that the State of Maine Water Withdrawal Rule (Chapter 587) may have on the region's water supply. The regulation is designed to maintain minimum stream flows and reservoir levels for wildlife habitat. Adams Pond and Knickerbocker Lakes are classified as great ponds, and are subject to the requirements, which will establish drawdown limits and could limit the capacity available for public water consumption.

Energy

The Boothbay Region is served by a single electric transmission line. On the hottest days of summer, the increased demand for electricity comes close to the capacity of that line. CMP estimates that it would cost approximately $18 million to upgrade the line to increase its capacity to handle the few hours in any year when it is at risk.

The GridSolar Boothbay Pilot Project is using distributed generation, including a variety of power generation resources like solar power, backup generator units, battery storage and an array of other possible sources, to reduce the amount of power transmitted down the CMP line

to meet peak demand. In total, the project aims to add 2 megawatts of capacity to the Boothbay peninsula. The Boothbay pilot project is the first of its kind in Maine.

Natural Gas

Three natural gas companies currently operate in the State of Maine:

- Northern Utilities currently serves customers in the greater Portland area, Lewiston, Auburn, and Kittery.
- Bangor Gas serves customers in Bangor, Brewer, Old Town, Orono and Veazie.
- Maine Natural Gas currently serves customers in Windham, Gorham, Bowdoin Topsham and Brunswick.

In 2013, the PUC approved Summit Natural Gas of Maine's request for a pipeline in the Kennebec Valley. Both Summit and Maine Natural Gas have been installing new gas mains to expand service in the Greater Augusta area.

According to Public Advocate Richard Davies, in 2013 it was between 40 and 60 percent cheaper to heat with natural gas versus heating oil.

APPENDIX II: CAPITAL IMPROVEMENT PLAN

The Town has begun to develop a capital planning and budgeting system that addresses the community's on-going needs for investments in capital equipment and facilities. The Town has a capital improvements account as part of the regular budget. The Town uses this as a "reserve account". As part of the Town Manager's annual budget plan, there is a ten year projection of the use of this account (see Appendix II). The following tables were extracted from the 2016 Budget Plan:

Exhibit 4 — Town Manager Budget Plan FY 2016

Town of Boothbay Budget FY2016			FY 2016 Proposed	% Change	FY 2015	% Change	FY 2014	% Change
Capital Improvements E4-401		General Government						
Account Number		Descriptions						
54	514	Reserves	$140,000.00		$140,000.00		$140,000.00	
		Total	$140,000.00	0.0%	$140,000.00	0.0%	$140,000.00	-3.1%
Capital Improvement Totals			$140,000.00	0.0%	$140,000.00	0.0%	$140,000.00	-3.1%
Capital Improvement Fund Balance			$276,102.00		$0.00			
Capital Improvement Available Funds			$416,102.00		$140,000.00			

FY 2016 Capital Improvement Expenditures		
1/2 Equalization Project		$125,000.00
East Boothbay Tanker		$100,000.00
Fire Department SCBA		$40,000.00
Public Works Lawn Tractor		$18,000.00
Clerk Book Restoration		$4,000.00
Planning Fund		$30,000.00
Total CIP Expense for FY 2016		$317,000.00

Town of Boothbay Budget FY2016
Capital Improvements E4-401
Ten Year Summary of Projects and Replacement Vehicles

FY 2016	*$436,102*	*CIP Balance*
1/2 Revaluation Project	$125,000	
FD-1983 GMC Tanker	$100,000	
FD-SCBA Replacement	$40,000	
PW- 1995 John Deere Tractor	$18,000	
Clerk Book Restoration	$4,000	
Planning Fund	$30,000	
Total Expense	**$317,000**	

FY 2017	*$259,102*	*CIP Balance*
1/2 Revaluation Project	$125,000	
Total Expense	**$125,000**	

FY 2018	*$274,102*	*CIP Balance*
PW- 1997 International Dump	$150,000	
PW-2003 Law Tractor	$6,000	
Total Expense	**$156,000**	

FY 2019	*$258,102*	*CIP Balance*
No scheduled replacements		

FY 2020	*$398,102*	*CIP Balance*
PW- 2008 GMC 5500	$110,000	
PW- 2005 International Dump	$150,000	
PW-2005 John Deere Backhoe	$130,000	
PW-2005 Morbark Chipper	$16,000	
FD- 1995 GMC Brush Truck	$40,000	
Total Expense	**$446,000**	

FY 2021	*$92,102*	*CIP Balance*
No Scheduled Replacements		

FY 2022	*$232,102*	*CIP Balance*
PW-2007 International Dump	$150,000	
PW- 2012 GMC 3500	$40,000	
FD- 1997 International Fire Truck	$250,000	
Total Expense	**$440,000**	

FY 2023	*-$67,898*	*CIP Balance*
No Scheduled Replacements		

FY 2024	*$72,102*	*CIP Balance*
PW- 2009 International Dump	$150,000	
PW- 2009 John Deere Excavator	$100,000	
Total	**$250,000**	

FY 2025	*-$37,898*	*CIP Balance*
No Scheduled Replacements		

Notes- The Undesignated Fund is estimated to be replensished by FY 2020. Preliminary plans to plug deficits in FY 2023 and FY 2025 could come from the UDF otherwise priority decisions will need to be made in the years to come.

APPENDIX III: SUMMARY OF PUBLIC INVOLVEMENT

The Comprehensive Plan Committee (CPC) undertook a number of activities to involve the public in the planning process. This appendix provides a brief summary of key activities. In addition, meetings of the committee were often covered by a reporter from the Boothbay Register that resulted in stories in the paper at key points in the process.

On-Line Issues Survey

In the spring of 2013, the CPC developed a list of issues that it felt needed to be addressed in the update of the Comprehensive Plan. To test if these were on track, the CPC and Town Manager conducted a brief on-line survey in June of 2013. The link to the survey was emailed to people on the Town's master email list and was publicized in the local media and at Town Hall. Approximately 310 people completed the survey.

Respondents were asked to rate the ten issues on a scale of 5 to 1 where 5 means very important and 1 means not important. When the 5 (very important) and 4 (important) responses are combined, the following relative rankings emerge:

- Increasing the number of good-paying, year round jobs and protecting the community's natural resources rated the highest with just under 90% of respondents rating them as very important or important.
- A number of issues including maintaining the character of the community, high-quality emergency medical services, protecting groundwater, and quality schools were received ratings of very important or important by 85-89% of respondents. The EMS issue received a higher share of very important ratings than the other issues.
- Housing that is affordable for working families, attracting young families, and maintaining the Route 27 gateway were ranked a little lower with 75-82% of respondents rating them very important or important. The affordable housing issue received a higher share of very important ratings than the other two issues.
- Providing more pedestrian and bicycle trails was rated very important or important by only 60% of the respondents, the lowest of the ten issues presented in the survey.

Respondents were given the opportunity to "write-in" other issues that they feel are important to address in the Comprehensive Plan. The following is an overview of some of those issues

based on a quick review of the open-ended responses. The Committee may see other important things in those responses.

- Property taxes and keeping the town affordable for residents
- Supporting marine/maritime activities
- Working with other communities
- Allowing home businesses/home occupations
- Improved promotion of tourism
- Extension of water and sewer
- Better public access to the water

Community Forum #1

The Comprehensive Plan Committee held a Community Forum on Monday, July 15, 2013 to get feedback from the broader community on the issues facing Boothbay and the Committee's draft of a Vision for Boothbay in 2025. The forum was held on a very warm night in the second floor meeting room of the Boothbay Fire Department. Approximately 45 people plus the members of the Committee participated in the forum. Following the introductory presentations, the forum participants worked on two exercises dealing with issues and vision in seven small groups. Each group was facilitated by one or two members of the Comprehensive Planning Committee. The following sections provide a summary of the results from the two exercises.

A. Rating of the Ten Issues

Each participant was asked to rate ten key issues identified by the committee using the following responses:

- A critical issue
- An important but not critical issue
- An issue that is not really important

The Master Tabulation takes the ratings from the seven small groups and combines them into an overall rating. Here is an overview of the results:

- Two issues, protecting the quality and quantity of the groundwater and protecting the communities natural resources rated the highest among forum participants with more than 75% rating them as critical issues
- Continuing to provide high-quality emergency medical services also rated highly with over 70% rating this as a critical issue
- A cluster of issues including good=paying jobs, a high-quality school system, attracting young families, and maintaining the character of the community

received a critical rating from 67% to 53% of the participants

- Affordable housing and maintaining the Route 27 gateway are seen as critical by 43-44% of participants with more seeing these two as important but not critical issues
- Providing more pedestrian and bicycle trails was seen as a critical issue by less than 20% of participants while over a third rated it as not really an important issue

Each group was asked to review the draft Vision individually and indicated what they liked, disliked, and had questions about. The groups then put together a summary of the views of the members of the group. The following takes the results from the seven groups and identifies the key feedback on each portion of the draft Vision.

A Vision for Boothbay in 2025

Boothbay is an integral part of the Boothbay Region, a group of independent communities that work together to develop and advance a shared vision for the region. While each community retains its own character, the four communities on the peninsula, together with the adjacent Route One communities, function seamlessly with coordinated growth and development objectives and cooperative service delivery.

Feedback:

- There was broad support for this part of the Vision
- There were some concerns about the concept of the four communities working together
- There was a suggestion to change communities to municipalities
- There was a sense that "cooperatively" needs to be included in the concept of working with other communities

Boothbay continues to be a true coastal New England community that maintains its character while accommodating activities traditional to the Boothbay region as well as new development. Route 27 remains an attractive, rural gateway to the community. We welcome growth and development but require that it be in keeping with the traditional character of Boothbay. Growth is balanced with the capacity of the natural systems to support additional development.

Our local infrastructure supports development in designated areas of the community while our development regulations balance protection of the character and environment of our community with the desire for sustainable growth. These regulations are clear, understandable, flexible, and result in development that is an asset to the community.

Feedback:

- While there was broad agreement with the overall concept a couple of groups seemed to have problems with the details
- A couple of groups raised the idea of changing New England to Maine
- There were concerns that new development be controlled or limited
- There were concerns with the use of the work "flexible" in talking about development regulations – there was a sense that this could mean arbitrary
- There was a suggestion that development be a "long-term" asset to the community
- There were a number of suggestions that the Vision needs to address emergency medical services and some suggested that maybe that could occur here

Boothbay is a diverse community both socially and economically. The Town welcomes and accommodates people of all ages, with a wide range of incomes and educations. We are a year-round community in which people work in a variety of occupations and industries. To encourage this diversity, the community_offers a range of housing both in terms of price and type. Our spectacular natural resources attract both residents and visitors to our community. Growing economic opportunities make it possible for more people to live and work in Boothbay. Our natural resources are an integral part of the community's economy. The Town works in partnership with businesses and non-profit organizations to support economic growth in the community and the Boothbay Region.

Feedback:

- The concept of "diversity" contained in this section of the Vision raised concerns in a couple of the groups
- There were some comments that the description of Boothbay as a "year-round" community needs to be expanded to include the seasonal aspect as well
- There was strong support for recognizing the role of natural resources in the local economy
- It was suggested that the protection of Adams Pond be specifically mentioned
- There were suggestions that volunteers be recognized in the Vision

The Boothbay school system is a vibrant, innovative environment that allows all youth to learn at the peak of their abilities. The district works closely with local employers to foster real-world education including more vocational education opportunities and inspire students to excel.

Feedback:

- There was divergent feedback on this paragraph about the local school system with a couple of groups suggesting it be struck out
- In a couple of groups there was a sense that the system needs a "refreshed vision" with new approaches
- There was a suggestion that the role of older folks be incorportated into the paragraph

Boothbay residents enjoy a rewarding, engaging lifestyle. The community offers a wide range of recreational opportunities for residents and visitors. Cultural activities and the arts flourish year-round making Boothbay and the Boothbay Region a "cultural destination".

Feedback:

- There was broad support for this concept as part of the Vision
- There was note that the role of a "cultural destination" is really seasonal
- There were suggestions for adding recreational in this section

Boothbay offers a variety of lifestyles and transportation options. Existing neighborhoods within the Town, as well as other areas, have evolved as "villages" with access to a variety of modes of transportation. Paths for walking and biking and expanded public transit link these villages and destinations throughout the entire peninsula.

Feedback:

- There was somewhat split feedback on this paragraph of the Vision with some people feeling this is unnecessary or not a priority for the Town

Community Forum #2

The Comprehensive Plan Committee held a second Community Forum on Monday, August 4, 2014 to get feedback from the broader community on proposed concepts for addressing the key issues facing the community. The forum was held at the Boothbay Regional Elementary School. Approximately 35 people plus the members of the Committee participated in the forum.

The purpose of the second Community Forum was to test whether the key concepts for the future of the Town were on target or whether the Committee needed to go back and re-think the proposals. Following a presentation on the key concepts, participants worked in small groups and were asked to give each concept a "thumbs up" or a "thumbs down". If participants were unsure about a concept, they could mark it with the question marks. The following summarizes the results from the small group exercise:

1. The following concepts had widespread support (a "thumbs up") among the participants with few or no "thumbs down" responses:

- Concept #1 – Clarify the treatment of home occupations and home businesses in the zoning ordinance
- Concept #2 – Preserve marine-related facilities on the working waterfront and provide new facilities
- Concept #3 – Upgrade pedestrian and bicycle facilities
- Concept #4 – Develop a comprehensive open space policy
- Concept #5 – Protect the quality and quantity of the groundwater
- Concept #7 – Enhance the Town's process for planning for major capital expenses
- Concept #11 – Enhance East Boothbay Village as a mixed-use marine village
- Concept #12 – Accommodate the limited expansion of the Maritime Commercial Area in East Boothbay

- Concept #15 – Allow for good quality commercial growth
- Concept #19 – Continue to use flexible approaches to address unique situations

2. The following concepts had widespread support (a "thumbs up") among the participants with few or no "thumbs down" responses but with some questions about them:

- Concept #6 – Promote the use of Low Impact Development (LID) techniques to manage stormwater
- Concept #14 – Treat parts of the Route 27 and Route 96 corridors as scenic gateways
- Concept #17 – Improve the process for reviewing development proposals including creating objective standards
- Concept #18 – Allow existing commercial and nonresidential uses to modernize and expand

3. The following concepts had general support (a "thumbs up") among the participants but with a few "thumbs down" responses and with some questions about them:

- Concept #8 – Support efforts to provide a vibrant, innovative educational environment
- Concept #13 – Establish a Coastal Residential Area to protect the groundwater
- Concept #16 – Allow for a mix of uses in Rural Areas of the community

4. There were two concepts that were given a "thumbs up" by a substantial of participants but had a number of participants that gave them a "thumbs down" or had questions about them:

- Concept #9 – Enhance the area around the Common as the Village Center
- Concept #10 – Allow housing on smaller lots around the Village Center if served by public sewer and year-round public water

Planning Board Workshops

A member of the Planning Board served as a member of the CPC. Other members of the Planning Board participated in the forums and raised questions or concerns about various aspects of the CPC's drafts. To address these concerns, a series of joint CPC/Planning Board workshops were held to go through the draft of the Plan section by section and to edit and revise the draft.

Newspaper Articles

Prior to the third community forum, a member of the CPC wrote articles about the comprehensive plan including the community vision. These were published in the Boothbay Register.

Community Forum/Workshop #3

The CPC held a third community forum or workshop on March 23, 2015 in the Meeting Room in the Town Hall. The purpose of the workshop was to review Chapters 4, 5 and 6 of the draft comprehensive plan and to get feedback on those sections. The workshop was only attended by two members of the Planning Board and their feedback was included in the feedback from the joint CPC/Planning Board workshops.

2015 Comprehensive Plan
Town of Boothbay

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