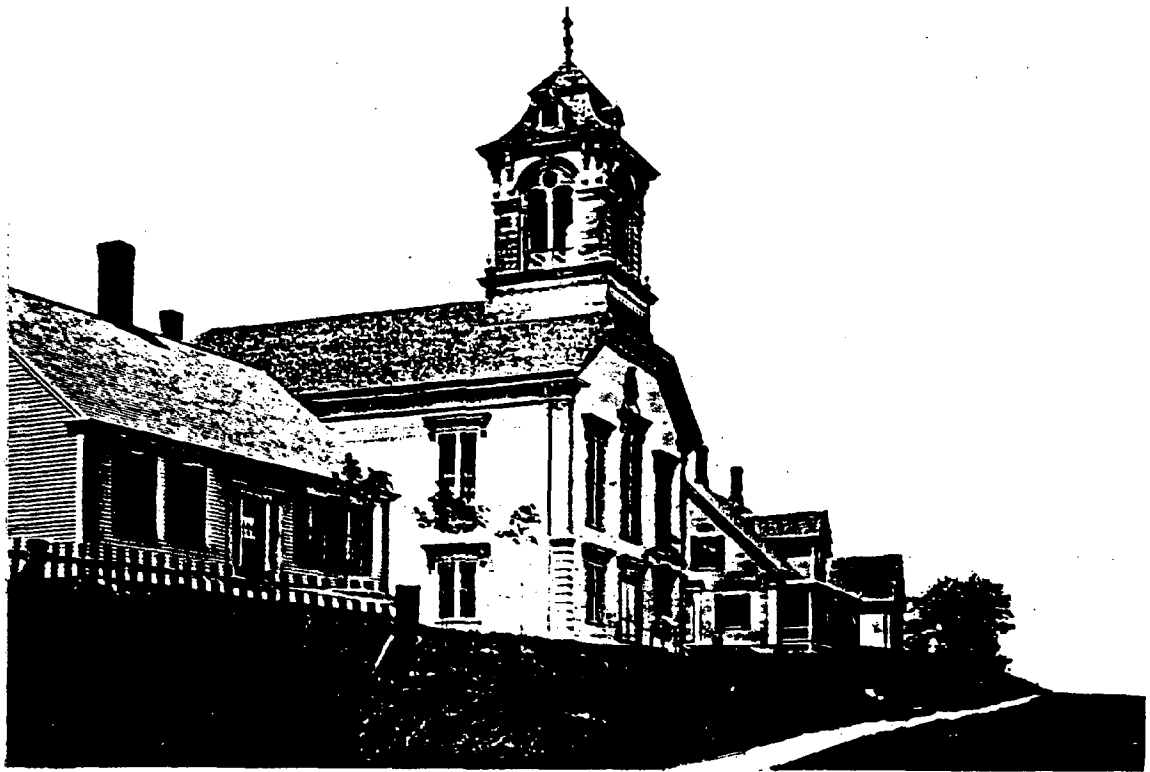


Town of Machiasport

ACTION PLAN



HT168.M35T69 1989 pt. 1

series of ideas about the future.

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1989
pt.1

Town of Machiasport

PLANNING BOARD

LIBERTY HALL, MACHIASPORT, MAINE, 04655. Telephone: (207) 255-4516



July 1989

TO: The People of Machiasport

FR: The Planning Board

RE: a series of ideas about the future.

This "Action Plan" contains a series of specific recommendations for discussion and consideration by the people of the Town. We believe if they are followed our Town will become a better place to live, work and play. We realize that all of the proposals can not all be done at once. Some can be done immediately, others in the future. It is important for the people of the Town to be aware of the possibilities. To discuss them, and to decide how the future will be - not just let it happen.

One of the maps in this report shows the village one hundred years ago. It has changed since then and will continue to change. "Planning" is one way that the people of the Town can guide change so that the Town stays (or becomes) the way they want it.

Douglas Campbell, Chairman

Barbara Beatty

Frank Foster

Betty Grant*

L.C. Nick Greer

Al Thompson

Millard Urguhart

Judy Wood

*Resigned 4/89

Property of CSC Library

Town of Machiasport

ACTION PLAN

CONTENTS

PART ONE

I. SUMMARY	1
II. BACKGROUND	7
A. "Fast Facts"	8
B. History	11
III. GOALS	18
IV. RECOMMENDED ACTIONS	21
A. Projects	22
B. Ordinances	60
C. Future Planning	72
V. TOWN ROADS, WAYS, AND ACCESS POINTS	78
APPENDIX:	90
- Bibliography of Prior Plans and Studies	91
- Local Planning Considerations, 1970 Report	92
- Natural Areas Inventory	95

PART TWO*

A HANDBOOK OF STATE LAWS AND TOWN ORDINANCES

PART THREE*

PRIOR STUDIES

PART FOUR*

STATISTICS AND DATA

*Parts Two, Three and Four are in separate volumes.

Town of Machiasport

ACTION PLAN



...a series of ideas about the future.

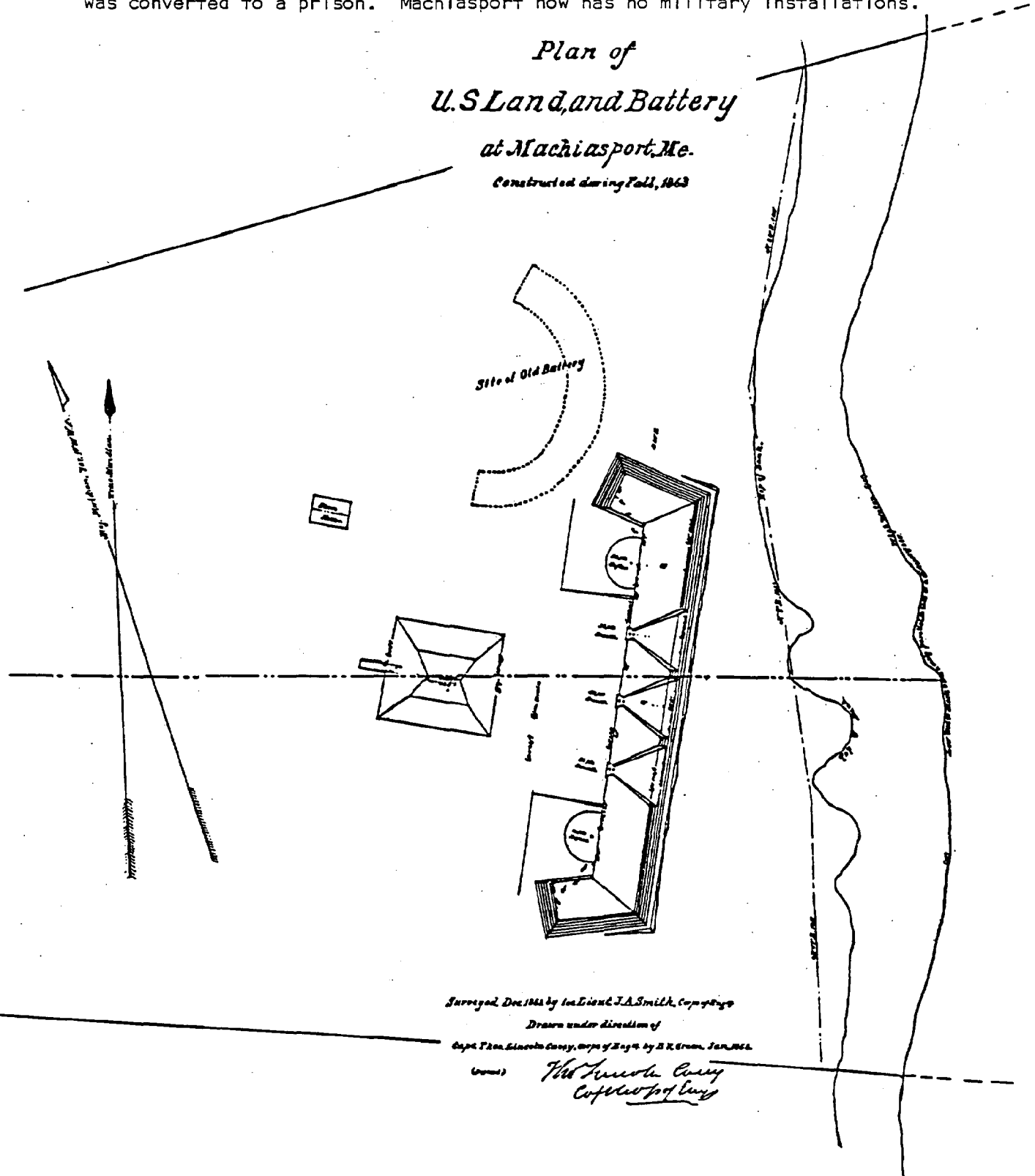
I. SUMMARY

MACHIASPORT AS IT WAS....

Once a proud part of the United States coastal defenses, Fort O'Brien is now an attractive tourist stop. A hundred years later, the Bucks Harbor Air Force Station was constructed. In the early 1980's the Air Force left and the facility was converted to a prison. Machiasport now has no military installations.

Plan of U.S. Land and Battery at Machiasport, Me.

Constructed during Fall, 1863



Surveyed Dec. 1864 by 1st Lieut. J. A. Smith, Corps of Engineers

Drawn under direction of

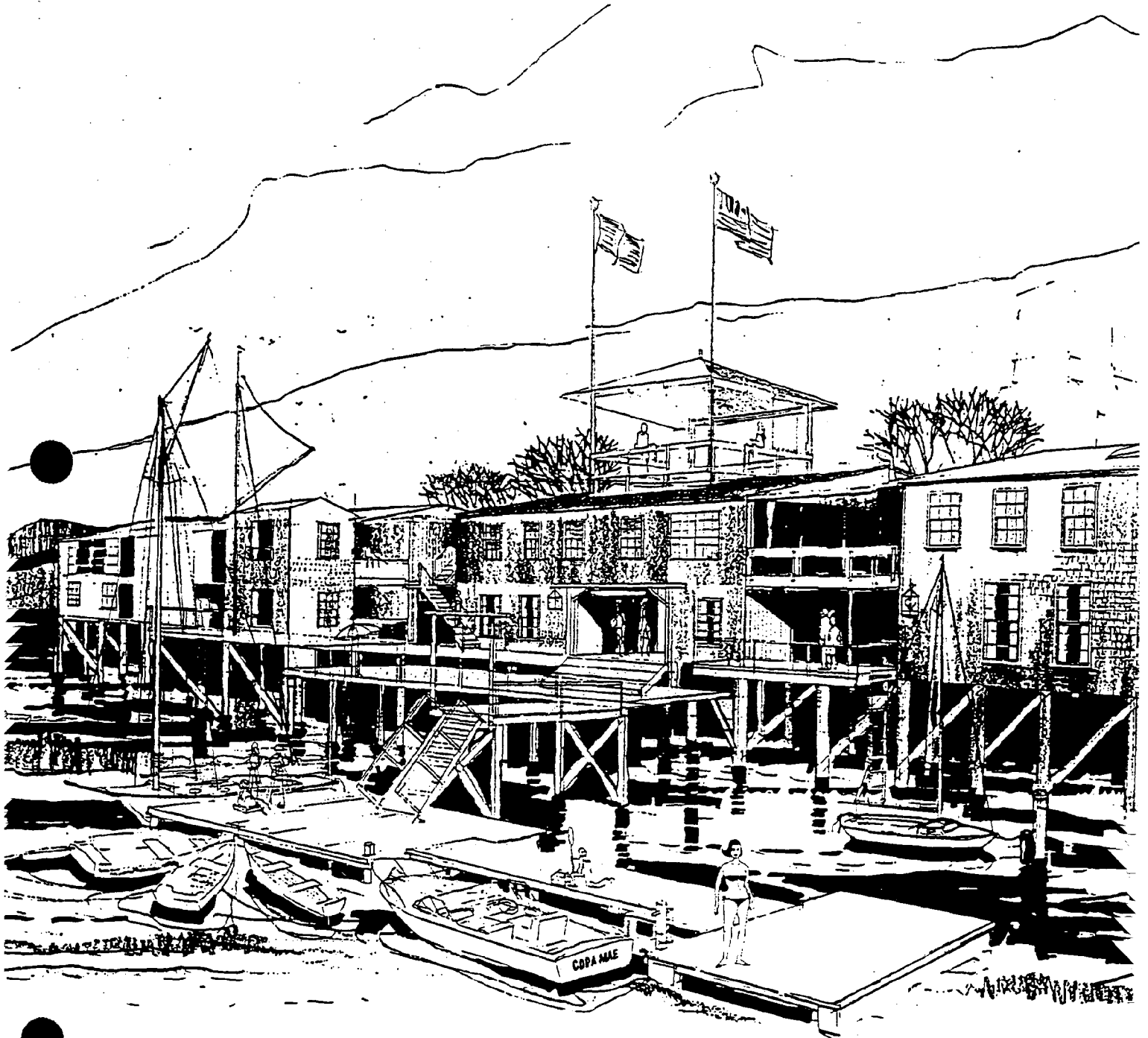
Capt. T. A. Lincoln County, Corps of Engineers by J. H. Green, Jan. 1865

(Signed)

The Lincoln County
Capt. J. A. Smith

MACHIASPORT AS IT MIGHT HAVE BEEN....

Condominiums are now being proposed in many parts of the State. Back in the 1970's this plan for conversion of the old factory was prepared by Krumbhaar and Holt, Architects, Ellsworth. The conversion was not made and the factory below has been torn down. There are no apartments in Machiasport today.



MACHIASPORT AS IT CAN BE....

Action for a Better Future

Machiasport has changed in the past. In the future it will also change. This report contains a series of ideas about how that change can be guided so the Town becomes a better place to live.

SUMMARY OF RECOMMENDED ACTIONS

This Machiasport "Action Plan" contains a lot of historical and background information. But most importantly it contains actions recommended for the future. They are summarized here and explained in detail in the rest of this report. They can not all be done at once but some can be done at this year's town meeting.

There are several new projects which have resulted from this study and there are a number of projects which have been proposed in the past but have not been completed because of lack of funding. These have been reviewed and it is recommended that the Town continue to seek the financial assistance necessary in order to undertake the following (they are not necessarily in priority order):

1. Bucks Harbor.
 - a. Amend the Town's Shoreland Zoning Ordinance to protect commercial fishing activities from unfair competition for the limited space there by "condo" builders and builders of facilities for exclusive use by recreational boaters.
 - b. Public (town-owned) pier should be constructed at Bucks Harbor. The town could contract for its operation. Ice, fuel, crane, etc. should be available here.
 - c. The Harbor should be dredged.
 - d. The Corps of Engineers should construct a breakwater to protect this important harbor.
2. An ordinance should be adopted to protect the pristine drinking waters in the town's aquifers.
3. The town's unique natural areas should be protected by educating their owners (and the people in the town in general) as to the value of these areas, by placing some of these areas into the Shoreland Zoning Ordinance's Resource Protection District, by helping the owners prepare easements for these areas, and by acquisition of certain of them by the town or conservation organizations.
4. Start a recycling program in the town immediately. This will conserve valuable resources and also will extend the life of the town's landfill.
5. Access to the town boat ramp (and protection of the Gates House and Miller Store historical sites). Access is becoming difficult due to erosion. Rip-rap and fill should be placed here to stop this. It would also protect the historic buildings and provide some parking.

6. Acquisition of parcel to south of Miller Store for parking for ramp and historic house. A project related to 1) above, the project would provide needed parking for both uses. This land was "high and dry" but has eroded. Again, rip-rap and fill is required.
7. Restore town pier or construct bulkhead. The photographs on a following page show the pilings which once supported the town pier and related facilities. This was an important and useful focal point for the town until 19 when ice took it out. It should be replaced.

The pier option is more expensive, but is environmentally more acceptable than a bulkhead (the pier is also less durable). A decision will need to be reached as to which to pursue.
8. Improvements to Route 92.
 - a. The Maine Department of Transportation (with town cooperating) should undertake the following improvements in the center of town:
 - 1) Sidewalk (one side only - either side) from Factory Parking Lot, past historic Gates House parking area, to Congregational Church parking lot.
 - 2) Re-design culverts in front of Liberty Hall.
 - 3) Rip-rap (or other technique) to prevent erosion of roadway.
 - 4) Cut to improve vertical alignment and create acceptable sight - distance at Congregational Church.
 - 5) Replace damaged and missing guard-rail posts.
 - b. Other improvements (ditching, repaving, etc.) the length of Route 92 should continue.
9. Restoration of historic Liberty Hall should continue as described in detail in this section. Work also should include creation of adequate town office space from the storeroom on the south side of the ground floor and opening the old doors on that side for handi-capped access.
10. Improve Sanborn Park with nature trails and picnic areas.
11. Protect the Church Hill Cemetery from erosion which is threatening some of the graves.
12. Construct new firehouse.
13. Develop road-side rest area on town owned lot south-east of Foster Bridge (also known as "The Dyke").
14. Prepare an improvement plan for town roads and a schedule showing year-by-year which roads will be improved.
15. Prepare a complete comprehensive plan when state funds for this becomes available (probably in 1991).
16. Major improvements should be made to the Kennebec Road. This would be for convenience. But also - and more importantly - to provide a second access into and out of town emergency situations.

17. Locate a septic sludge disposal site: State law requires that the Town must provide a site for disposal of residential and commercial septic tank waste.
18. Develop a long-term solution for the solid waste disposal problem.
19. Make clear to all which roads, ways, and access points are Town (public) ways.
20. Take immediate action to protect the Town's most important natural areas.
21. _____

(Insert your "pet" project here and send a copy to the Planning Board or Selectmen for inclusion on future lists).

Town of Machiasport

ACTION PLAN



...a series of ideas about the future.

II. BACKGROUND

A. "Fast Facts"

B. History

A. "Fast Facts"

Town of Machiasport

Fast FACTS

Incorporated in 1826 Population 1,108

Machiasport is deeply rooted in historic significance and offers many panoramic views. Three communities - Larrabee, Bucks Harbor, and Starboard are part of the municipality.

The site of Fort O'Brien (captured and burned by the British during the War of 1812) offers a view of the location of the Machias River where the first naval battle of the Revolution was fought between the British schooner "Margaretta" and the victorious American sloop "Unity."

The Gates House Museum located here is the home of the Machiasport Historical Society and is open to the public during the summer.

Bucks Harbor is an active Down East fishing village. Its excellent harbor provides mooring for a fleet of over sixty fishing boats. A few moorings are also available for visiting mariners and gasoline and diesel fuel may be obtained at the Lobster Co-op dock. Fresh lobsters are also available at the co-op.

Jasper Beach, also in Bucks Harbor, is distinguished from other gravel beaches by almost one half mile of barrier spit fronting a tidal inlet. Wave tumbled and polished pebbles of jasper and rhyolite give the beach a distinctive color. The beach is listed by the State as a critical area, and is under the protection of the Federal Coastal Barrier Program. Machiasport acquired eleven acres of beach frontage in 1985 with access to a parking area has been improved and a pathway to the beach provided. A large sign on Route 92 identifies the entrance to the Park. Visitors are requested to be considerate of the private properties also fronting the beach.

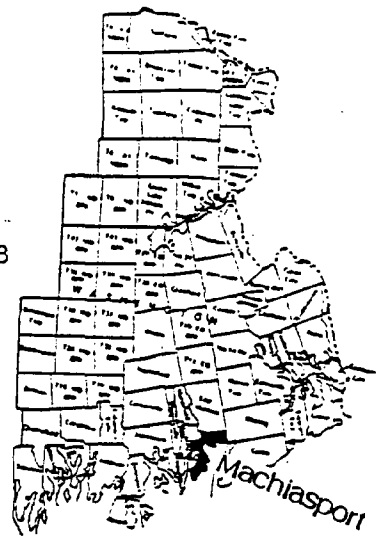
Starboard offers stunning ocean views. A gravel bar that is exposed for a few hours during low tide reaches across the bay to privately held Starboard Island.

Other Machiasport points of interest include: the Rim Memorial Bridge, connecting East Machias and Machiasport; Liberty Town Hall (an 1873 structure of mid-victorian architecture); the Machiasport Packing Company, an active sardine cannery; the First Congregational Church, built in 1828; and the Machiasport Baptist Church constructed in 1824, and the Bucks Harbor and Larabee Baptist Churches.

Recently the attraction of its natural and scenic qualities has led to the private development of exclusive subdivisions along the Machias and Little Kennebec Bay shores.

ANNUAL EVENTS:

Homecoming Celebration sponsored by the Historical Society is held in July. A Clam/Lobster Feed, tour of the Gates House is held in August. An old-fashioned Christmas Open House is also held in early December.



BOAT ACCESS SITE(S):

The Town Landing behind the Gates House, Starboard Island Road, the Bucks Harbor Co-op and Pettigrow's Boat Yard are all salt water facilities.

EATING PLACES:

Mic Mac Farm is located off Route 92 and open year round by reservation only.

HISTORICAL SITES:

Gates House (home of the Machiasport Historical Society) is located on Route 92 and the Town Hall which is also located on Route 92. Fort O'Brien, Congregational Church and Baptist Churches.

LODGING PLACES:

Mic Mac Farm has new cabins available. There are three units. The telephone number is 255-3008. Bed and Breakfast facilities are also available in Starboard at Marion Davis' home. Reservations may be made by calling 255-4426. "Gutsy Gull" B&B, Telephone 255-8633.

MUSEUMS:

Gates House located on Route 92 is open summer weekdays from 9 to 4 and by arrangement. The Historical Society also maintains extensive geneological records.

PARKS AND PICNIC FACILITIES:

Fort O'Brien State Park in Machiasport features scenic views and historical site of a Revolutionary Fort. Machiasport Jasper Beach Park offers ocean views of offshore islands.

SCENIC VIEWS:

Many vantage points along Route 92.

WILDLIFE PRESERVES/NATURAL AREAS:

Larrabee Heath (Nature Conservancy) features wild raised bog. Offshore islands feature bird refuge. Private boat access only.

OTHER POINTS OF INTEREST:

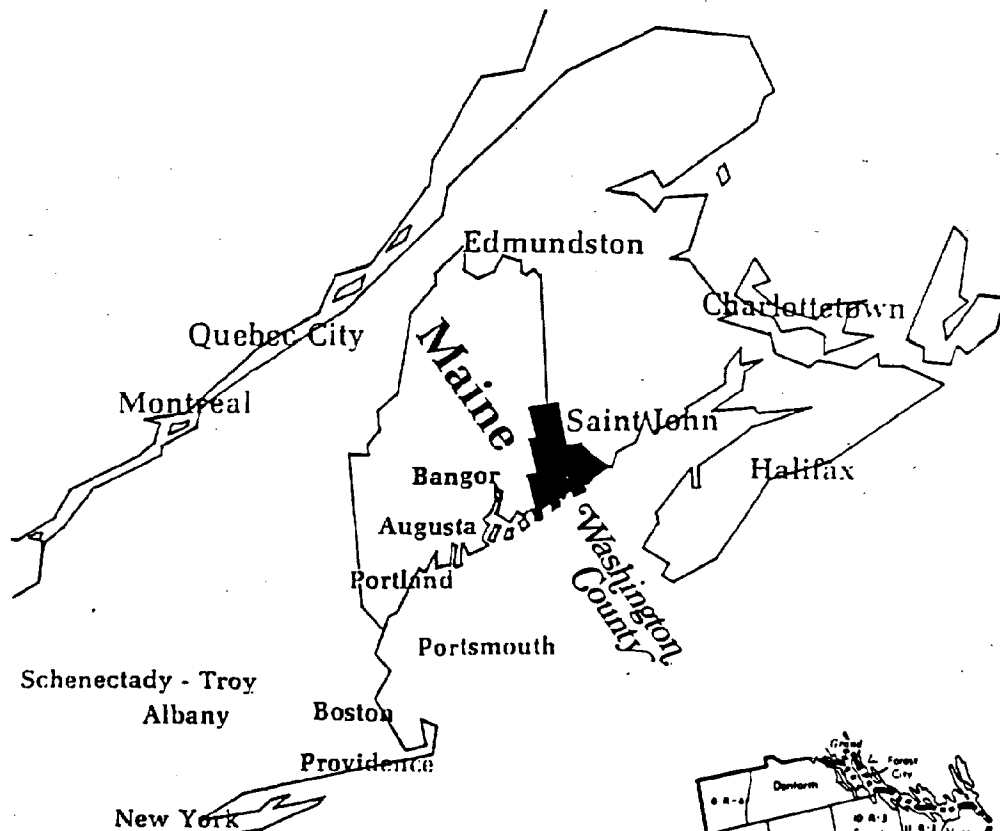
Sight-seeing: Many old homes

Geological Attractions: Shore ledges, Jasper Beach

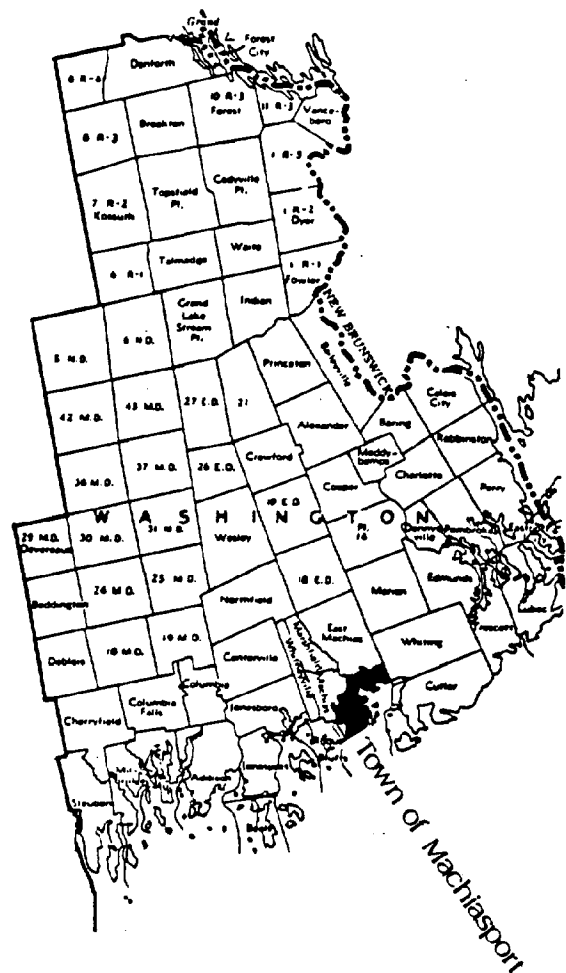
Bird Watching: Anywhere in the area

The fishing boats at Bucks Harbor

East Side Church is one of the oldest in the State



Maine, Washington County,
and the communities in the
county are strategically
located between the Maritimes
and the Eastern U.S.



B. History*

Machiasport and East Machias were originally part of Machias, the forty-second town to be incorporated in what is now the State of Maine. This was the first municipal corporation to be established between the rivers Penobscot and St. Croix. This organization took place in 1784. The meaning of Machias is "a bad run of water" or "bad little falls," first applied to West Falls, on the (Mechises) Machias River.

Machias attracted the attention of explorers and traders at a very early date, John Rutt, an Englishman, master of the schooner "Mary of Guilford" in 1527, penned with his own hand a map of the "Island just West of West Quoddie" and also "erected a cross thereon." Before the Pilgrims landed at Plymouth, there were French and English trading posts on Cross Island as well as on Birch Point, now Clarke's Point in Machiasport. Cross Island was preferable as a trading post, since no organized attempts could be made by the Indians to capture the storehouse, and traders left here were secure from attacks because the island could only be approached by canoe.

Here, in the latter part of the seventeenth century, in the days of feudal Acadia, was located one of the seigneuries established by the French at strategic points to secure valuable fur trade of the Indians, as well as to arouse the red men against the English. Mechises, the terminus of canoe routes from the Penobscot Valley on the west and the St. Croix on the east, was an ideal spot for such a rendezvous.

Indisputable evidence in the heaps of clam shells, arrows, pipes and tomahawks along Holmes Bay at the mouth of the Machias River and toward the mouth of Chandler's River in Jonesborough attest the gathering by hundreds of Indian tribes from the north and south each autumn.

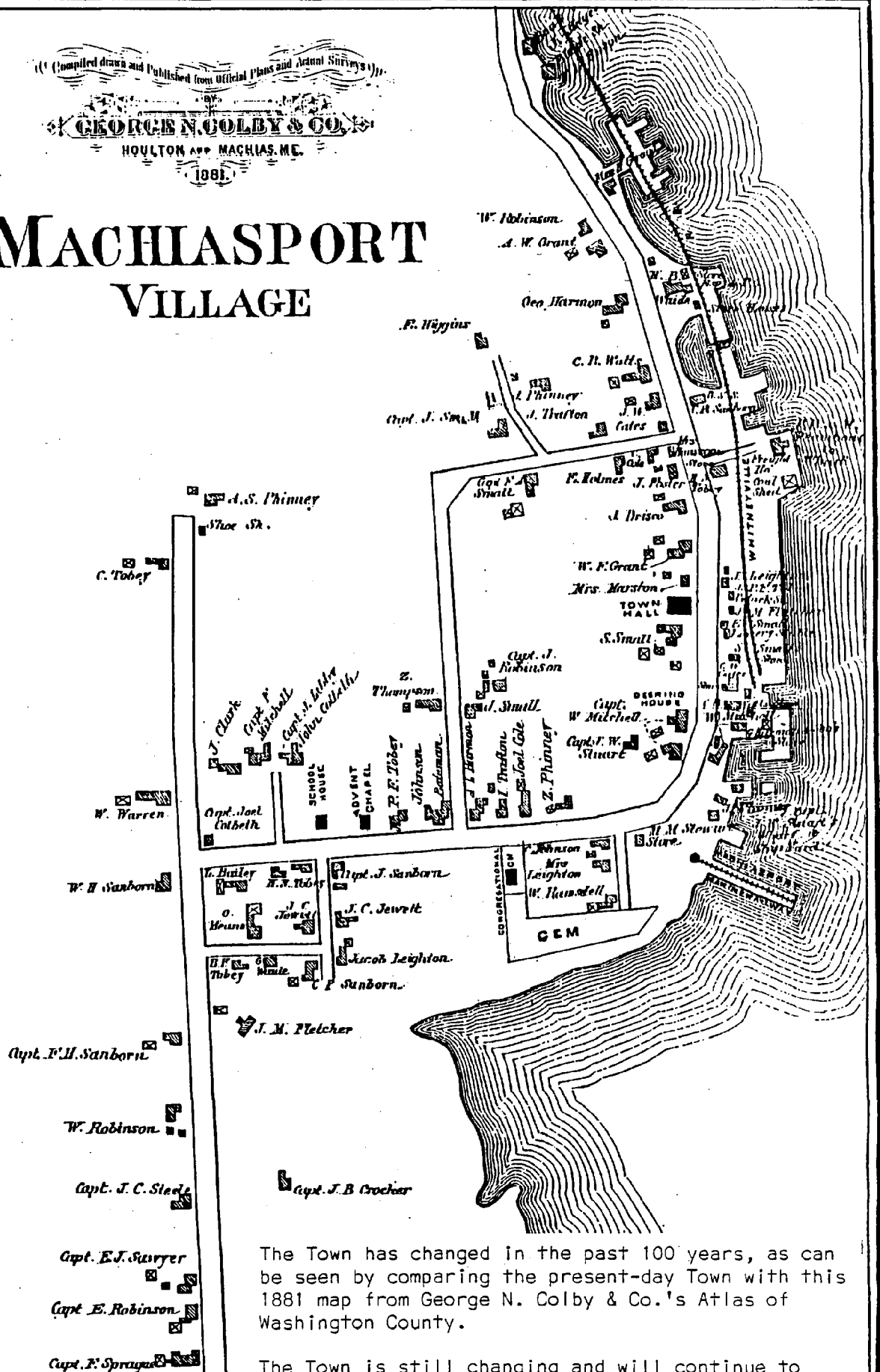
In 1633 the Plymouth colonists established a trading house here under Richard Vines. This was destroyed by LaTour. The French attempted to settle here in 1644; Governor Andros said that in 1688 there were three families here.

It was not until 1763, after the eastern section had become safe for English occupancy, that permanent settlements were made. During the years 1761-62 an extraordinary drought and extensive fires had resulted in the visits of residents of western Maine to the marshes of the rivers east of the Penobscot in search of hay for their cattle. Encouraged by their findings, sixteen men from the settlement of Black Point, Scarborough, embarked in a large whaleboat on a cruise eastward for hay. They also were looking for a place to set up an establishment for timber. At length they arrived at Machias where they found extensive tracts of salt marsh lands covered with invaluable grass. Here was also a pine wilderness and untouched forests of timber, with water power of a most unlimited capacity. They made a clearing and then a double log house was built, for the Berry and Larrabee families. Then they built their mill. The women and children who had remained in Scarborough came in August. The names of these early comers to West Falls in 1763 in addition to Berry and Larrabee, were Scott, Libby, Stone, Hill, Fogg, Foster, Buck, Carleton and Jones.

*Based upon "Maine Place Names and the Peopling of its Towns" by Ava Harriet Chadborne, 1957.

(Compiled drawn and Published from Official Plans and Actual Surveys)
GEORGE N. COLBY & CO.
 HOULTON AND MACHIAS, ME.
 1881.

MACHIASPORT VILLAGE



The Town has changed in the past 100 years, as can be seen by comparing the present-day Town with this 1881 map from George N. Colby & Co.'s Atlas of Washington County.

The Town is still changing and will continue to change. "Planning" is one way that the people of the Town can guide change so that the Town stays (or becomes) the way they want it.

During the year 1764 the inhabitants sawed nearly 1,600,000 feet of lumber. The colony increased in 1765. The names of those coming at this time were: Elliot, Holmes, Libby, Foster, Seavey, Munson, Balch, Getchell, and Foss, all from Scarborough; John Underwood who came from Kittery and was the first trader or storekeeper; and Jonathan Longfellow who came from Cornwallis, Nova Scotia.

In 1765 Morris O'Brien and his sons built a double saw mill on West Falls. The winter and spring of 1767 was one of widespread famine. Some called it "Clam Year." Jonathan Longfellow was this year appointed Justice of Peace, the first civil officer commissioned east of the Penobscot River. After a number of petitions had been made to the General Court, the tract of land was granted, on April 16, 1770. By this time the petitioners had become proprietors. They were especially warned not to cut any of his Majesty's timber.

The first proprietary meeting was held in September, 1770. Stephen Jones was chosen as clerk, Jonathan Longfellow, moderator; Benj. Foster, Samuel Scott and Sylvanus Scott were made a committee to call future meetings; Ephraim Andrews, collector; Sylvanus Scott, treasurer.

By 1770 a larger, more business-like central village had grown up around "West Falls." Three double saw mills had been built. One statement of the surveyors shows that bricks were made in Machias before 1773. Tradition tells us that "no salt was imported to Machias for four years, the factory distilling salt from sea water, the place of operation being a small island, in what is now Machiasport, known by the residents of today, as well as on the charts, as Salt Island."

The first meeting houses were built in 1774; they had no pews, but ranges of seats on each side of a narrow aisle with a pulpit at the head. The Reverend James Lyon, a graduate of Princeton, came in 1771 and continued in service in both the east and west villages until his death in 1795.

Machias people initiated the Revolutionary struggle on the sea, as the people of Lexington and Concord had done upon the land. The "Margaretta" was the first British vessel captured by the Americans. Foster and Jeremiah O'Brien were commissioned as privateers and were very successful. In 1777 the British under Sir George Collier came to subdue the rebellious town. When they arrived they burned a tide mill, two dwellings, tow barns and a guardhouse below the village, but in the end, beset by both Americans and Indians, the British were glad to reach the bay again. "To the firmness and intrepidity of their fathers we owe the preservation of this extreme outpost of the colonies throughout the Revolutionary War, though so little has been said about it, that the fact is hardly known outside of the locality itself."

As the name connotes, Machiasport was originally the port for the adjoining towns. It has an excellent harbor open all year.

The petition signed in 1784 by the settlers who had improved the land and asked that their claims might be examined by the General Court had as its first signer Mainwaring Beal, who stated that John Manchester, from whom he bought the land about 1770, had settled there about eighteen years before (1766). There were seventeen other signers, including John Coffin Jones, Jonas Farnsworth, William Albee, Joseph Lebbe, Nathan Lebbe, Peter Coolbroth, Stephen Fogg, Abner and David Leatherby, Benj. Pettigrew, Stephen Jones, John Sanborn, John O'Brien, Henry Griffiths, Wm. Kelly, and Widow Larrabee.

About 1800 the Port village comprised the families of Mr. Matthias Tobey and Mr. Nathaniel Phinney, Benj. Berry and John and Wm. Sanborn. The Larrabees and Petigroves were at Larrabee's Cove and the Colbaths and Libbys at Buck's Harbor, the Bryants and Millers at Little Kennebec.

Buck's Harbor, now in Machiasport, was probably named for Capt. Thomas Buck of Plymouth, Mass., who carried the first settlers to Machias in 1763.

Machiasport was incorporated as a separate town in 1826.



HISTORIC BUILDINGS AND PLACES IN MACHIASPORT*

LIBERTY TOWN HALL

Liberty Town Hall was designed and built by Andrew R. Gilson of Machias in 1873. This large two story clapboarded structure with a central square tower is an excellent example of the Italianate style of architecture. The corners of the tower and first story of the building have wooden quoins. The windows have heavy ornate lintels, and the tower's denticulated cornice is supported by paired brackets. Each side of the tower has a pair of round headed apertures with a circular opening above. The roof of the bell tower has been remodelled. Liberty Hall faces east on Route 92, and has served as a center for social activities and meetings for many years.

MACHIASPORT CONGREGATIONAL CHURCH

This Federal style church was built in 1828, and is located in a spectacular setting on a bluff overlooking the Machias Bay. The church has two paneled doorways for entrance to the building, and has a Palladian window in the center front of the second story. The church originally had a simple square tower, and the spire was added in the 1920's. The ornamental wooden pinnacles on the tower resemble those of the Centre Street Congregational Church in Machias.

GATES HOUSE

Zebadee Mayhew came to Machias in 1803 and bought the property on which the Gates House sits. He probably built the house soon after this purchase, and in 1813 the house, barn, store and wharves were sold at public auction to Nathan Gates. Mr. Gates was a trader, and from the mid to late nineteenth century the wharves were the final stop on the Machiasport-Whitneyville Railroad. The basement facing the river was always used as a store or trading post. The house remained in the Gates family until 1929.

Built on the slope of a hill on the edge of the Machias River, the Gates House has two main facades of differing heights. From the road it appears to be of two stories with a projecting wing on the west side. From the river it has three stories. The building shows Federal period influence in its low pitched hip roof, fanlight over the doorway, and tall, narrow proportions. The windows have twelve over twelve lights and the cornice has a very simple decorative molding.

The Gates House is the home of the Machiasport Historical Society and is open to the public. It is listed on the National Register of Historic Places.

LARRABEE CHURCH

William C. Bowker of Machias was the architect and master builder for the Larrabee Baptist Church. The exterior was completed in 1874, but the pews were not installed and interior details finished until 1880. The Baptist Church was dedicated in June 1880.

This wooden clapboarded church is a simple example of the Italianate period of architecture. It has double entrance on the gable end facing the street, with ornamental lintels over each doorway. A square bell tower sits on the gabled roof. The Larrabee Baptist Church is located on Route 92.

*From: Sunrise County Architecture: Significant Buildings of Washington County.
By Anne Fernald for the Sunrise Institute, 1979.

BUGKS. HARBOR CHURCH

Historic Bucks Harbor Church is the centerpiece of this community.

MACHIASPORT BAPTIST CHURCH

The 'church across the river' was built in 1823-1824, and is the earliest existing church in the Machias area. The wooden clapboarded building has a gable roof with square bell tower. The belfry has pairs of pointed apertures on each side. The stained glass windows, chimney and belfry were added in 1911. The Machiasport Baptist Church is used once a year for special services, and is located on the east side of town.

FORT O'BRIEN

The Machias River saw early settlement. In 1622 and again in 1643 English trading posts were established in the vicinity, and a small French settlement thrived for a few years from the 1680's. By the time of the American Revolution Machias was becoming a center for Anglo-American logging operations, and it was this frontier community which was to precipitate the first naval engagement of the war in which the British ship "Margaretta" was captured on June 12, 1775. Anticipating retaliation, the townspeople hastened to build a breastwork on the river under the direction of one Jeremiah O'Brien. The British response was not long in coming when Sir George Collier with four vessels drove the defenders away.

In 1777 the "Eastern Department" was re-organized and Machias became its military headquarters. Fort Machias (Fort O'Brien, as it has become known) was upgraded by Massachusetts and placed under the command of Col. John Allan of Nova Scotia. Allan was directed to enlist 100 men, a figure increased to 300 later in the year after a damaging English raid. Armament consisted of new muskets for the troops as well as two 9-pounders and one 6-pounder cannon. The fort itself was repaired and strengthened and barracks were constructed. It was to see no further action during the Revolution, thus succeeding in protecting Machias from further English depredations.

Practically nothing is known of Fort O'Brien's construction details, but a survey map drawn in 1964 shows the "site of Old Battery" just to the north of a Civil War battery. This was a crescent-shaped earth-work, clearly visible in the 19th century, which was some 90 feet long and 14 or 15 feet thick,

In 1781 Congress took control of Fort O'Brien: "It is ...RESOLVED, That the Governor and Council of Massachusetts be, and they hereby are empowered, to complete the company or artillery at the post of Machias, to a number not exceeding sixty-five.. the said company to be under the command of Col. John Allan, and to be raised, clothed, paid and subsisted, as Continental soldiers, at the expense of the United States."

During the British naval offensive of 1814 Fort O'Brien fared less well. In September five men-of-war carrying some 900 regulars descended upon the Machias River and Fort O'Brien, defended by about 100 men, had to be hastily abandoned. Staying a couple of days, the British burned the barracks and removed the guns.

The next (and last) time that Fort O'Brien was activated was in the fall of 1863 when an entirely new battery was constructed, just to the south of the 18th century fortification. The Civil War was at its height, and there were genuine fears that a Confederate raider, such as the notorious "Alabama" might sail up the Machias River and devastate one of eastern Maine's most important towns. Accordingly, a new Fort O'Brien was built from designs by Thomas Lincoln Casey and B.R. Green. A military engineer. Casey was in charge of all Maine fortifications during the Civil War and was later to complete the construction of the Washington Monument.

The fort consisted of the following components. A small gable-roofed store house measuring 14 feet by 18 stood to the north-west. In the center of the complex was a nearly square timber magazine measuring externally 43 feet by just over 39. Excavations by Wendell Hadlock in 1965 indicated that this semi-subterranean structure was built of unhewn logs, varying from eight to twelve inches in diameter, which sheltered an 18 by 12-foot chamber for powder and ammunition storage. The battery itself faced east and was a timber-revetted earthwork about 150 feet long, north to south. This work protected five guns. The three entral guns were 32-pounder smoothbores which were mounted at ground level and fired through embrasures 18 feet wide at their mouths. The two other guns, one at each end, were 24-pounder rifled cannon. These seem to have been mounted at a higher level en barbette, that is, they fired over the parapet rather than through it.

Fort O'Brien, which is now a State Park, is to this day a prominent earthwork overlooking the Machias River in Machiasport. Its peaceful setting belies the fact that in three American wars fortifications were built and defended here with greater or lesser success to protect one of eastern Maine's major population centers.*

INDIANS IN THE MACHIAS BAY AREA**

For centuries prior to the American Revolution evidence is undisputable that the Indian tribes from the North including the St. Lawrence and the Narragansetts on the south gathered by the hundreds each autumn in October usually at the mouth of the Machias River with Holmes Bay being the headquarters for rendezvous, campfires, hunting, fishing and sporting. Big heaps of clam shells along the Bay, also west and toward the mouth of the Chandler's River in Jonesboro near Look's Point where Indian arrows, pipes and tomahawks have been taken out of these heaps of shells. Very little remains of these shell heaps.

*From "The Forts of Maine" by Robert L. Bradley for the Maine Historic Preservation Commission (undated)

**From "Historic Washington County", 1976

Town of Machiasport

ACTION PLAN



...a series of ideas about the future.

III. GOALS

GOALS AND OBJECTIVES

These Goals and Objectives provide a framework for planning by identifying a future state of affairs which the Town hopes to achieve. They also can serve as standards against which the achievements of the Town can be evaluated and the degree of success determined.

The Goals and Objectives are closely inter-related and to some extent cannot be separated but have been grouped into several categories for ease of discussion and consideration.

Goal: Attain an Optimal Quality of Life Within Machiasport

- Objectives:
1. Protect and enhance positive aspects of the character and values of the community.
 2. Prevent pollution of water supplies.
 3. Carefully integrate subdivisions, when presented, into the Town's overall development plans.
 4. Provide facilities to meet the special needs of youth and senior citizens; both at the community and county-wide levels.
 5. Actively encourage residents who are retired or over age 65 to use their experience and abilities in community programs.
 6. Continue to provide access to health care facilities.
 7. Provide optimal recreational activities.
 8. Promote the development of locally oriented cultural activities.
 9. Preserve historic areas.

Goal: Attain a Better Balance of Local Income Producing Activities
Which Will Enhance Local Employment Opportunities

- Objectives:
1. Support the efforts of Machias to encourage development of new job opportunities *(year-round and seasonal) for the younger age groups.
 2. Encourage the development of more diversified maritime related activities.
 3. Protect and enhance Bucks Harbor.

Goal: Promote Machiasport at the Regional and State Levels.

- Objectives:
1. Develop local pride in Machiasport.
 2. Promote the positive attributes of Machiasport.
 3. Establish a sense of unity.
 4. Meet the community's social, civic, and economic responsibilities with imagination and with voluntary action which will merit the understanding and support of all concerned.

Goal: Improve Governmental Services to the Community

- Objectives:
1. Provide better communications between town government and citizens of Machiasport.
 2. Determine level of services citizens want.

Goal: Encourage the Development of Low Cost Housing So Young Families Just Starting Out Can Afford Adequate Housing

- Objectives:
1. Provide sites for homes that moderate income people can afford.
 2. Provide housing types that moderate income people can afford.

Town of Machiasport

ACTION PLAN



...a series of ideas about the future.

IV. RECOMMENDED ACTIONS

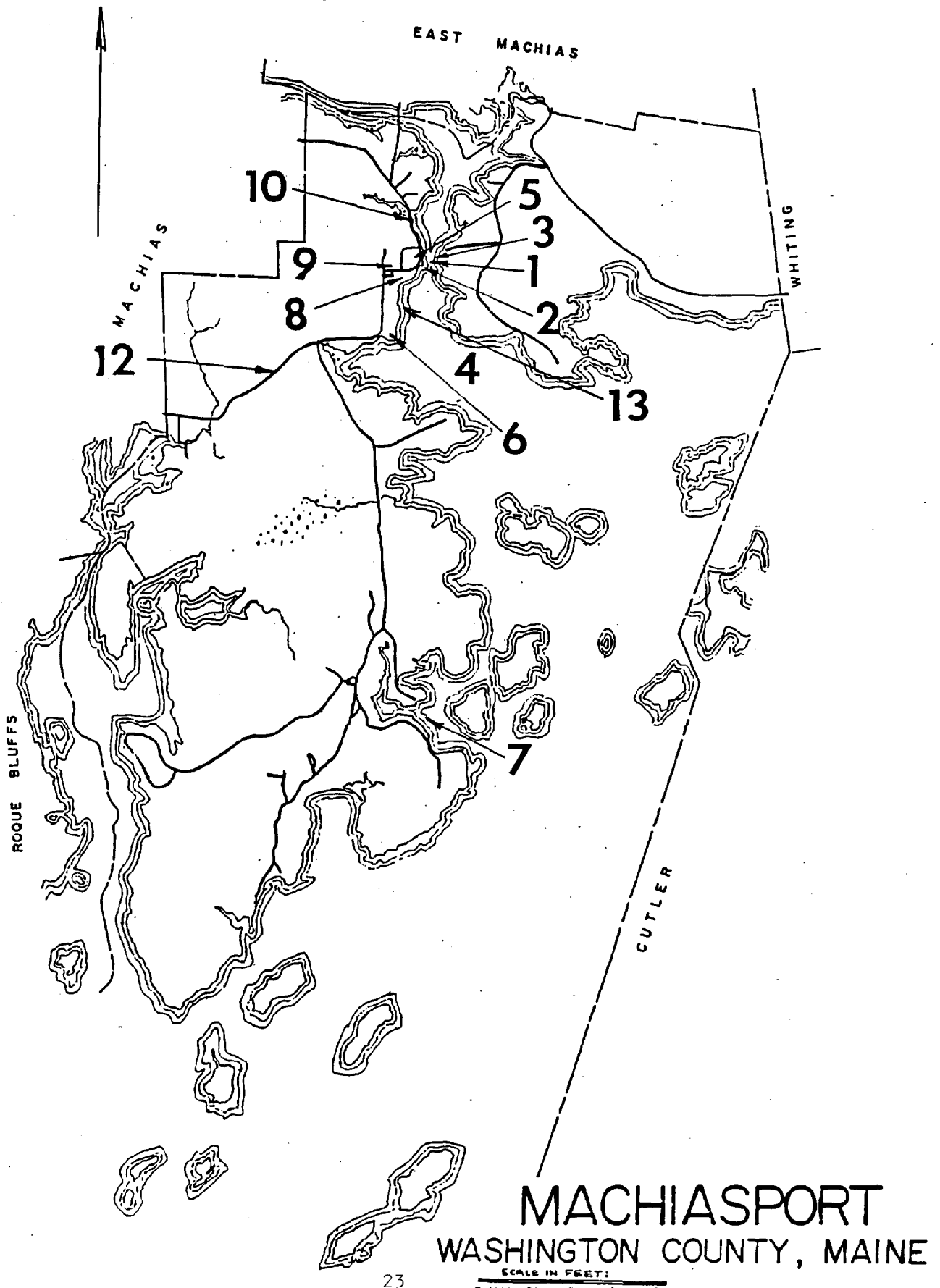
- A. Projects
- B. Ordinances
- C. Future Planning

A. Recommended Projects

The following pages contain excerpts from plans, studies, and reports. The full reports should be referred to for details of each project.

1. Protect Gates House and Miller Store from erosion.
Provide access to Town's boat ramp.
2. Acquire site for additional planning to serve ramp (as well as historic buildings).
3. Restore town pier or construct bulkhead.
4. Improve Route 92 - especially between the factory and Congregational Church.
5. Restore Liberty Hall, improve Town Office space.
6. Improve Sanborn Park.
7. Bucks Harbor:
 - a. construct town-owned pier
 - b. dredge
 - c. construct breakwater
8. Protect Church Hill Cemetery from erosion.
9. Construct new firehouse or make major improvements to present one.
10. Develop roadside rest area at the Dyke.
11. Initiate a re-cycling program.
12. Make major improvements to Kennebec Road.
13. Stop erosion of historic Fort O'Brien.
14. Protect the Town's most important natural areas.

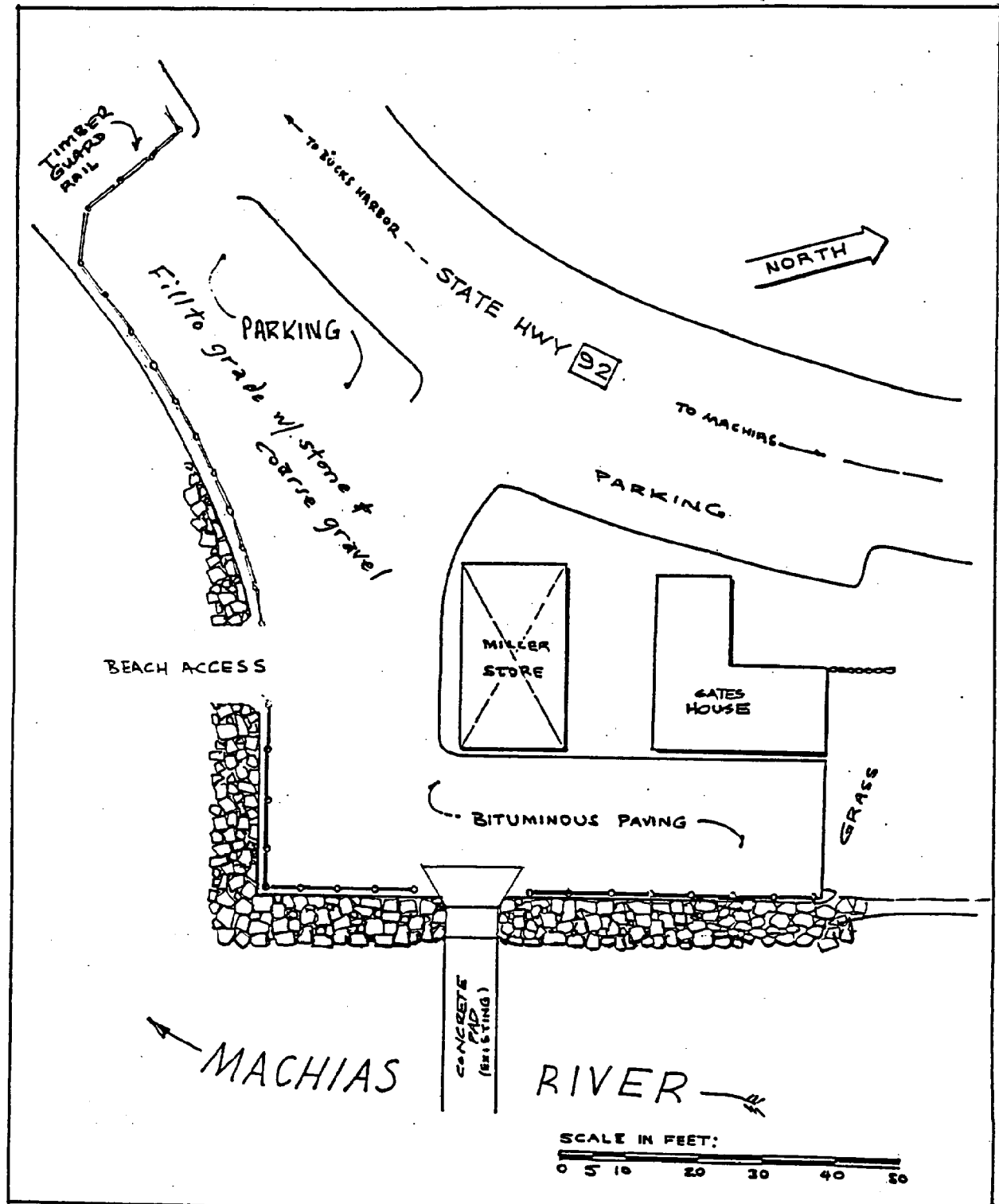
LOCATION OF CONSTRUCTION PROJECTS
(Other action proposals are town-wide or do not involve construction)



1 PROTECT HISTORIC BUILDINGS
PROVIDE ACCESS TO TOWN BOAT RAMP

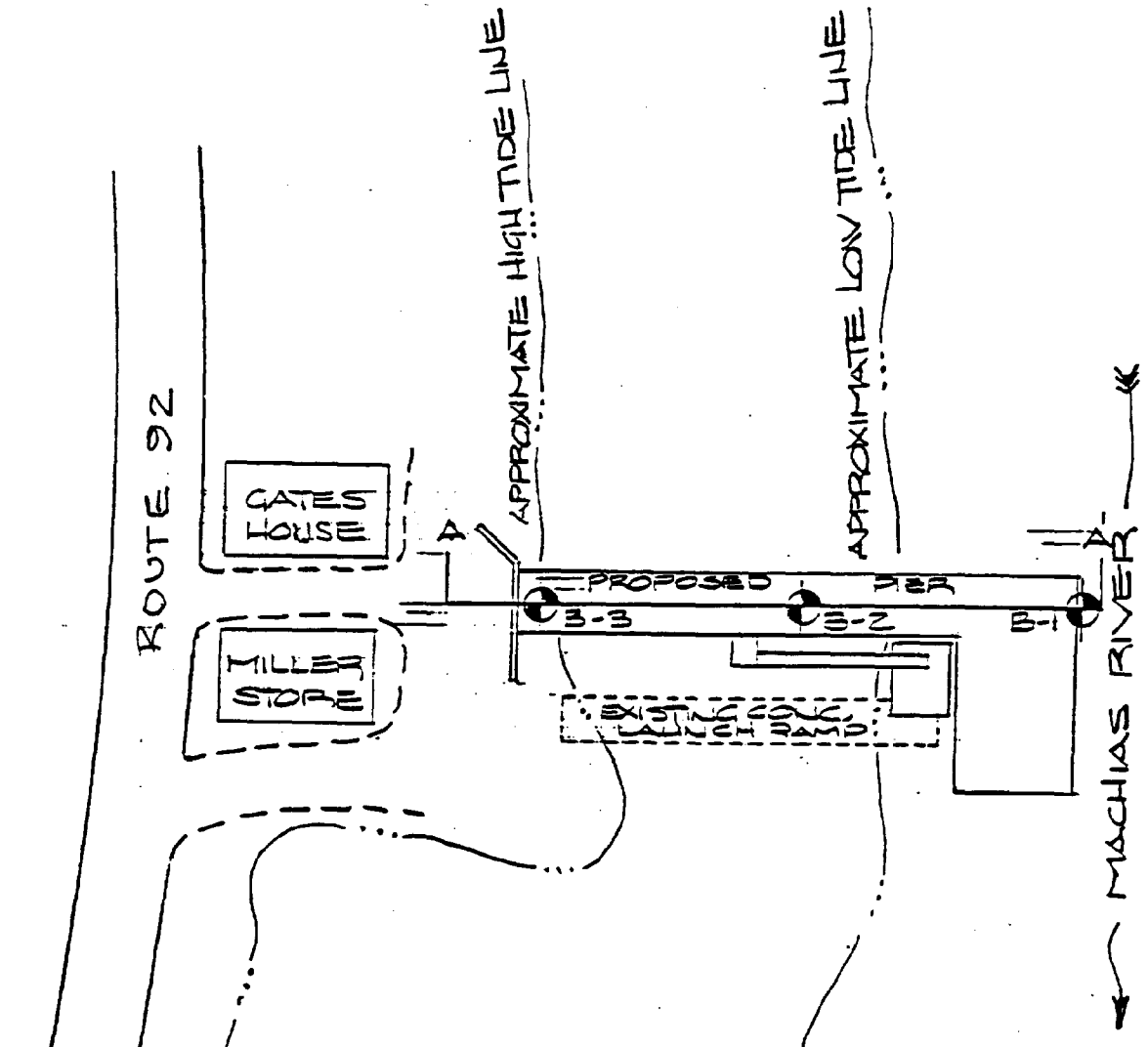
2 PROVIDE PARKING FOR BUILDINGS AND RAMP

Access to the town boat ramp is becoming difficult due to erosion. Rip-rap and fill should be placed here to stop this. It would also protect the historic Gates House and Miller Store and provide some parking. Acquisition of parcel to south of Miller Store would provide space for additional parking for ramp and historic building. This land was once "high and dry" but has eroded (see photos on the following page). Again, rip-rap and fill is required.




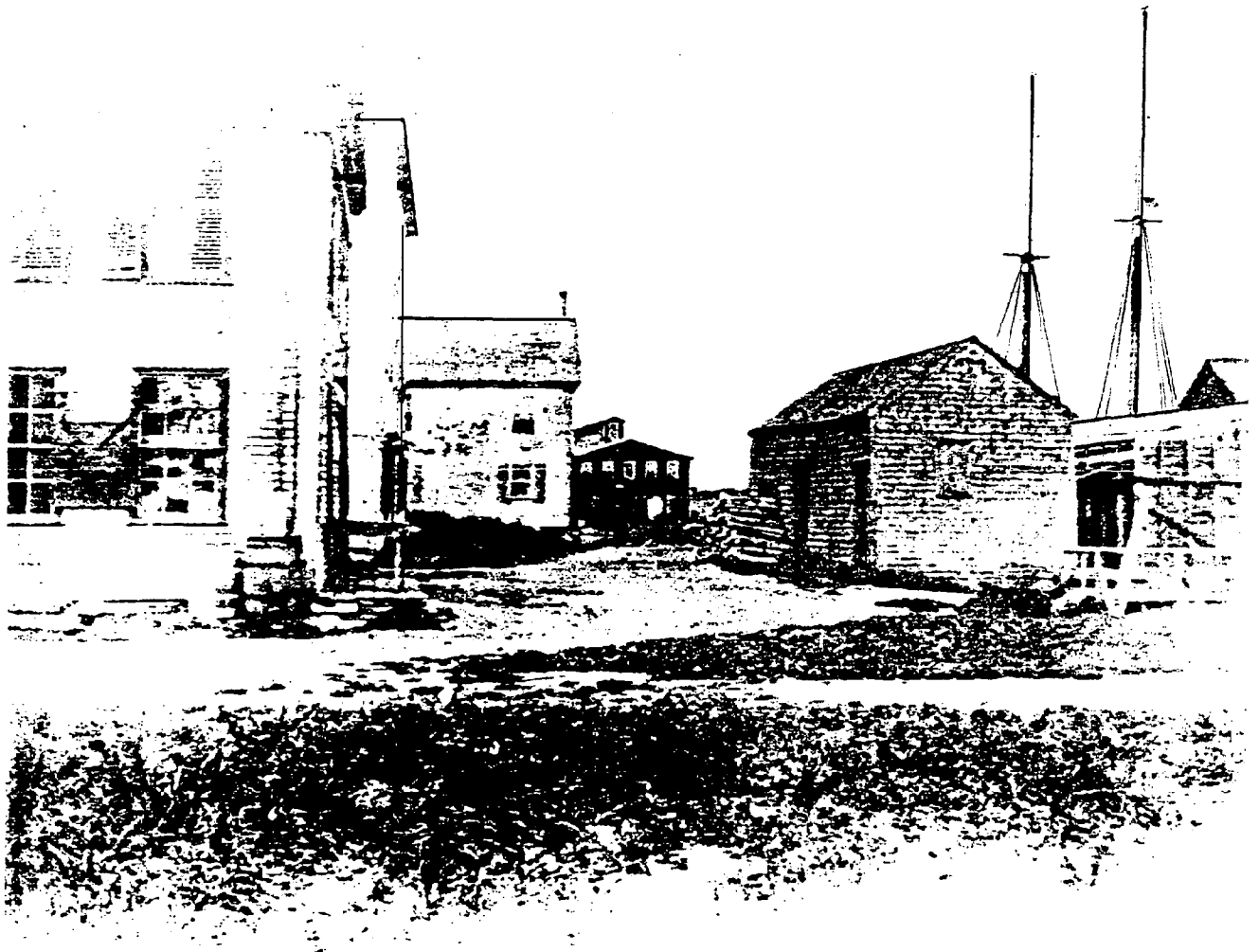
3 REPLACE THE TOWN LANDING

Restore town pier or construct bulkhead. The photographs on the following page show the pilings which once supported the town pier and related facilities. This was an important and useful focal point for the town until ice took it out. It should be replaced. This page shows the pier option which is more expensive, but is environmentally more acceptable than a bulkhead (the pier is also less durable). A following page shows the bulkhead. A decision will need to be reached as to which to pursue.



NOTE: B-1, B-2, B-3 ARE BORING LOCATIONS. SEE DUC 3 FOR INTERPRETIVE SUB-SURFACE PROFILE A-A'

CLIENT:	TOWN OF MACHIASPORT, MAINE	PROJECT:	MACHIASPORT PIER
EDWARD C. JORDAN CO., INC		TITLE:	SITE PLAN
ENGINEERING, PLANNING, ARCHITECTURE PORTLAND, BANGOR, AND PRESQUE ISLE, MAINE		DATE: 1008 40 2099100	



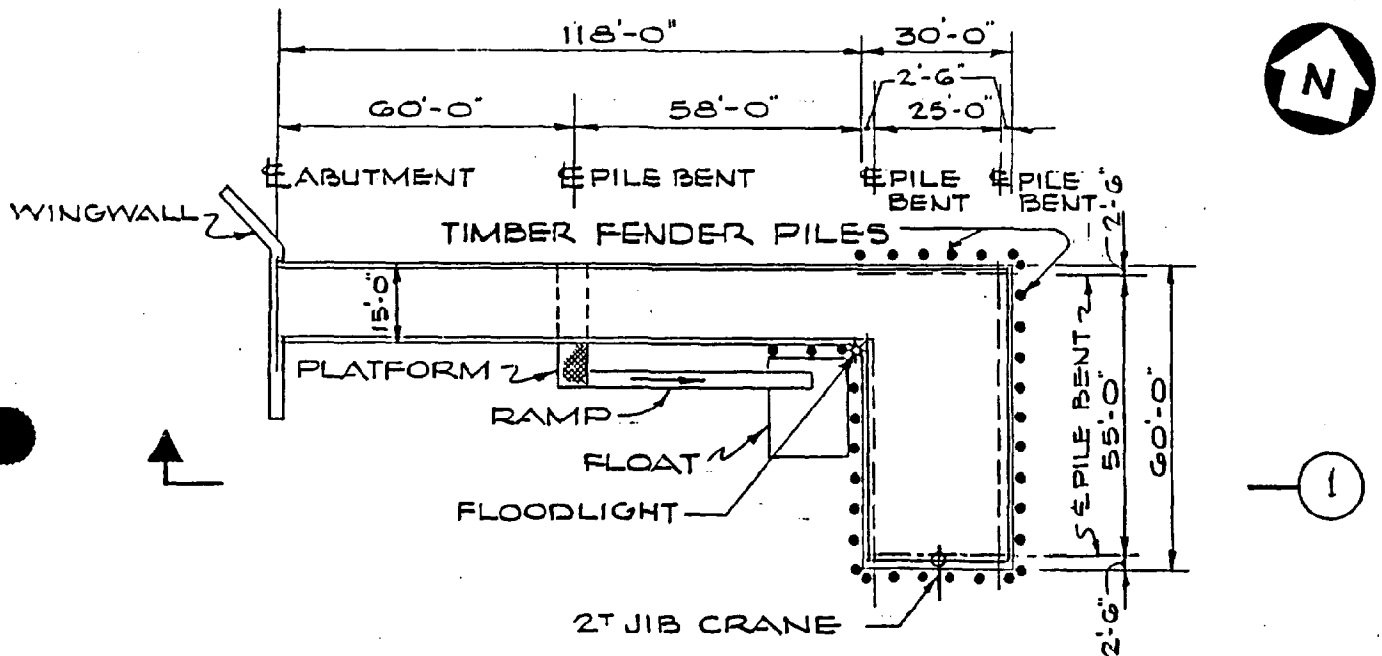
The vicinity of the Town Landing as it once appeared. This view is looking north along Water Street. The buildings on the right have all been destroyed by erosion. (Note the masts of a schooner tied up at the also gone wharf).

When the Coast Guard manned the Cross Island Light, they used to come to the Town Wharf and Miller's Store for groceries, etc.



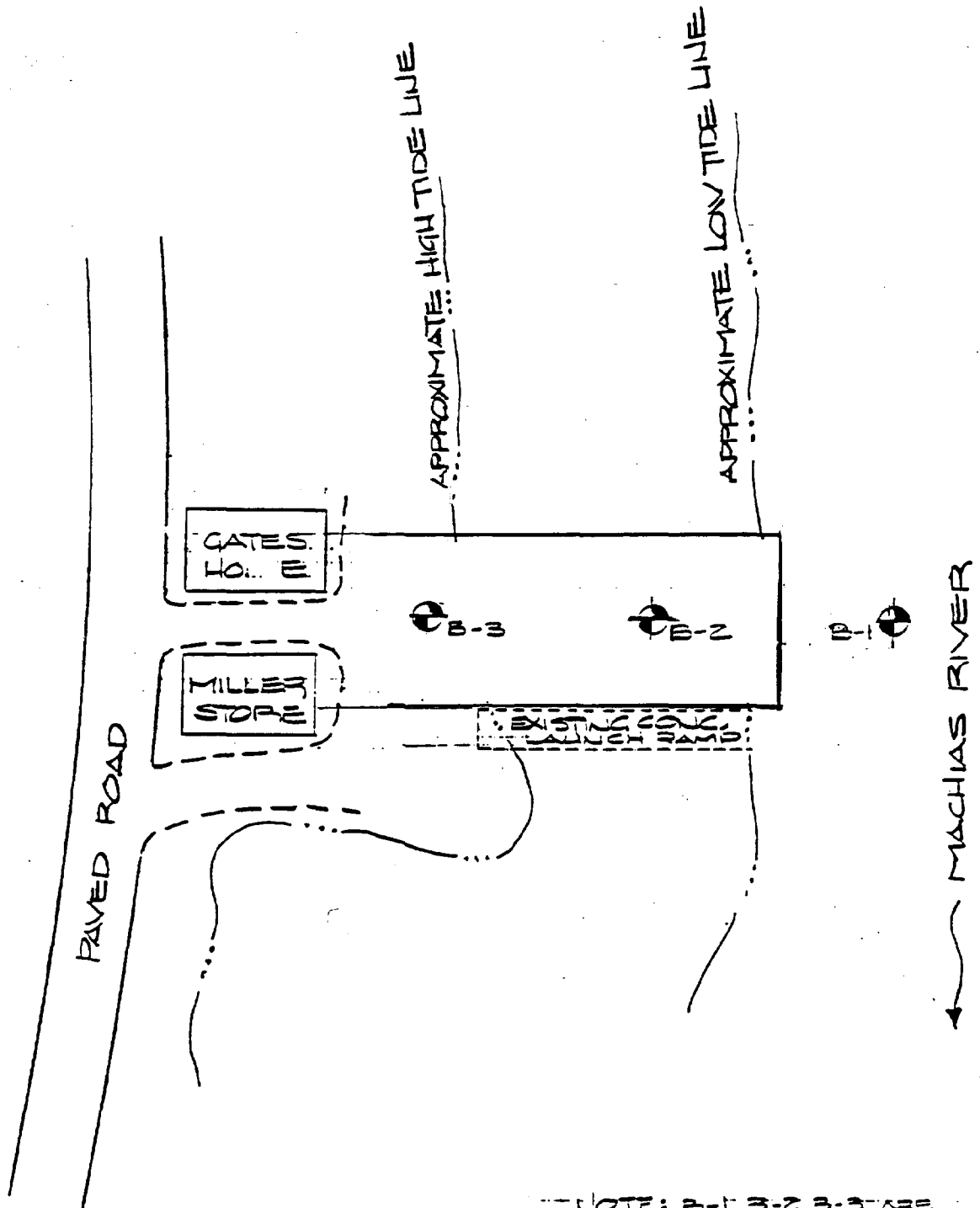
the site of the Town
Landing as it is today.






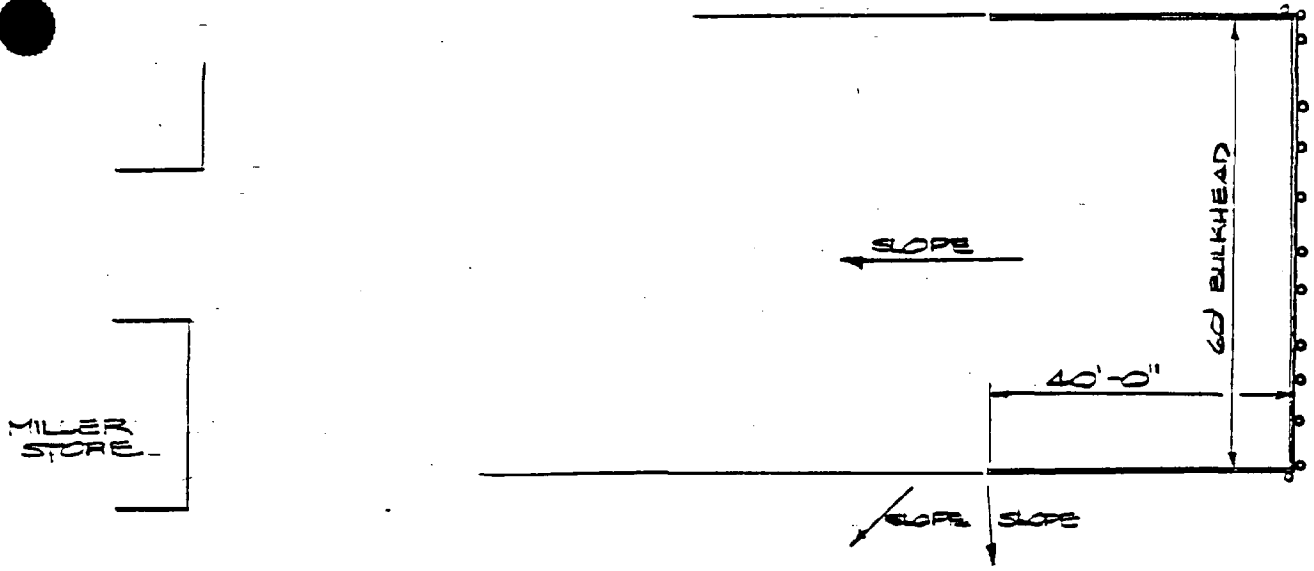
<p>CLIENT</p> <p>TOWN OF MACHIASPORT, MAINE</p>	<p>PROJECT</p> <p>MACHIASPORT PIER</p>
<p>EDWARD C. JORDAN CO., INC.</p> <p>ENGINEERING, PLANNING, ARCHITECTURE</p> <p>PORTLAND, BANGOR, AND PRESQUE ISLE, MAINE</p>	<p>TITLE</p> <p>PIER PLAN</p> <p>DATE</p> <p>JOB NO. 2099100</p>

Proposed replacement for Town Landing. Alternate B: A Bulkhead.

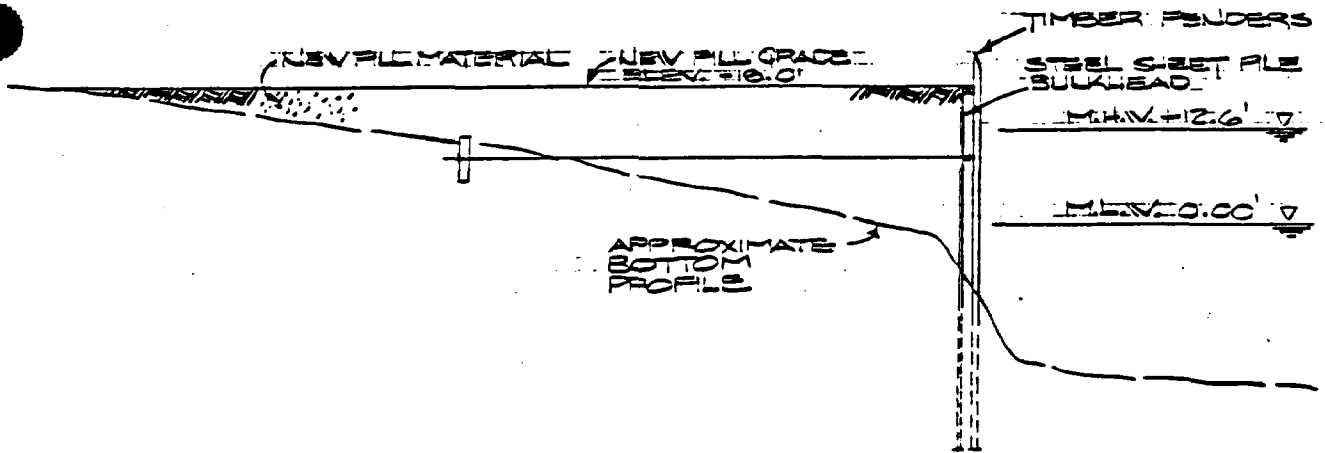


NOTE: B-1, B-2, B-3 ARE BORING LOCATIONS.

CLIENT	TOWN OF MACHIASPORT, MAINE	PROJECT	MACHIASPORT BULKHEAD ALTERNATIVE	SHEET NO.
EDWARD C. JORDAN CO., INC		TITLE	SITE PLAN	REV NO.
ENGINEERING, PLANNING, ARCHITECTURE PORTLAND, BANGOR, AND PRESQUE ISLE, MAINE		SCALE	N.T.S. 2099100	



PLAN



PROFILE

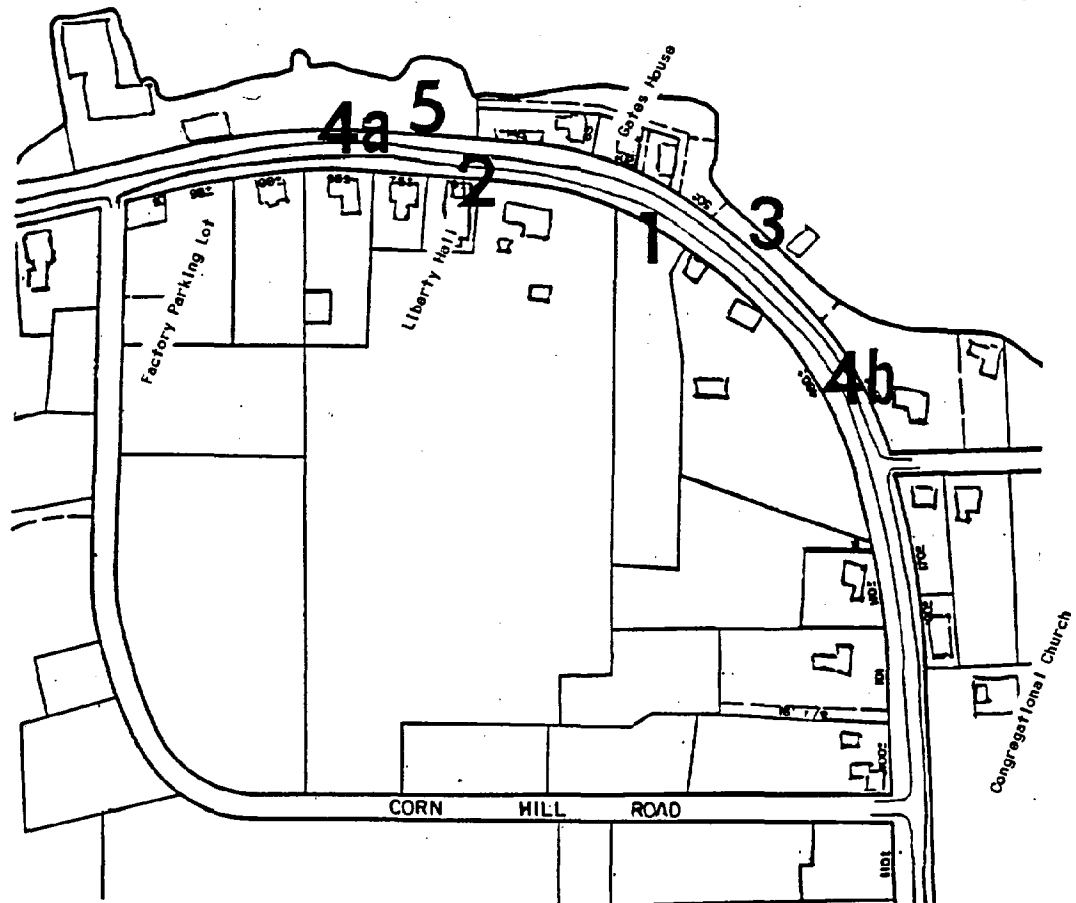
CLIENT TOWN OF MACHIASPORT, MAINE	PROJECT: MACHIASPORT PIER	SHEET NO. DRAWING NO.
EDWARD C. JORDAN CO., INC. ENGINEERING, PLANNING, ARCHITECTURE PORTLAND, BANGOR, AND PRESQUE ISLE, MAINE	TITLE BULKHEAD ALTERNATIVE PLAN & PROFILE SCALE: 1" = 25' JOB NO. 2099100	REV. NO.

4

ROUTE 92 IMPROVEMENTS

State Route 92 is in need of ditching and repaving for much of its length. However, one section is especially critical: from the factory to the Congregational Church is in need of major structural changes. There is quite a bit of pedestrian traffic along the highway when there are events at the Gates House, or the Sunrise Institute or the church, as well as when the factory is working. There is also routinely heavy traffic to the Town Office in Liberty Hall. As can be seen in the photo on the cover of this report, there once was a sidewalk on the west side of the road - it should be replaced.

Sight distances are unacceptable, the guard rail is in a shambles, and one section of the road is in imminent danger of being eroded into the sea!



1. Sidewalk (one side only - either side) from Factory Parking Lot, past historic Gates House parking area, to Congregational Church parking lot.
2. Re-design culverts in front of Liberty Hall.
3. Rip-rap (or other technique) to prevent erosion of roadway.
4. Cut to improve vertical alignment and create acceptable sight - distance at:
 - a. Congregational Church
 - b. Liberty Hall
5. Replace damaged and missing guard-rail posts.

5

LIBERTY HALL IMPROVEMENTS

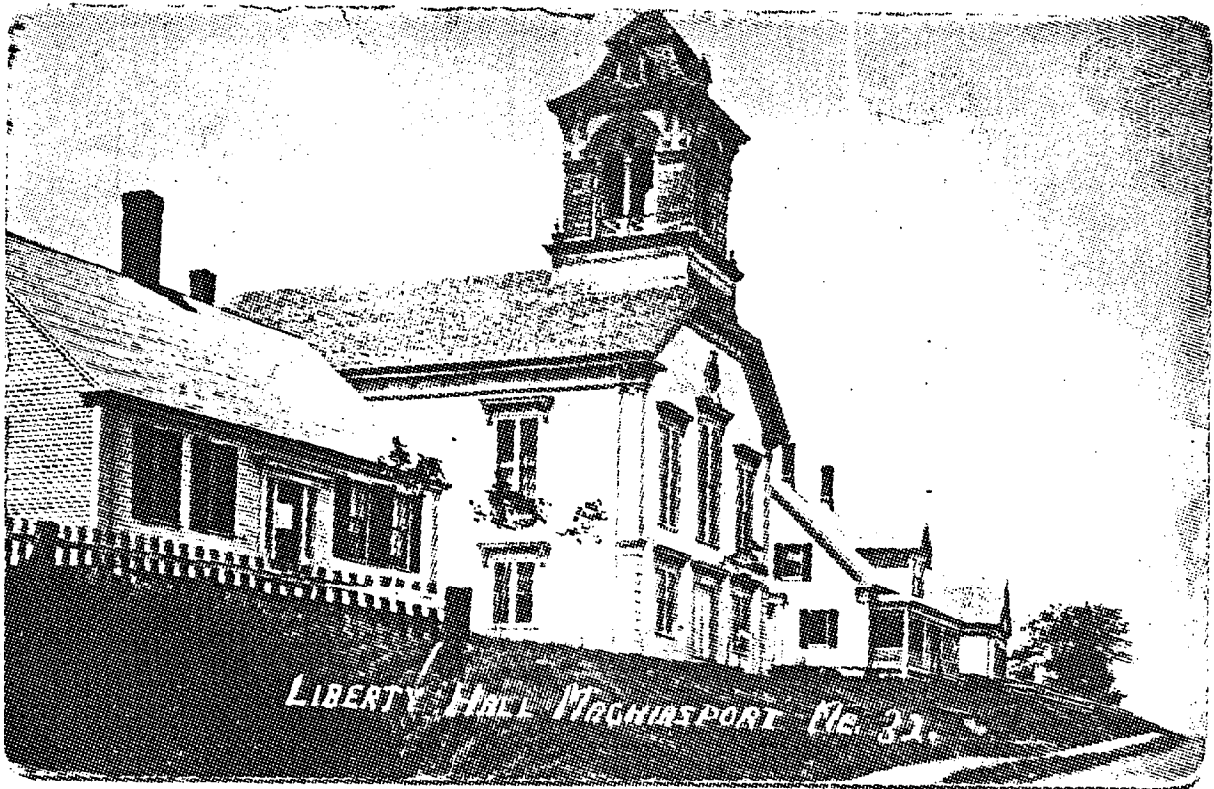
Liberty Hall is the most impressive town hall in Washington County (and one of the most interesting in Maine). It was built by our proud fore-bearers to serve as a focus for town activities. Would they be proud of it now?

It should be restored - outside and inside. This will not be inexpensive (see following pages) but it should be done.

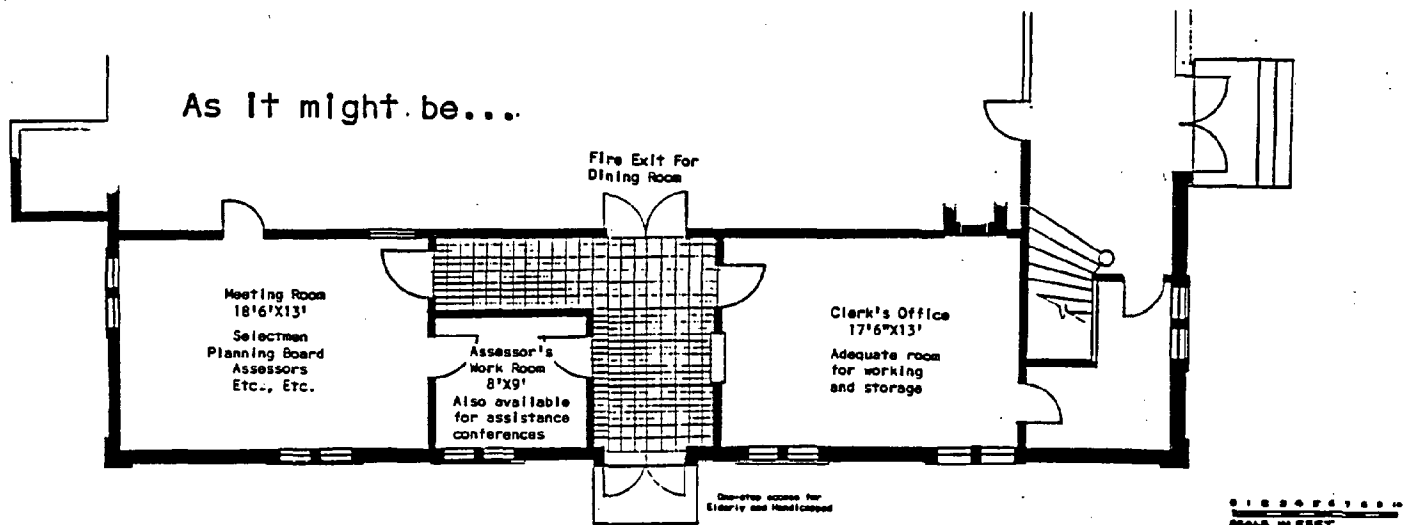
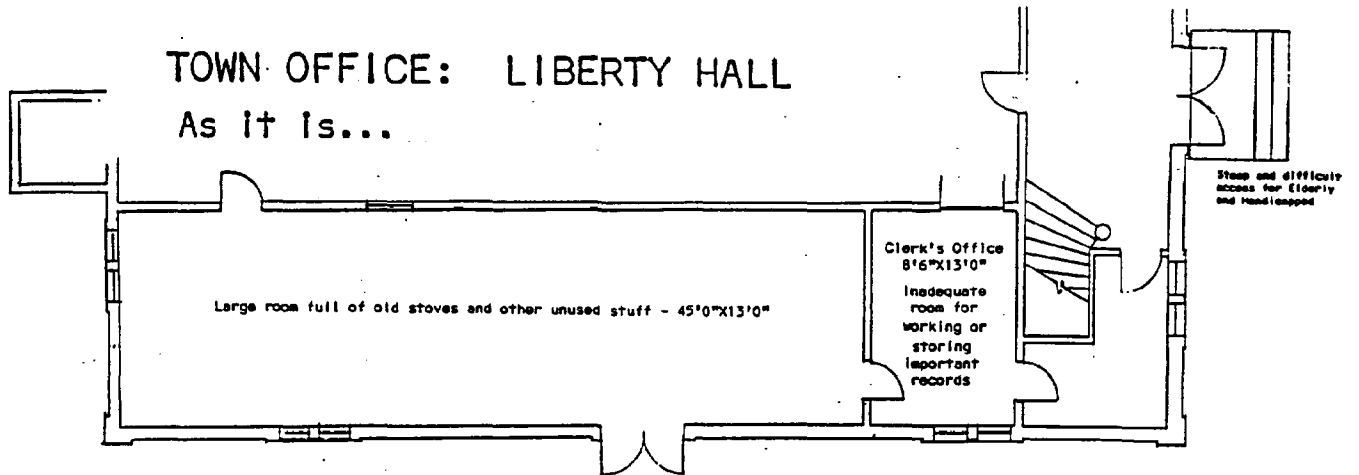
Space should be provided in it for adequately carrying on day-to-day town business, for routine meetings of the selectmen, planning board, assessors, and others. And for proper storage of town records. The building should also be made accessible for the handicapped and the elderly. It should have running water and a toilet.

The required office space and storage can be provided on the south side of the ground floor. The double doors on that side of the hall could provide the needed access.

Parking for the hall is a critical need which is discussed in the roads section of this plan.



Upon completion of the renovation work, a plaque should be placed on the Hall stating that it was built in 1873 and restored in 1990 by the people of Machiasport for their children and their children.



Space should be provided in it for adequately carrying on day-to-day town business, for routine meetings of the selectmen, planning board, assessors, and others. And for proper storage of town records. The building should also be made accessible for the handicapped and the elderly. It should have running water and a toilet.

The required office space and storage can be provided on the south side of the ground floor. The double doors on that side of the hall could provide the needed access.

April 18, 1989 a visual inspection was performed of Liberty Hall by an engineer from the Kimball Chase Company. The purpose of the inspection was to determine costs associated with updating the facility to current day standards.

The visual inspection of Liberty Hall showed it to be in structurally good shape. The major problems with the building, relating to its long-term use as a Town Hall and public meeting place, are the following:

- no handicap access
- no water supply
- no wastewater disposal system
- no insulation

The engineer's recommended first step in determining the feasibility of upgrading Liberty Hall is to determine if wastewater disposal can be accomplished on site. A licensed site evaluator should be retained to investigate the property to determine the feasibility of an on-site system.

The second recommendation is to determine if an adequate water supply can be developed. It is possible that a system could be installed, along with a well, under the State's Replacement System Variance.

From the engineer's report, the Planning Board selected reasonable construction items and costs needed to bring the building up to current day standards. (The key point to remember with renovation projects is to budget for contingencies, which are often encountered during these types of projects).

<u>ITEM</u>	<u>ESTIMATED COST</u>
Foundation drainage along south and west side	\$ 2,200
Parking area and retaining wall in front of building	\$ 7,700
Handicap access including ramp and new entrance door	\$ 7,500
Front steps/walkway	\$ 3,200
Inspection and repair of floor joists	\$ 2,500
Installation of water well (within 100 feet of building)	\$ 4,100
Wastewater disposal system (not including cost of land)	\$11,000
Plumbing/Bathrooms including two handicap bathrooms on first floor, hot water heater, kitchen sink	\$ 6,000
New furnace and associated duct work, commercial 275,000 BTU furnace	\$ 5,000

<u>ITEM</u>	<u>ESTIMATED COST</u>
Electrical including neww 200 amp entrance panel, wiring three offices and two bathrooms	\$ 2,700
Exterior windows/sash repair	\$ 1,600
Insulation blown in - R19 in the walls R30 in the ceilings	\$ 9,500
Floor insulation - 2" rigid insulation laid under existing first floor	\$ 3,200
Repair of floors	\$ 2,500
Three new offices including four interior doors, sheet rock, paint and trim	\$ 7,000
Finish front entry including sheet rock and paint	\$ 2,400
New outside door to new offices	\$ 500
Weatherstripping of front door	\$ 200
Chimney inspection and cleaning	\$ 400
Fire escape including new exterior doors and new stairs	\$ 2,000
Sprinkler system, second floor life support system, (if required)	\$ 5,000
Tower repair including patching and paint	\$ 2,300
Painting of building exterior	\$ 5,000
	<u>SUB TOTAL \$93,500</u>
Contingencies (15%)	<u>14,020</u>
	<u>TOTAL \$107,525</u>

Some of these things (for example the tower repairs to keep the rain out) should be done immediately. However, all of these things do not need to be done at once. It also may be that some can be done less expensively than these estimates through volunteer help and personnel from the correctional facility. However, quality work, not "patch-up" should be done throughout. It is likely that matching funds for this work can be obtained from the Maine Historical Precervation Commission through their State Restoration Grants Program. It is all but certain that a low-interest loan can be obtained from the Farmer's Home Administration for this work.

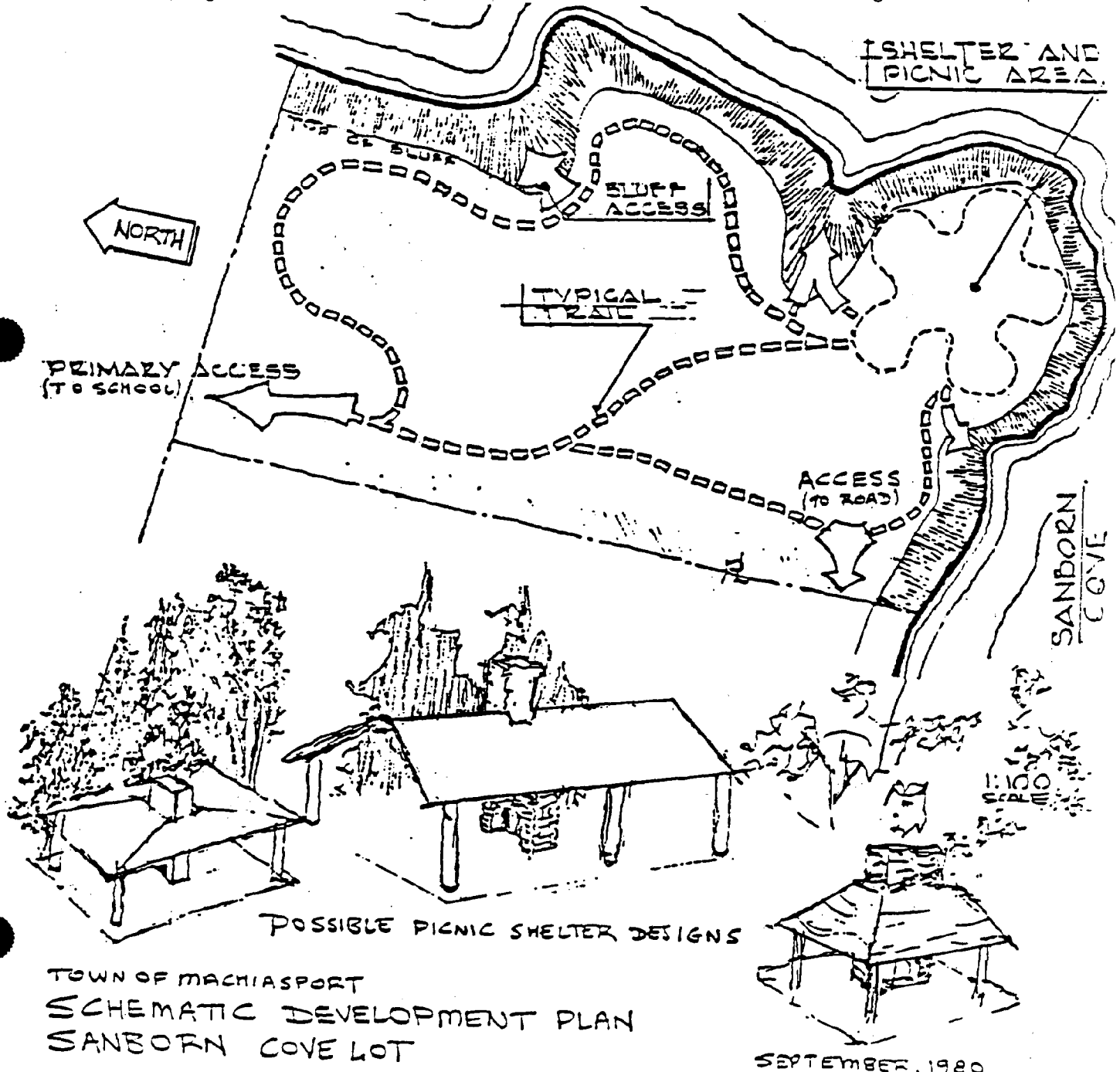
6

SANBORN PARK IMPROVEMENTS

The site of this park is truly spectacular. Located high atop Fort O'Brien Point, it offers views far across Machias Bay. It is adjacent to Fort O'Brien School and to Fort O'Brien State Park.

At the 1972 Town Meeting it was voted that the "land known as the Sanborn Point lot on Sanborn's Point, together with the shore, flats and right of way to a town road be dedicated for the recreational use of the inhabitants of the Town of Machiasport." It is recommended that most of the site be preserved in its natural state and that trails, picnic sites and viewing areas be developed. Access would be by foot although one trail might be wide enough to allow access by an occasional town maintenance vehicle.

In keeping with this action, the plan below shows how the site might be developed:



SEPTEMBER, 1980

7

PUBLIC ACCESS IMPROVEMENTS AT BUCKS HARBOR

The fishing fleet in 1960 was comprised of five boats that had marine engines and a few really obsolete vessels. There are now 60 sophisticated commercial boats, including draggers as well as boats tending over 10,000 lobster traps. In 1960 the fleet provided 15 jobs. It now provides 200 (including support workers on shore). Private facilities have not kept pace with the growth, yet there is real potential for continued growth in commercial fishing which could bring new job opportunities to the town. Realization of this is being thwarted by the lack of a public dock, landing, and boat launching facilities at Bucks Harbor. A related need is parking for fishermen, buyers and visitors. There is also a lack along this entire section of the Maine coast of a hoist, of ice, and of water. All of these lacks (and more) could be available at the new pier. The town is certain that meeting these needs will result in incomes and new jobs, and believes that a publically owned pier at Bucks Harbor would be the best way to meet the need.

A two-part process is proposed:

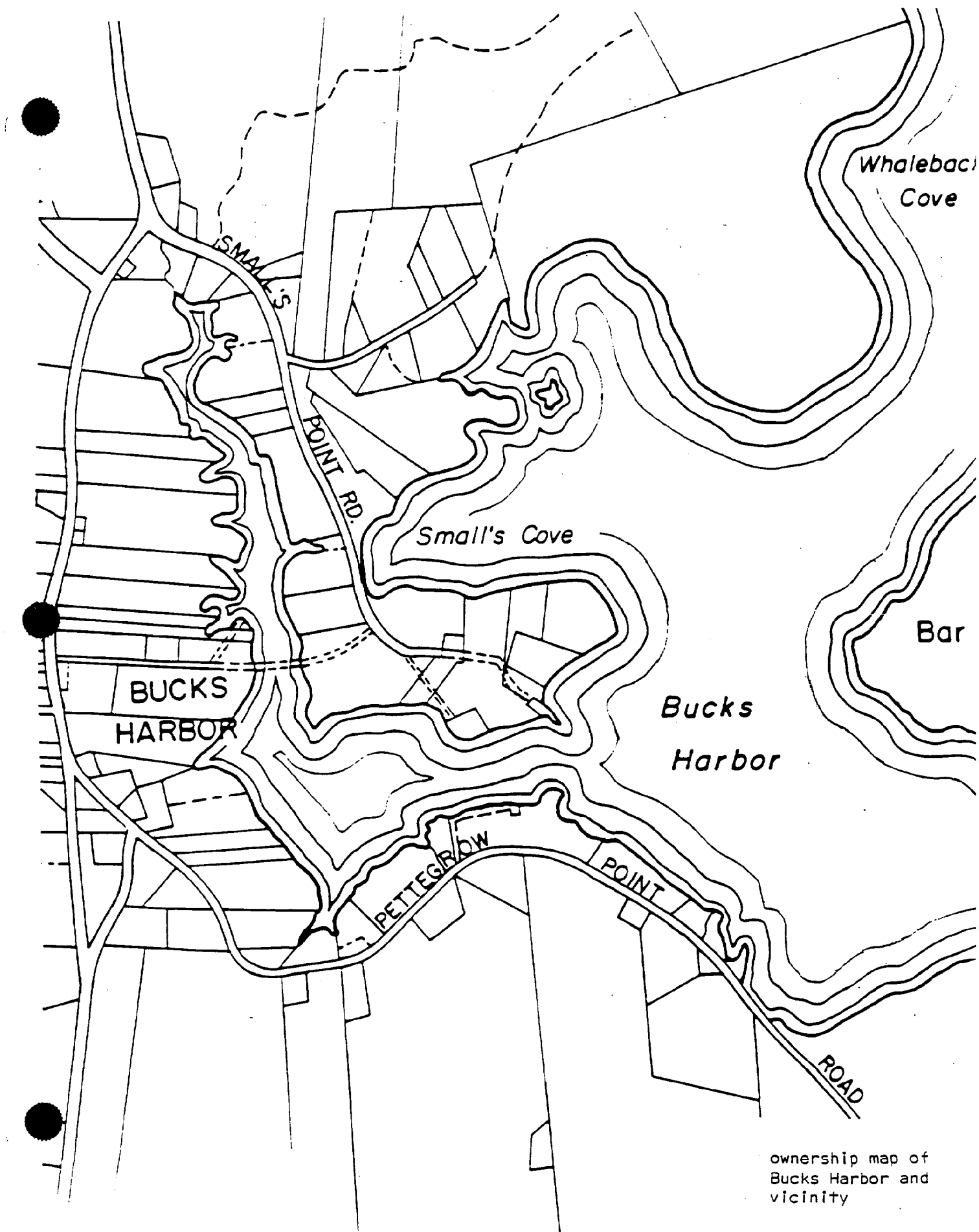
1. SITE SELECTION

Considering all of the Harbor's needs, prepare a detailed analysis of each potential site and select the best available. Site selection criteria will include:

- a. Size: large enough parcel for shoreside uses and parking;
- b. Vehicular and pedestrian access;
- c. Soils analysis;
- d. Topography;
- e. Type of shoreline;
- f. Current uses;
- g. Wind and wave analysis;
- h. Depth of water;
- i. Availability of utilities (power, phone, water, septic);
- j. AND MOST IMPORTANTLY: AVAILABILITY OF THE SITES.

2. SITE DEVELOPMENT PLAN

- a. Preliminary engineering studies, including surveys, borings and soundings.
- b. Preparation of plans and specifications.
- c. Preliminary cost estimates for proposed facilities including estimates of annual maintenance costs.
- d. Real estate appraisals and surveys of land to be purchased for public use.
- e. Preparation of drafts of necessary state and federal environmental statements.
- f. Obtain an option on the chosen site



ownership map of
Bucks Harbor and
vicinity

Navigation Improvement Study
Reconnaissance Report

PRELIMINARY
Bucks Harbor
Machiasport, Maine



US Army Corps
of Engineers
New England Division

SEP 1987

NOTE: This is an excerpt from the preliminary report. It was favorable, therefore a final report is being prepared. It is expected in Summer 1989.

CONTINUING AUTHORITIES FACT SHEET
BUCKS HARBOR
PRELIMINARY RECONNAISSANCE

September 1987
New England Division

1. Project: Bucks Harbor, Machiasport, Maine
CWIS: 87577

Congressional District: 2nd, Rep. Olympia J. Snowe

County: Washington

2. Authority: Section 107, River and Harbor Act of 1960, as amended: Small Navigation Projects.

3. Location of Study Area: Bucks Harbor is located in the town of Machiasport on the west side of Machias Bay. The harbor lies approximately 70 miles east of Ellsworth along U.S. Route 1, and 25 miles west of Lubec, Maine and the Canadian border.

4. Dates of Corps' Action:
Reconnaissance Phase initiated - May 1987

5. Problems, Needs, and Opportunities Identified: The major navigation problems experienced by the commercial fishing fleet are anchorage overcrowding damages and operating delays, tidal delays and damages, and storm related damages. Local officials have stated that mooring requirements are double that which is provided by the existing Federal anchorage. A study of Bucks Harbor, conducted by a consulting engineering firm, substantiates the above concerns.

Since 1960, the commercial fishing fleet has grown from 5 to approximately 60 boats. The increased harbor use and the continued demand for additional mooring area has created the need for expansion of the existing Federal anchorage.

By providing navigation improvements in Bucks Harbor, the commercial fishing fleet will be able to experience further growth and increased operating efficiencies.

A representative of the Maine Department of Marine Resources stated that increased quahog landings may result from navigation improvements through greater operating efficiencies and additional fishing boats.

6. Alternative Plans Considered: Navigation improvement plans considered for this phase of study were limited to increasing the available deep water anchorage area for commercial fishing interests. Based on information provided by local users, problem identification and fleet characteristics were determined. Using this information, the plan of improvement chosen for evaluation was developed.

7. Description of Recommended Plan: The improvement plan recommended in this study phase proposes deep water anchorage area in addition to the existing Federal anchorage in Bucks Harbor, and an access channel. The existing Federal navigation project provides 11 acres of open mooring anchorage at a depth of -8 feet at mean low water. The original project, constructed in 1974, included allowance for a "maneuvering fairway" for access through the anchorage. Due to the overcrowded conditions in the harbor, this fairway is no longer kept clear.

The recommended plan of improvement would provide approximately 4 acres of 8 foot anchorage and 4 acres of 6 foot anchorage at mlw, and an 80 foot wide by 8 foot deep access channel running from deep water to the northwest end of the anchorages. Construction of the proposed navigation improvement would require the removal of approximately 30,000 cubic yards of ordinary material. For this study phase, the proposed disposal site for the dredged material is an open water site previously used in the construction of the original navigation project. The alignment of the new anchorage areas and channel considered factors such as natural deep water areas, exposure to storm conditions, and access to the fisherman's Coop pier.

The additional anchorage areas would provide sufficient deep water mooring space for the expanding commercial fishing fleet, and reduce damages, congestion related delays, and tidal delays currently experienced by the fleet.

ECONOMIC AND FINANCIAL DATA
RECOMMENDED PLAN
(All costs are in thousands of dollars)

Estimated Implementation Costs:
(September 1987 price levels)

Federal	\$373
Non-Federal	93
U.S. Coast Guard	<u>12</u>
TOTAL	\$478

Economic Data:
(8 7/8%, 50 year life)

Annual Charges:	\$56
Annual Benefits:	\$220
BCR:	3.9

Non-Federal Requirements: The local sponsor would be required to comply with the standards of the local cooperation agreement which include:

- a. provide all lands, easements and rights of way necessary for project construction and maintenance,
- b. contribute at least 10% of the first cost of construction, to be paid prior to construction,
- c. contribute no more than 10% of the first cost, to be repaid over 30 years, and

Cost Allocation:

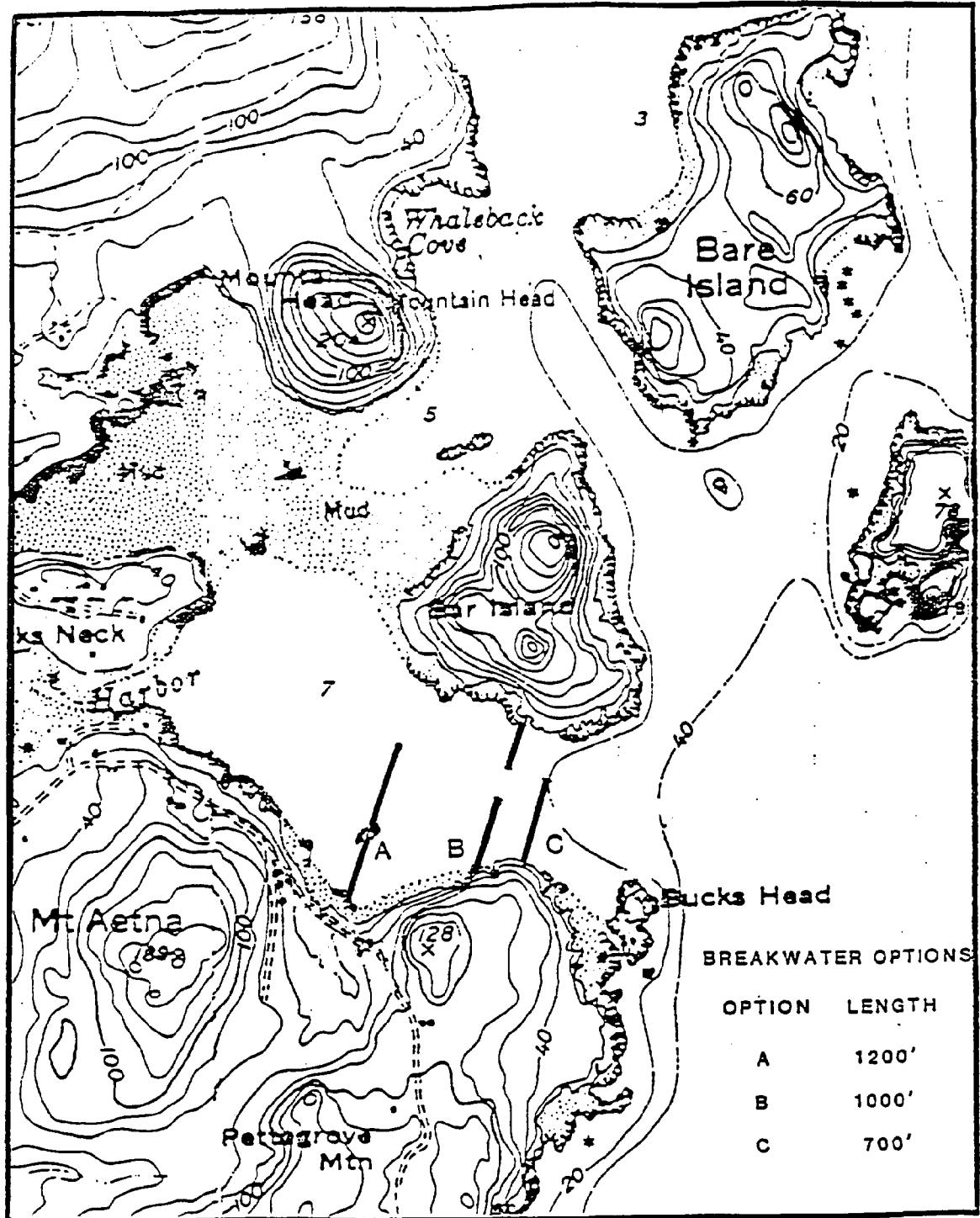
<u>Purpose</u>	<u>Federal</u>	<u>Non-Federal</u>	<u>Avg. Ann. Benefits</u>
Commercial Nav.	\$373	\$93	\$220
TOTAL	\$373	\$93	\$220

Allocation To Date:

	<u>Federal</u>	<u>Non-Federal</u>
Reconnaissance	\$27.5	\$0.0
Definite Project Study	<u>0.0</u>	<u>0.0</u>
TOTAL	\$27.5	\$0.0

Remaining Requirements:

Reconnaissance	\$20.5	\$ 0.0
Definite Project Study	<u>72.0</u>	<u>72.0</u>
TOTAL	\$92.5	\$72.0



BREAKWATER OPTIONS

The three breakwater options currently being studied by the Corps of Engineers were recommended by the 1986 CZM-funded report.

The Corps of Engineers plans for the preferred option and cost estimates are expected in July 1989. The Town will have to ask the Maine Dept. of Transportation for financial help to build it.

8

STOPPING EROSION AT CHURCH HILL CEMETERY *

Church Hill Cemetery is a public cemetery that is managed by a private board of trustees. Its location on a high bluff overlooks the tidal portions of the Machias River. The bluff has a southeastern exposure that is open to Machias Bay. The tidal range in the area is thirteen feet and the incoming waves are subject to a fetch of several miles when the wind is from the southeasterly direction.

Wave action initiates erosion at the base of the bluff. Subsequent failure and sliding of the upper bluff is caused by wind action and surface water run-off.

The erosion has progressed to a point where three identifiable unmarked gravesites are in imminent danger of being undermined. Several marked graves are located within fifteen feet of the edge of the exposed slope.

Serious erosion is evident for a length of approximately 120 feet along the bluff's frontage with an additional 180 feet of shoreline affected to a lesser extent. The height of the bluff varies between 30 and 50 feet.

Among the solutions considered to this erosion problem were stone revetments, grid-block revetments, wood and metal bulkheads, and concrete walls. The stone revetment is the most economical solution because all of the required materials are locally available.

A typical section of the stone revetment is shown in Figure 4, and its design is based on estimated ten foot wave heights that were observed by the local officials.

The following cost estimate was prepared for the construction of this work:

Gravel	1600 c.y. x \$15/c.y. = \$	24,000
Stone	7300 c.y. x \$30/c.y. = \$	220,000
Granular Fill	12500 c.y. x \$10/c.y. = \$	125,000
Top Soil and Seed	3300 s.y. x \$ 6/s.y. = \$	20,000
		<u>\$ 389,000</u>
Use 10% construction cost contingency		<u>39,000</u>
		\$ 428,000

The sum reflects the in-place cost of the listed materials and does not include site specific engineering, design, supervision and administration.

The benefits of an erosion protection project at Church Hill Cemetery would be equal to the costs associated with the relocation of graves in peril from the erosion.

It is estimated that fifty graves would be affected over a 25 year project life. Total relocation costs for the fifty graves would include the acquisition of suitable land along with its development cost plus the cost of the physical relocation of the remains to the new site. Two acres of land are assumed to be adequate to accommodate the fifty graves, access drives and walkways, as well as limited future expansion.

*This page and the following page are excerpts from the Corps of Engineers 1988 study.

Projected costs were developed with the assistance of the Town of Machiasport and the Washington County Regional Planning Commission, and the New England Division staff.

Two acres of land (in central Machiasport) at \$7500/per acre...\$15,000

Development cost of land for cemetery use at \$3500/per acre.....\$7,000

Exhuming of remains, vaults as necessary, transport
and reinterment within the town at \$2500/per grave.....\$125,000

Total Cost.....\$147,000

The entire relocation program need not be implemented at once. However, to maximize benefit assume that it would be.

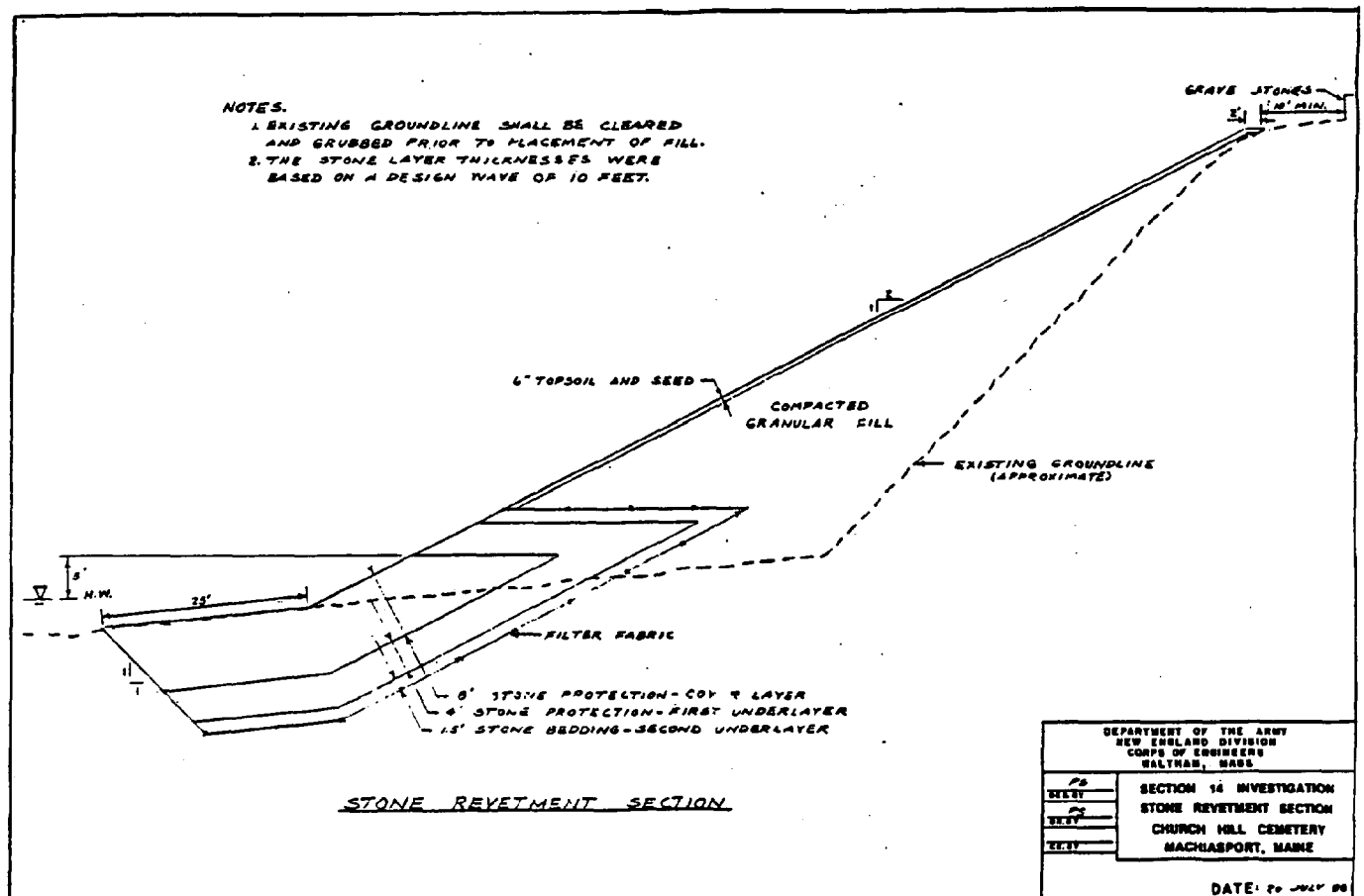
The annual benefit of the protection project over a period of 25 years would be:

$$(\$147,000) \times (0.10078) = \$15,000$$

The benefit to cost ratio would be:

$$\$15,000/\$43,000 = 0.35 \text{ to } 1$$

Therefore, the stone slope protection plan for Church Hill Cemetery is not economically justified. A finding of no Federal interest is indicated for this project.



The Corps of Engineers study clearly states the problem but (disappointingly) they are unable to justify federal assistance in solving it.

The Corps only considered a Stone Revetment Plan, since receiving their report, the Planning Board, with assistance from the District Conservationists of the Soil Conservation Service's Machias office has been considering less expensive alternative ways of slowing down (or stopping) the erosion.

1. Posting (or fencing) to prevent children and dogs from dashing up the slopes. (surprisingly both can do considerable damage by loosening the soil and trampling plants).
2. Installation of a simple bulkhead at the toe of the bluff.
3. Log-terracing.
4. Establishing vegetation: Grasses and rose bushes are particularly good.

In May 1989 Chuck Mitchell, the District Conservationist, and Ed Snow, Engineer, examined the situation. They suggest protecting the toe of the slope with rip-rap approximately 4' high and vegetative control above that. They also suggested the possibility of putting some type of surface water control at the top of the slope. They state that it would take some engineering time to come up with a specific site plan or possibly the data of the Army Corps of Engineers could use if they modified the design. Mr. Snow states that DEP will not issue a permit to use the rip-rap stone which is currently within the intertidal area. With that in mind, he estimates that the project would be somewhere in the \$150,000 to \$175,000 range - with rip-rapping brought in. The sponsor of the project would have to apply for an exemption to the current regulations in order to use the stone on site. Even so some rip-rap would have to be brought on-site.

At this point, they would suggest that the cemetery association assess their financial resources based on a projected cost as quoted. The association may want to look into getting an exemption for the use of the rip-rap on site. They state that they would be glad to work up an engineering design if it appears that funding for a project has the likelihood of being secured.

9

FIRE HOUSE

The town's dedicated and efficient volunteer firemen operate out of a converted school house. The building, while old, is not historic. There are two options: 1) replace it with a new fire station and 2) renovate it. Cost estimates replacing it with a modern, more efficient structure (such as that shown on the following pages) are:

Building (shell) 3,600 square feet @ \$42.50 = \$153,000

Interior finish, partitions, plumbing - \$32,000

Land acquisition, 2 acres @ \$1,000 = \$2,000

Site work (includes paved driveway - \$4,500

Total cost - \$191,000

The Farmer's Home Administration has low-interest long-term loans available for fire houses.

A building this size would fit on the present site. The building is large enough to allow for addition of a new truck in the future.

April 18, 1989 an engineer from the Kimball Chase Company made a visual inspection of the present fire house. The inspection indicated that this renovated school house is in relatively good condition. Problems associated with this building if it is to continue to be used as a Firehouse include the following:

- inadequate foundation
- no water supply
- no wastewater disposal system
- no insulation

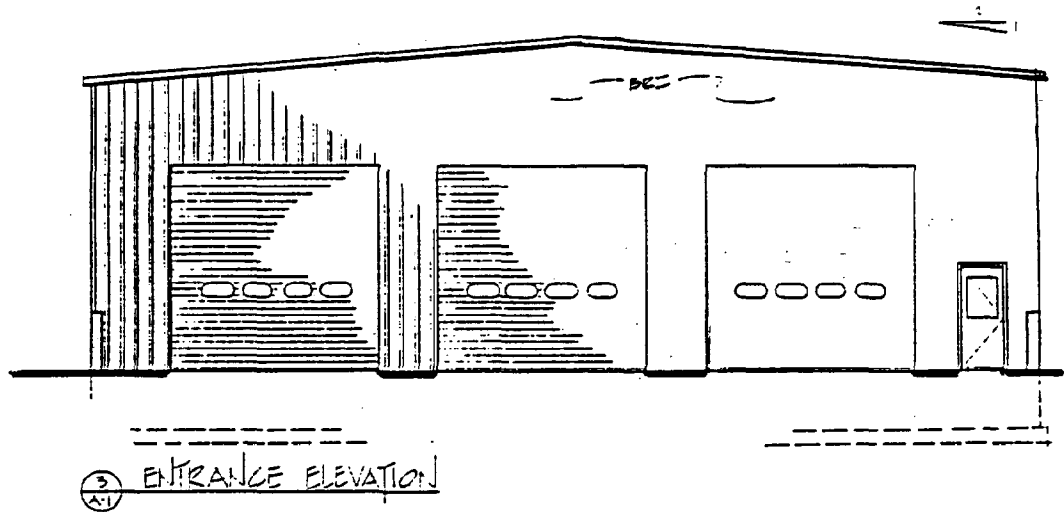
Recommended improvements and their costs are on the following page.

MACHIASPORT FIREHOUSE

The major items of work needed to upgrade the Firehouse are listed below:

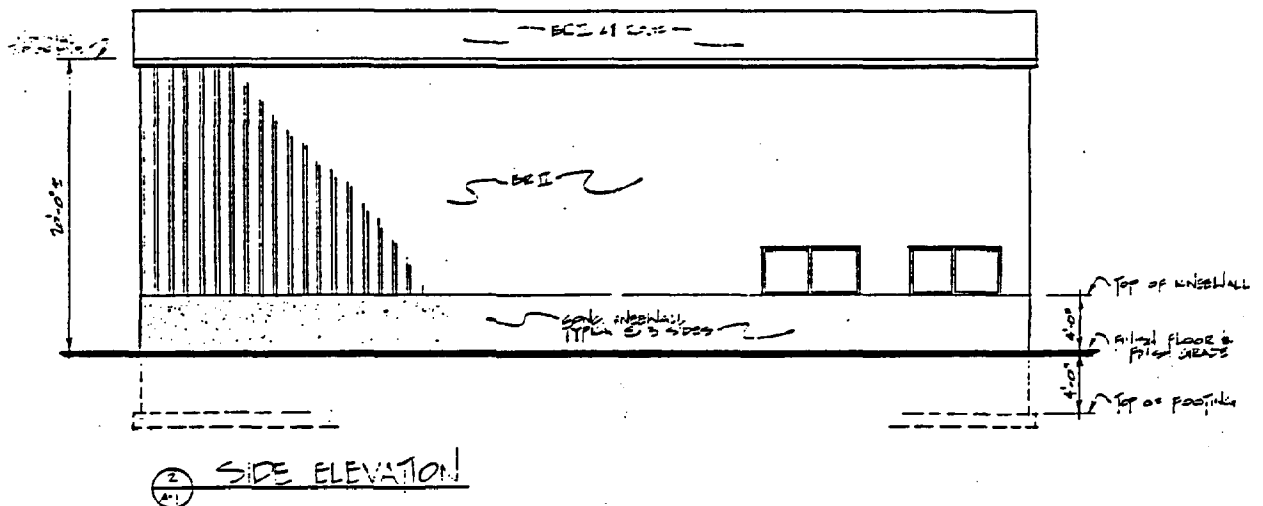
<u>ITEMS</u>	<u>ESTIMATED COST</u>
Raising the building two feet	\$ 9,000
Construction of frost walls and concrete slab	\$12,000
Installation of a water well and associated piping	\$ 4,100
Installation of a septic system (assuming a location can be found on site)	\$ 2,000
Two new 10' X 12' overhead doors	\$ 3,300
Fire escape door	\$ 500
Blown in insulation - R19 in the walls R30 in the ceiling	\$ 4,900
Storm windows (leaving the existing double hung windows in place)	\$ 2,600
New block chimney	\$ 2,000
Electrical including 200 amp entrance panel and new bathroom wiring	\$ 3,400
Bathroom including toilet, sink, wallboard door, new stairs, hot water heater	\$ 4,000
New shingles	\$ 2,000
Siding including scraping, painting and repair	\$ 3,100
Sheet rock in garage area	\$ 3,000
Contingencies (15%)	
	SUB TOTAL
	TOTAL

\$ 3,000
\$55,900
8,385
\$64,285



Name	JOB NO. 88-	
Title	DWG. NO. 1	
FIRE STATION PLAN & ELEVATIONS		FAIRFIELD PORTLAND MAINE
DESIGN BUILDER		

For the
Town of
MACHIASPORT
Washington County, Maine



Name	JOB NO. 88-	
Title	DWG. NO. 2	
FIRE STATION PLAN & ELEVATIONS		FAIRFIELD PORTLAND MAINE
DESIGN BUILDER		

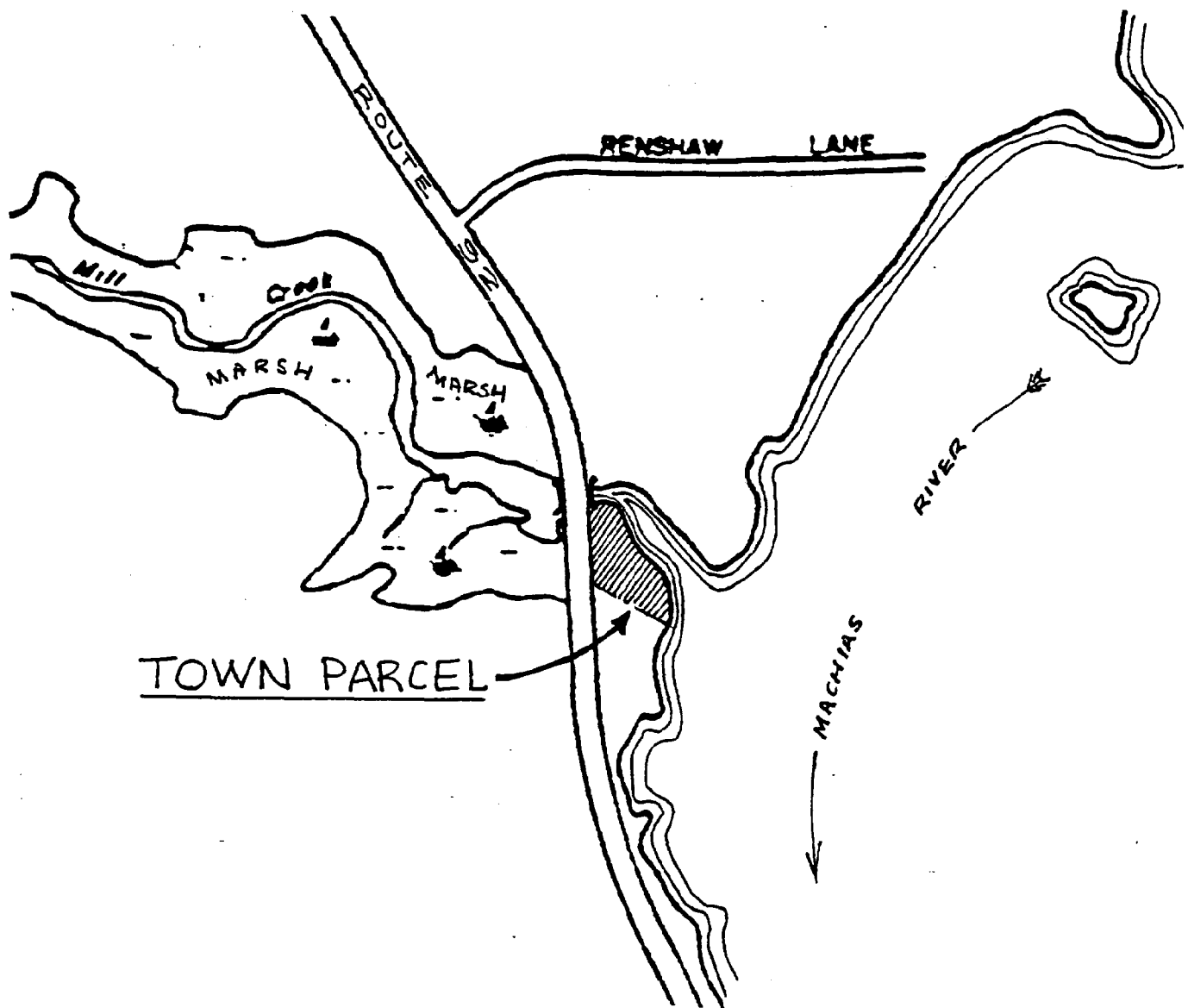
For the
Town of
MACHIASPORT
Washington County, Maine

10 BIRD AND RIVER VIEWING AREA

The Town owns a parcel of land adjacent to the culvert known as "Foster Bridge" over Tidewater Stream. ("The Dyke").

This stream (and adjacent flats) have a wide range of birds and bird-watchers frequently stop on the bridge or its approaches.

If a small parking area were developed on the Town parcel, it would be used a great deal by birders (and others) and would eliminate the danger created by their stopping on the bridge. The Maine Department of Transportation has indicated that they can assist the Town with this.



Reducing waste has many advantages. It helps sustain the amount of available landfill space while conserving energy and raw materials and reducing pollution.

Avoiding wasteful packaging is one of the first steps to take towards reducing waste in the home. The packaging and containers that wrap and protect our food and other consumer products make up at least 33 percent of the residential waste stream. Often packaging is unnecessary, overdone or difficult to recycle. Consumers can take an active role to purchase products such as fruits, vegetables and dry goods that often use little or no packaging at all.

Selecting products that are packaged in recyclable containers, such as glass or aluminum, also helps reduce the amount of solid waste that has to be landfilled.

Purchasing reusable items instead of disposable items is another way to reduce the waste you place at the curb. By using cloth diapers instead of disposable diapers, you will reduce the amount of trash you generate.

Many disposable items such as razors, pens, and throwaway dishes can be substituted with more durable or repairable products.

Use of refillable containers also reduces packaging waste. Many food cooperatives allow customers to bring their own containers to refill. Peanut butter, cooking oil, honey, shampoo, flour, nuts, and many other products can be purchased in this manner.

Buying food and dry goods in bulk sizes also reduces packaging waste. Items with a long shelf life such as laundry detergent, flour and dry pet food, can be purchased in large-sized containers. Avoiding individually wrapped portions of items such as cheese, fruit, and juice servings will cut packaging waste.

Another excellent way of reducing waste at the source involves purchasing products that are more durable or repairable. Selecting high quality brands may cost slightly more initially, but will save money in the long run if they last longer or can be repaired.

Many valuable items such as glass containers, news papers and used motor oil need not become waste. These materials are recycled easily if individuals are willing to take a few minutes to separate paper, glass, metal, plastic and oil from other materials that will enter the waste stream. This process, called source separation, involves minimal organization of boxes or bags in the kitchen, basement or garage, to contain separated items such as glass jars or newspapers.

Source separation materials are either picked up in a curbside recycling program, or taken to a recycling drop-off station where they are prepared to be processed into raw materials or new products.

The Office of Waste Recycling and Reduction, Maine Department of Economic and Community Development is a source of information on what materials are being collected in that recycling program and how they should be prepared for collection. Generally, newspapers should be tied in bundles or placed in paper bags. Some recycling centers may prefer that glossy newspaper inserts be removed. Rinse glass jars and bottles and remove metal or plastic tops and rings. Most recycling centers prefer that clear, brown and green glass be separated and usually labels do not need to be removed. Tin cans should have the paper labels and both ends removed before compacting. Plastic milk and juice containers must be well-rinsed and flattened. Used oil can be collected and stored in plastic milk containers.

Technical assistance to implement recycling projects is available from the Office of Waste Recycling & Reduction, Maine Department of Economic and Community Development.

No material is truly recycled until it is brought back into productive use in manufacturing and production. Consumer preference for products made from recycled materials can help "close the recycling loop" by increasing demand for collected recyclables.

For example, cereals, cake mixes and other dry goods are often packaged in recycled paperboard and identifiable by its grey lining. Used motor oil can be re-refined and used again and again. Glass jars are recycled into more glass jars or new products. Numerous paper products are made from recycled paper. Look for the "Recycled" logo.

Consumers can also choose products that are packaged in bio-degradable or recyclable packaging.

Composting.

Backyard or municipal yard waste composting is a form of waste reduction that recycles plant nutrients for reuse in the garden or in landscaping. Since yard wastes comprise up to 25 percent of the waste a community generates, composting on a municipal scale can reduce disposal quantities significantly. In the backyard, individuals can compost leaves, grass clippings, kitchen scraps and other yard debris.

QUICK WASTE REDUCTION TIPS

- *Buy items which are reusable instead of disposable.
- *Buy products made from or packaged in recycled and/or recyclable materials.
- *Buy in bulk or large sizes.
- *Avoid excess or unnecessary packaging.
- *Select product brands that are durable or repairable.
- *Donate usable but unwanted materials to friends or charitable organizations.

(Adopted from Extension Bulletin WM(03) New March 1987. Cooperative Extension Service, Michigan State University. Author: Cathy Chown, Resource Recovery Extension Associate).

Solid Waste Recommendations which Machiasport can implement immediately:

- A. The Selectmen should appoint a Solid Waste and Recycling Board to assist the Selectmen in the whole range of solid waste decisions which are facing the Town (closing the present dump, deciding on a future site - alone or with other towns, composting, etc., etc.). The Board would work with the attendant (who would be an ex officio member) and with the State and with other communities and study the options and advise the Selectmen.
- B. The Board (once established) should arrange for a dealer who will take newspapers and then arrange for Scouts (or a Fort O'Brien class) to collect them.
- C. The Board could arrange for and schedule removal of tires and white goods.
- D. As a related activity, the Board could promote roadside clean up and abandoned car removal drives held at least annually.

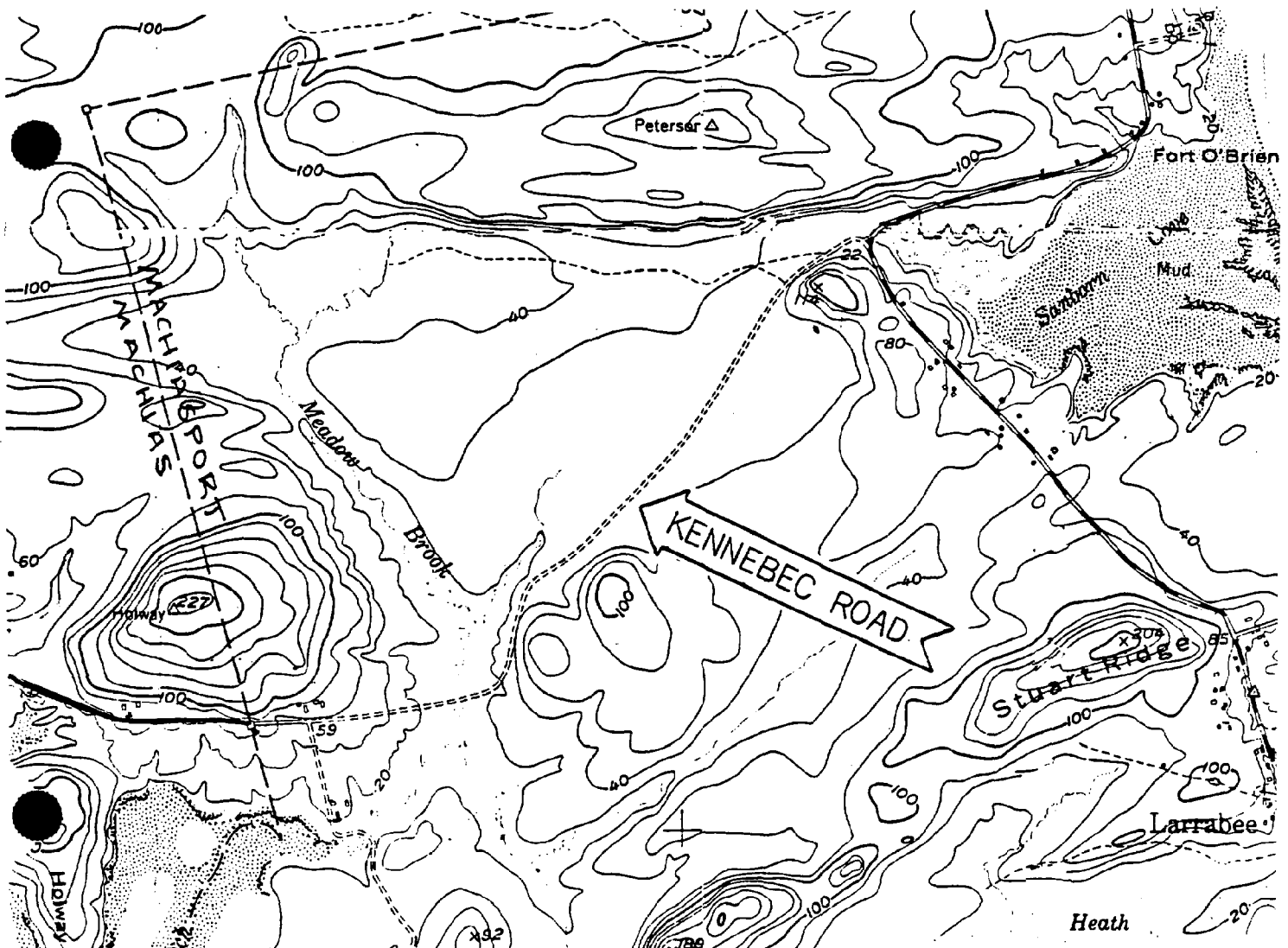
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RECONSTRUCTION OF KENNEBEC ROAD

Route 92 is the only road which runs the length of the Machiasport peninsula. There is no other way in or out. In the event of an emergency this could be critical.

Improvement of the Kennebec Road, a dirt road which runs from Sanborn Cove west to the paved road in Machias would improve this situation. However, this will require much more than "a few loads of gravel" - it will require complete reconstruction.

This major project may be beyond the fiscal capacity of the Town. Help should be sought through the Maine Department of Transportation.

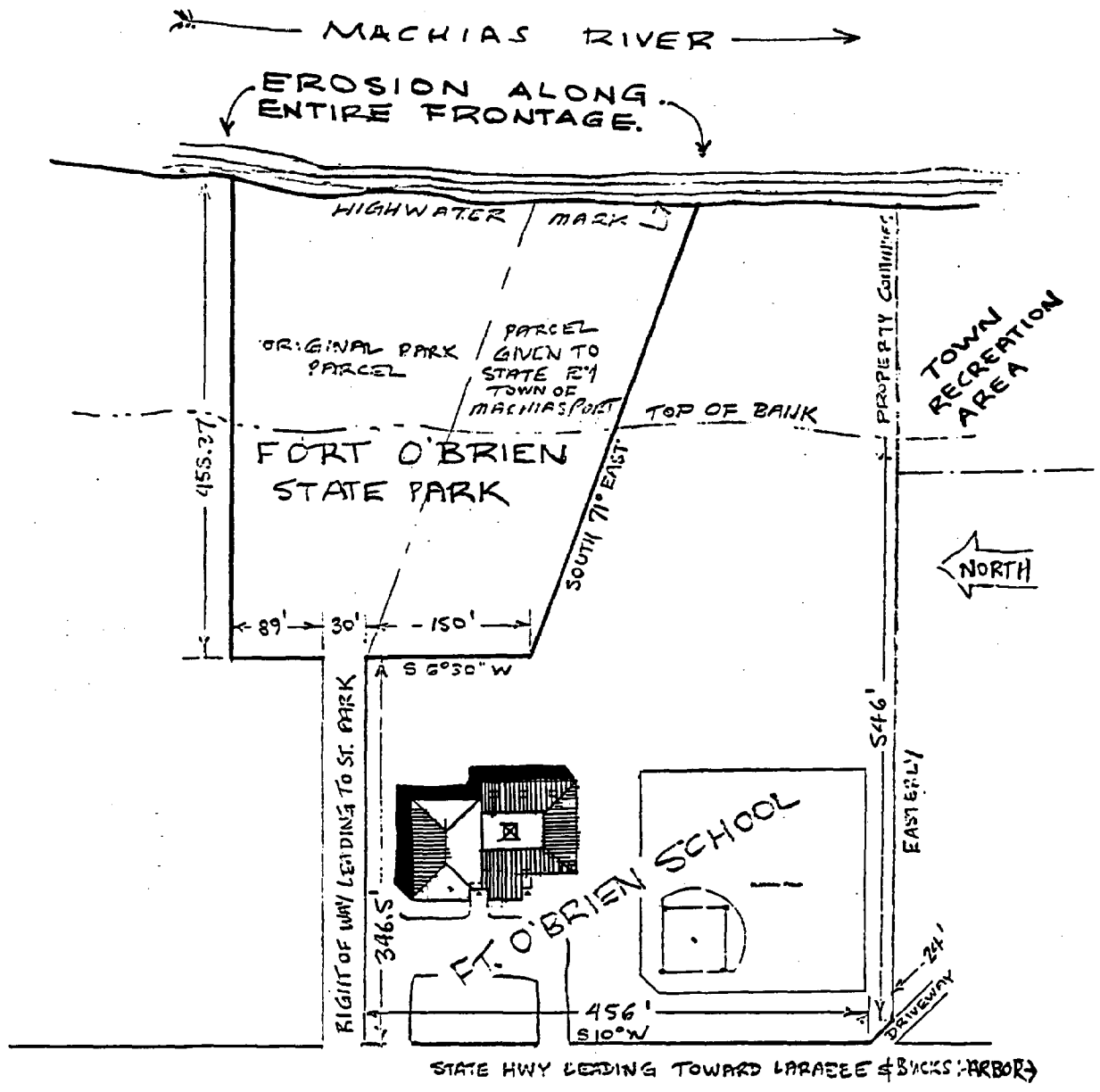


13

STOP EROSION AT HISTORIC FORT O'BRIEN

This important historic site (see site plan in the Summary" section of this report, and detailed description in the "History" section) is experiencing severe erosion. The Maine Bureau of Parks and Recreation should take immediate steps to halt this.

The erosion control methods recommended by the Soil Conservation Service for Church Hill Cemetery might also be followed at the Fort.



Machiasport, Maine is a jewel along the Atlantic coast. It has some of the finest coastline in New England. The town has to date retained a suburb natural beauty. Along with the rest of Washington County, Machiasport represents what is finest about the State of Maine. From Eastport to Kittery the pristine condition of this specific coastal area, the access to the shoreline with spectacular views of the Bay and its islands, and the rural character of life all make Machiasport a very very special place. On a national level, on a worldwide level Machiasport ranks among the most beautiful places to live.

During this study an inventory was prepared of all Machiasport's natural areas, to find out what is special about this town and its islands, and to provide a basis for planners to better understand the environment of the region in order to make the most enlightened decisions on how to best manage natural resources of this unique area for the long term. There is abundant beauty in Machiasport, varied and diverse wildlife and habitats, and rare and endangered animal and plant life, all which speak specifically for the pristine character of the town and its islands.

The percentage of land in Machiasport that is presently in conservation is very small. Machiasport cannot continue to assume that land which is presently undeveloped will remain that way forever. The town cannot afford in the long run to trade off scenic areas, natural areas, and areas of special environmental importance with public access. Over the course of the next year Machiasport should review the deeds and titles to all town holdings and prepare conservation easements on the coastline and island parcels which are town-owned. THIS IS INDEED A VERY SPECIAL GIFT TO THE CHILDREN OF MACHIASPORT. GIVEN THE TIME IN WHICH WE LIVE NOTHING LESS IS ACCEPTABLE.

OPEN SPACE

Machiasport has felt the winds of change. Because of its rural way of life and its coastline with expansive vistas to the ocean, Machiasport is under critical review by people who want respite from the pressures of suburban sprawl and from intense urban development. There is a common element in natural areas that we, the human race, find attractive and comforting. The unspoiled environment and rural character of Machiasport represent that common element - open space.

Machiasport planners must define the town's open space and creatively plan in a way that maintains the original character of the area, its sense of openness and public access. Complementary to and at the same time that developers are constructing houses the town can plan and implement a process that preserves and develops open space. Undeveloped open space can be a beach, a wooded area, an open meadow, a marsh, a scenic turnout, a coastal headland with a view of the Bay. Developed open space can be a part of a school ground. It can be publicly or privately owned.

The consultant strongly recommends that the town of Machiasport look at all viable approaches to preserving open space and tenaciously hold firm in the commitment to land use regulation, open space planning and to aggressively seeking technical assistance to land owners who wish to conserve their land.

*This section prepared by Nona Famous, Consulting Biologist.

The townspeople of Machiasport are in a wonderful and powerful position to preserve the valued and unique character to the region while going forward with development and positive change. Change is occurring. Town residents can choose which way they want Machiasport to go in the next few very critical years. The consultant recommended and the Planning Board strongly supports eleven immediate actions for the preservation and wise management of the town's invaluable resources.

- A. The town owned parcel at Indian Head be immediately declared an undeveloped Natural Area. AND because of the nature of the Mt. Holly development at Indian Head Cove and because of the special place that Indian Head has in the hearts of Machiasport residents. The Planning Board should insist on a buffer zone around the parcel (300 feet). This buffer zone should include a depth of 300 feet of Mt. Holly's land along the inner cove (see map).

In order for this area to retain its special importance to the townspeople and the general public there should be no visible buildings along Mt. Holly's cove side. (Remember the pressures from further down the coast of Maine and remember that once these buildings go up in view of Indian Head Natural Area, the peaceful character of that area is changed forever).

- B. The town initiate securing additional shoreline along Jasper Beach. (Land for Maine's Future?).
- C. The town protect its own land along Jasper Beach with a "forever" conservation easement. The Maine Coast Heritage Trust will assist at no charge in the drawing up of this specific conservation easement.
- D. The Planning Board request of the Maine Coast Heritage Trust a "sample scenic easement" fo Jasper Beach to be reviewed by the landowners along Howard Cove. Everyone wants to keep Jasper Beach unspoiled visually. Individual landowners can make that promise.
- E. The Department of Transportation be contacted again to further the plans for the scenic turnout at the town-owned parcel near Nancy Pettegrew's.
- F. Plans for the moving of the sand storage at Sanborn Cove to a more appropriate site begin. An area at the town landfill is recommended for that purpose.
- G. The present sand storage area to changed to a Scenic Turnout when the sand pile is moved to a state-mandated structure.
- H. The town-owned parcel "Indian Camp" at Renshaw Lane be reviewed for deed restrictions and that it be retained as a special undeveloped natural area for the townspeople. A conservation easement should be pursued at this time."
- I. The Planning Board initiate aggressive discussion with Patten Corporation of Jasper Head Estates on the town's desire for a 200 foot permanent easement in Lot #5 to provide public access to the Gorge, a traditional natural area of historic standing and very special importance to the townspeople.

- J. The town begin to plan for a comprehensive Scenic and Open Space inventory in order to insure long-term public access to open space.
- K. The Planning Board begin discussion on the formation of a Machias Bay Regional Land Trust in the hands of local individuals. The Conservation Committee seem to be perfectly suited to this undertaking. They have proven capable of such a challenge. It is suggested that the towns of Roque Bluffs, East Machias, Machiasport and Whiting be included.

The consultant concludes that Machiasport is unique among coastline communities because it retains much of its historic beauty. While having the ugliness of other less fortunate coastal towns as a reminder of the results of short-sighted planning, it has far sighted individuals in important positions of town planning. Machiasport is a very lucky town.

Additional Recommendations Summary

- I. Further Natural Areas Inventory and Conservation (1-10)
- II. Maintaining Natural Areas (11-14)
- III. Recreational Development (15-18)
- IV. Historical Inventory (19)
- V. Public Access and R.O.W.'s (20-26)

I. Further Natural Areas Inventory

1. It is of immediate importance that all headlands and islands be given priority protection status. During the next three months each island owner should be contacted, advised as to the unique natural importance of their parcel, and discussion begun relative to longterm preservation and conservation assurances.

2. Libby island is now "on the market." Given its unique features this should be the first island owner to be contacted.

3. A complete shoreline natural areas inventory should begin this fall while the season is still open, and be carried out on land and by boat. Other areas of importance will arise, at this moment it would be very good to review Starboard to Point of Main, and the entire western shore including the Lewis parcel.

4. Address conservation issues with the present subdivision developers in Machiasport. Contact Mt. Holly, Jasper Head Estates, and the Benson Corporation with a formal statement of Machiasport's stand on preservation of natural areas. If it is necessary, take each of these developers back to the negotiating table. Find out through a further natural areas inventory what places are important to the townsfolk and ask that these areas (all or in part) be given back to the town as good will gestures and as a show of their commitment to conservation.

Please see attached letter from Harry S. Patten to the Berkshire Natural Resources Council stating his stand on conservation. This copy was forwarded to me by the MCHT. Quoting his own words, go for the natural gorge area at Lot 5 of Jasper Head Estates!!

5. The Federal Government sites on Howard Mountain and on Miller Mountain boast spectacular scenic access. I suggest the Bureau of Parks be contacted for possible maintenance of the Howard Mountain site and that the town consider the Miller Mountain site for possible ownership. In the least, it should somehow be made accessible to the public.

6. Access to Larrabee Heath needs to be clarified. This should be further discussed with TNC.

7. Begin a 5-year plan to visit and inventory the natural areas of each island. Those islands are spectacular and research may be able to be negotiated with the island owners and various research facilities in Maine and elsewhere. Universities love to write grants to research in places like Maine islands. Start with Alan Lewis at UMM and consider Harvard, Swarthmore and others.

8. Form a Garden Club composed of a cross-section of the community for the purpose of simple natural landscaping of

a) the town pull-off at Mill Creek

b) Liberty Hall beneath the front windows

Use naturally occurring plants: wild lupine, rugosa rose, wild fern and wild iris, for example. Creeping juniper and azaleas are seen everywhere (Arendt refers to it as Ronald McDonald planting, or says something like that!). Give residents, local and from away, a taste of Maine's natural beauty, beautifully carried out. Naturally occurring are, as well, especially hardy if transplanted and cared for well in the beginning.

9. Find out about the Peace Garden Project for towns. See bibliography for full address.

10. Provide for formal overlooks along the length of the road.

II. Maintaining Natural Areas

11. Proceed with present planning to stabilize the hillsides along the Church Hill Cemetery and Fort O'Brien.

12. Contact the Conservation Committee on their interest in the formation of a Machias Bay Regional Land Trust (specifics can be discussed with the Maine Coast Heritage Trust).

13. Come up with neatness standards for the shoreline.

14. Begin to explore fund-raising strategies for town purchasing, or trust purchasing of Machiasport's natural areas for conservation. There is a lot of money in the world and almost every human heart has space in it for seeds of conservation to grow.

III. Recreational Development

15. Manage Fort O'Brien Point as a natural area. Contact Dana Urquhart and Barbara Maloy for input regarding its potential use as an outdoor educational nature area and as part of a cross-country track and winter ski area. Within the woodland there are old and beautiful majestic wild apple trees that are breathtaking in the Spring. There are several especially large and ancient ones right on the shoreline.

16. Publications - the town should begin compiling informational booklets for the visiting public on the following: a) breeding birds of Indian Head Natural Area; 2) birds, mammals, and plants found in Fort O'Brien (Sanborn Cove) Park; and 3) list of all islands anmes with natural history notes. This kind of info could be inscribed in overview, perhaps, on some of the overlooks.

17. Maximize use of the correctional facility labor for clearing, planting, and rock moving.

18. Provide for formal overlooks

IV. Historical Inventory

19. Begin to consolidate historic sites information and continue nominating them for the National Register of Historic Places - initially the East Side Church, the Larrabee Congregational Church, the Congregational Church of Machiasport, all the old cemeteries, the Starboard School, and the Bucks Harbor Baptist Church. Request the Maine Historic Commission to begin an inventory of the area.

V. Public Access and R.O.W.'s

20. Formally confirm agreement with the Benson Corporation for public access to Gray's Beach.
21. Research the status of the Old Post Road and its access to Starboard Beach. Consider conservation and access easements.
22. Contact Randall Point Yacht Club for access to the beach information (Easement?)
23. Check on the status of the land from the Sardine Factory to the Gates House.
24. Check R.O.W. status of the old RR
25. Check status of the old road from Bucks Harbor to the Mill Pond
26. Check status of the Hickey Road to Gray's Beach and to Starboard

B. Recommended Ordinances

1. The Shoreland Ordinance Should be Amended

- a. "100 year flood" areas are required by Maine law to be placed in "Resource Protection" Districts. The map should be amended to include these areas.
- b. The Pettigrow Boat Yard is in a Residential District. This means that it is a "non-conforming use" and can not be expanded without special permits. The map should be amended to place it in a proper district.
- c. Certain important natural areas (see map) should be put into Resource Protection Districts.
- d. Waterfront areas which are necessary for use by fishermen should be protected from competing uses which do not need to be on the waterfront. A suggested ordinance amendment to do this is on following pages.

In many cities and towns in Southern New England commercial fishermen and other maritime activities are being forced out of waterfronts by pressures for non-water dependent uses. For example: condominiums are being built on waterfronts when they could be located somewhere else.

It is recommended that Machiasport amend its Shoreland Zoning Ordinance (which was adopted in 1974) to add a new district: "Commercial Fisheries and Maritime Activities" to protect and preserve harbor lands for use by those who must have them in order to survive. The importance of this to Machiasport, with its heavy reliance upon the sea, cannot be over-stated.

2. The Town's Pristine Drinking Water Should be Protected

Maine's Sand and Gravel Aquifers contain some of the finest drinking water in the world. The three in Machiasport are no exception. Steps should be taken to protect this water from pollution. Only a few gallons of contaminants can destroy an aquifer.

Groundwater is renewable but not quickly replenished. When it rains, some of the water runs off into lakes, ponds, etc., some feed roots and is given back to the atmosphere through transpiration, some evaporates and there is some loss of water from the soil by evapotranspiration. The remainder to filter through the sand and gravel or bedrock and collect in the open spaces between the grains of sand/gravel or in bedrock fractures until those areas become saturated with water. This level of saturation is what we know as the water table. This is the groundwater we all rely on. It is a renewable but not readily replenished source.

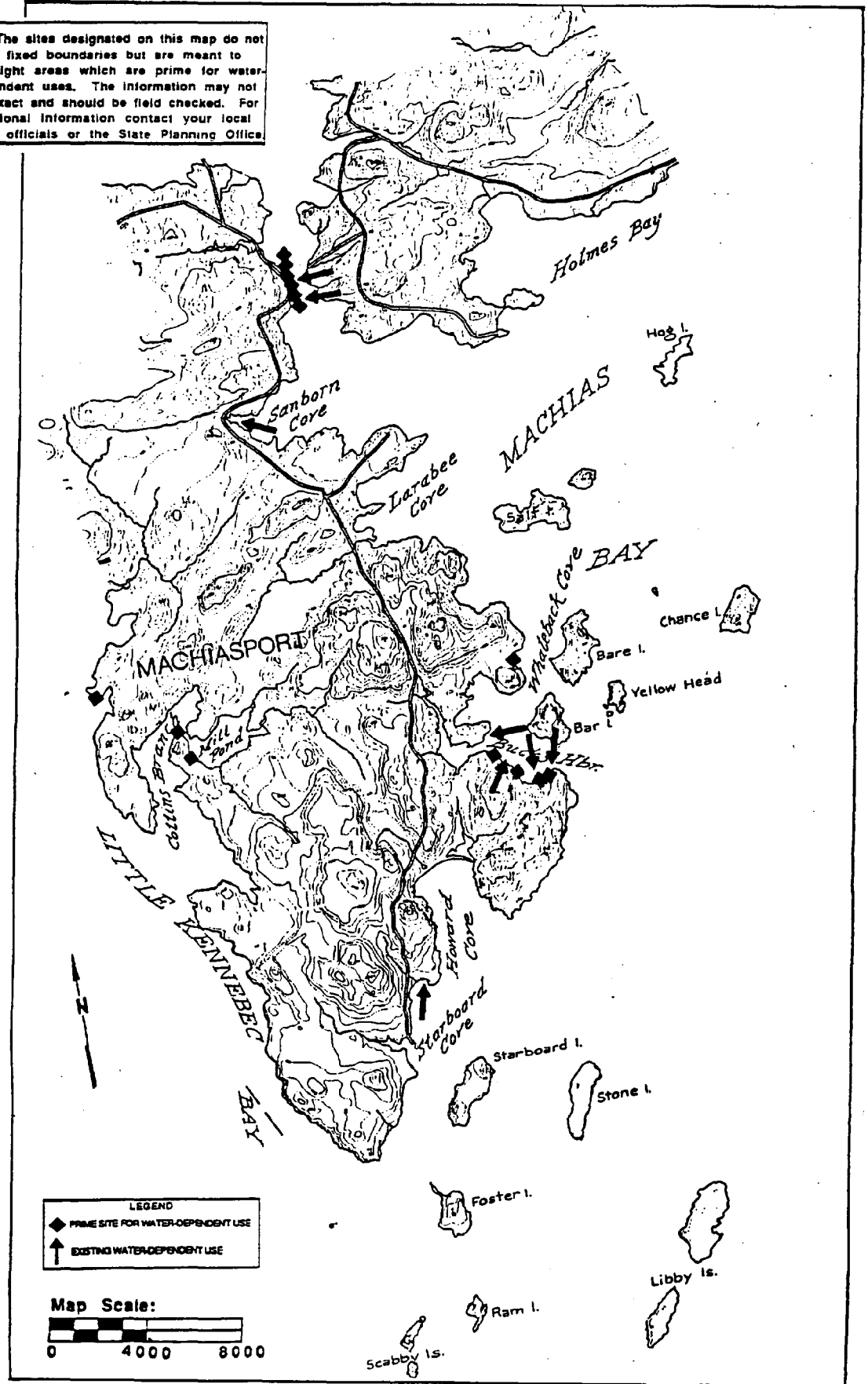
By adopting a aquifer protection ordinance, the town can protect existing groundwater supplies from contamination and preserve this life sustaining resource for the future.

The information on this map was considered by the Planning Board when it was deciding on Commercial and Maritime Activities District locations.

Water Dependent Use Mapping Initiative

Maine State Planning Office

The sites designated on this map do not have fixed boundaries but are meant to highlight areas which are prime for water-dependent uses. The information may not be exact and should be field checked. For additional information contact your local town officials or the State Planning Office.



SHORELAND ZONING ORDINANCE AMENDMENT

Section 6. Districts and Zoning Map is amended to add:

A. "Commercial Fisheries and Maritime Activities District"

Section 9. Criteria for Establishing Districts is amended to add:

D. Commercial Fisheries and Maritime Activities District.

The Maritime Activities District reserves waterfront areas for use which are water dependent and which need to be protected from competing uses which are not water dependent. This District includes the following types of areas:

- a. Areas devoted to commercial fishing activities;
- b. Areas used for functionally waterfront-dependent activities traditionally associated with the waterfront.
- c. Areas devoted to maritime activities;

Section 10. Uses is replaced with a new section dated July 17, 1989.

Section 13. Definitions the following definitions from the Maine Mandatory Shoreland Zoning Law are hereby added:

Harbor Terms

T. Commercial Fishing Activities.

"Commercial fishing activities" means activities directly related to commercial fishing and those commercial activities commonly associated with or supportive of commercial fishing, such as the manufacture or sale of ice, bait and nets and the sale, manufacture, installation or repair of boats, engines and other equipment commonly used on boats.

U. Functionally Water-Dependent Uses.

"Functionally water-dependent uses" means those uses that require, for their primary purpose, location on submerged lands or that require direct access to, or location in, coastal waters and which cannot be located away from these waters. These uses include, commercial and recreational fishing and boating facilities, finfish and shellfish processing, fish storage and retail and wholesale marketing facilities, waterfront dock and port facilities, shipyards and boat building facilities, marinas, navigation aides, basins and channels, industrial uses dependent upon waterborne transportation or requiring large volumes of cooling or processing water that cannot reasonably be located or operated at an inland site and uses which primarily provide general public access to marine or tidal waters.

V. Maritime Activities.

"Maritime activities" means the construction, repair, storage, loading and unloading of boats, chandlery and other and other commercial activities designed and intended to facilitate maritime trade.

Section 10. Uses (July 17, 1989 Amendments Indicated with a "▼")

Land Uses permitted in each District, in conformance with the land use standards of this Ordinance, are shown below:

KEY: Yes - Allowed (no permit required)
No - Prohibited
BP Permit - Requires permit issued by the Planning Board
CEO - Requires approval of Code Enforcement Officer

LAND USE	DISTRICT			
	RP	LRR	GD	CFMA
1. Non-intensive recreation uses not requiring structures, such as hunting, fishing and hiking	Yes	Yes	Yes	Yes
2. Motorized vehicular traffic on roads and trails, and snowmobiling	Yes	Yes	Yes	Yes
3. Forest management activities except for timber harvesting	Yes	Yes	Yes	Yes
4. Timber harvesting*	CEO	Yes	Yes	Yes
5. Fire prevention activities	Yes	Yes	Yes	Yes
6. Wildlife management practices	Yes	Yes	Yes	Yes
7. Soil and Water conservation practices	Yes	Yes	Yes	Yes
8. Mineral exploration*	Yes	Yes	Yes	No
9. Surveying and resource analysis	Yes	Yes	Yes	Yes
10. Emergency operations as defined	Yes	Yes	Yes	Yes
11. Harvesting of wild crops	Yes	Yes	Yes	Yes
12. Agriculture*	PB	Yes	Yes	No
13. Principal Structures*				
a. Single family dwelling units	No	PB	PB	Yes
b. Two family dwelling units	No	PB	PB	No
c. Multi-family dwelling units	No	PB	PB	No
d. Lodging units	No	PB	PB	PB
e. Commercial structures	No	No	PB	No**
f. Industrial structures	No	No	PB	No**
g. Governmental structures	No	PB	PB	No
h. Institutional structures	No	No	PB	No
14. Structures accessory to permitted uses*	CEO	CEO	CEO	CEO
15. Small non-residential facilities for education, scientific or natural interpretation purposes	PB	Yes	Yes	Yes
16. Public and private parks and recreation areas involving minimal structural development	PB	Yes	Yes	No
17. Campgrounds*	No	PB	PB	No
▶ 18. Marine related activities				
a. Commercial fishing activities	No	PB	PB	Yes
b. Functionally water-dependent uses	No	PB	PB	Yes
c. Maritime activities	No	PB	PB	Yes
20. Piers, docks, wharves, breakwaters, causeways, marinas, bridges over 20 ft. in length and uses projecting into, on or over water bodies. *				
Temporary	CEO	CEO	Yes	Yes
Permanent	PB	PB	PB	PB
21. Road construction*	PB	PB	PB	PB
22. Clearing for approved construction*	CEO	Yes	Yes	Yes
23. Essential services accessory to permitted uses	Yes	Yes	Yes	Yes
24. Private sewage disposal systems*	No	LPI	LPI	LPI
25. Public utilities, including sewage collection and treatment facilities	PB	PB	PB	PB
26. Signs*	Yes	Yes	Yes	Yes
27. Filling or other earth-moving activity of less than 10 cubic yards	CEO	Yes	Yes	Yes
28. Filling or other earth-moving activity of more than 10 cubic yards	PB	CEO	CEO	CEO
29. Uses similar to permitted uses	CEO	CEO	CEO	CEO
30. Uses similar to uses requiring a CEO permit	CEO	CEO	CEO	CEO
31. Uses similar to uses requiring a PB permit	PB	PB	PB	PB

*Subject to specific Land Use Standards

**Except as permitted under Item 18 of this Table

On the last page of the Ordinance where the lands which are in the various zones are described, the following changes are made:

General Development Zone.

Item 1. is deleted.

(Note: this item is placed under the new Commercial Fisheries and Maritime Activities Zone).

A new zone is added:

Commercial Fisheries and Maritime Activities Zone.

1. In Bucks Harbor: From the west line of Lot 22, map 17 northerly around the shoreline to the old bridge thence easterly to the east line of Lot 18, map 18.
2. In Starboard: From the west line of Lot 12, map 12 easterly 328 feet.

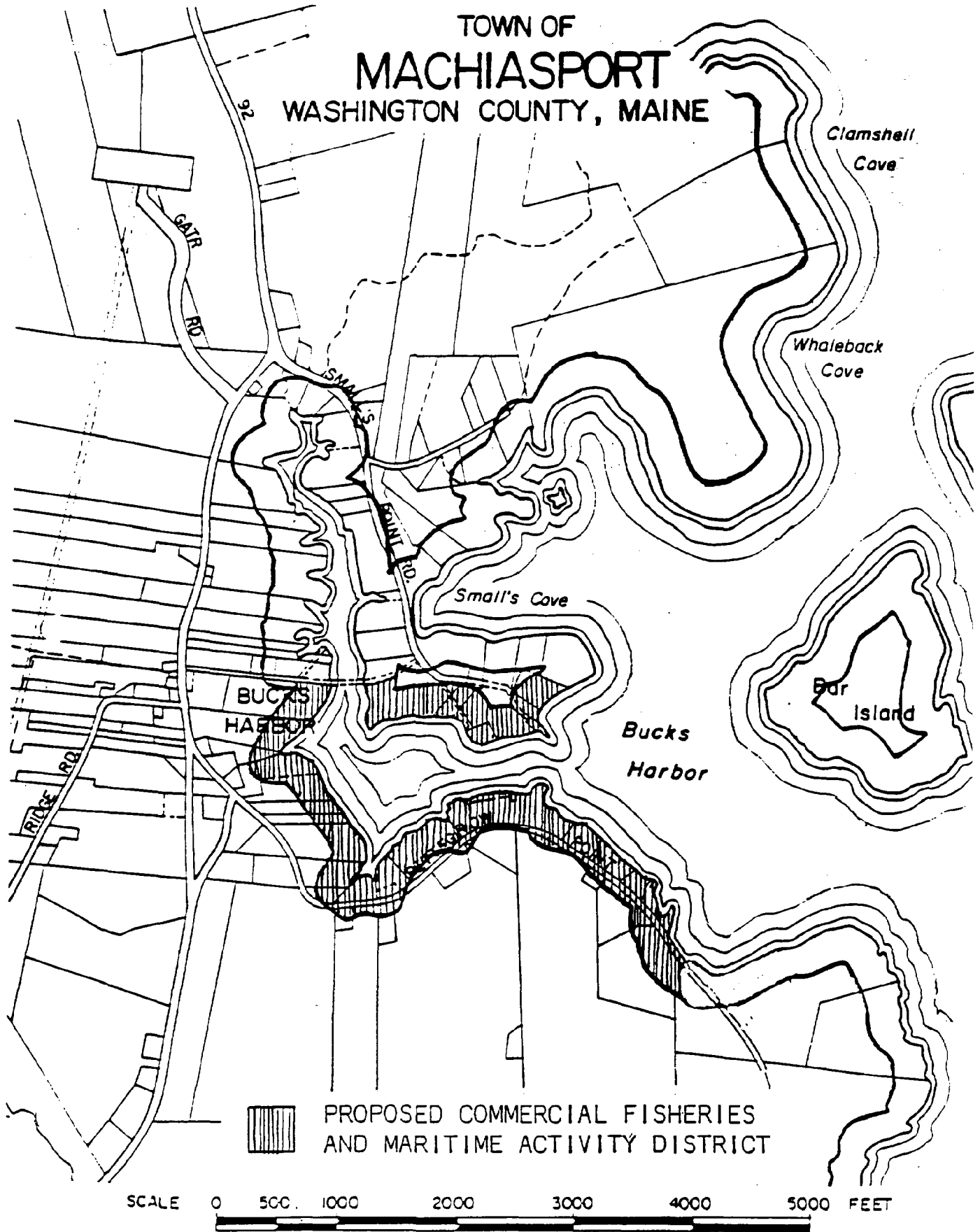
A description of the existing Limited Residential/Recreational Zone is added:

Limited Residential/Recreational Zone.

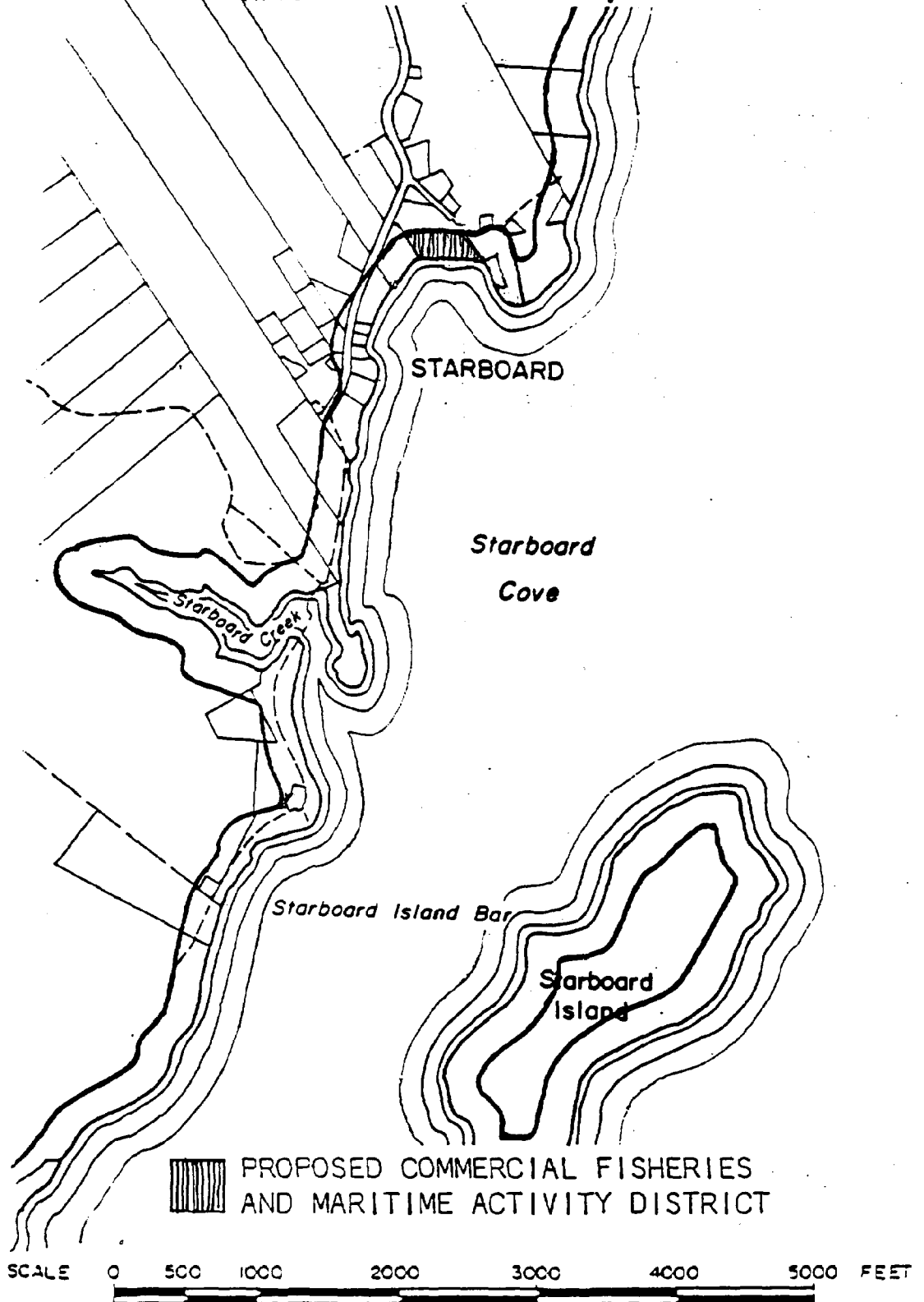
All lands not in another zone are placed in the Limited Residential/Recreational Zone.

TOWN OF MACHIASPORT

WASHINGTON COUNTY, MAINE



TOWN OF
MACHIASPORT
WASHINGTON COUNTY, MAINE



AQUIFER PROTECTION ORDINANCE

Section I: Purpose

It is the intent of this Ordinance to protect the groundwater resources from contaminants which can reasonably be expected to accompany certain adverse uses of the land and thereby to preserve the quantity and quality of this resource for present and future use by individuals, corporations, public bodies, and others.

Section II: Scope and Authority

- A. Within the boundaries of the Aquifer Protection Areas, comprising aquifers, and certain adjacent protective strips, as set forth in this Ordinance, no land shall be used, treated or sprayed except in conformity with the provisions of this Ordinance.
- B. This Ordinance is adopted pursuant to Title 30, M.R.S.A., Section 4962; Article VIII - A of the Maine State Constitution and Title 30, M.R.S.A., Section 1917.

Section III: Establishment and Delineation of Aquifer Protection Areas

For the purposes of this Ordinance, there are hereby established certain Aquifer Protection Areas, which are delineated on a set of three "Aquifer Protection Maps". These maps are an integral part of this Ordinance and shall be filed at the Town Office and at the County Registry of Deeds of Washington County. As delineated on the maps, the Aquifer Protection Areas comprise sand and gravel aquifers as identified by the Maine Geological Survey and:

- a. the surface of the land lying above them, and
- b. a surrounding protective strip, approximately 250 feet in width, so drawn that its bounds can be definitely established upon the ground.

Section IV: Regulations

- 1. Uses which can reasonably be expected to have adverse effects are prohibited in the town aquifer areas. These uses include:
 - a. toxic ash dump
 - b. disposal of solid wastes, other than brush and stumps
 - c. storage and/or transmission of petroleum or other refined petroleum products
 - d. the disposal of liquid or leachable wastes except one or two family residential sub-surface waste disposal systems
 - e. the rendering impervious of more than 10% of any lot
- 2. Uses which could reasonably be expected to have adverse effects unless special care is taken will be permitted only with conditions attached to their approval. These uses include:
 - a. storage of road salt, provided that the salt is kept under cover and on a pad
 - b. septic tank, sewage disposal field, or any enlargement or alteration thereof for one and two family residential dwellings

- c. manure pile and manure storage pit
- d. animal feed lot
- e. the flooding or mining of land
- f. cemetery
- g. spraying or spreading of chemical fertilizers or pesticides after approval by the U.S. Department of Agriculture, and the Soil Conservation Service.

Section V: Procedure

In consideration an application for an aquifer area use permit, the Planning Board will evaluate the immediate and long-range impact to the proposed use upon the maintenance of safe and healthful conditions. In making such an evaluation, the Board will consider such factors as:

1. The amount and type of wastes to be generated by the proposed land use and the adequacy of the proposed disposal system.
2. The capability of the land and water to sustain such use without degradation.
3. Topography and drainage of the site and susceptibility to flooding.
4. The need of a particular location for the proposed use.

The Board may consult with aquifer experts prior to making its decision.

Section VI: Enforcement

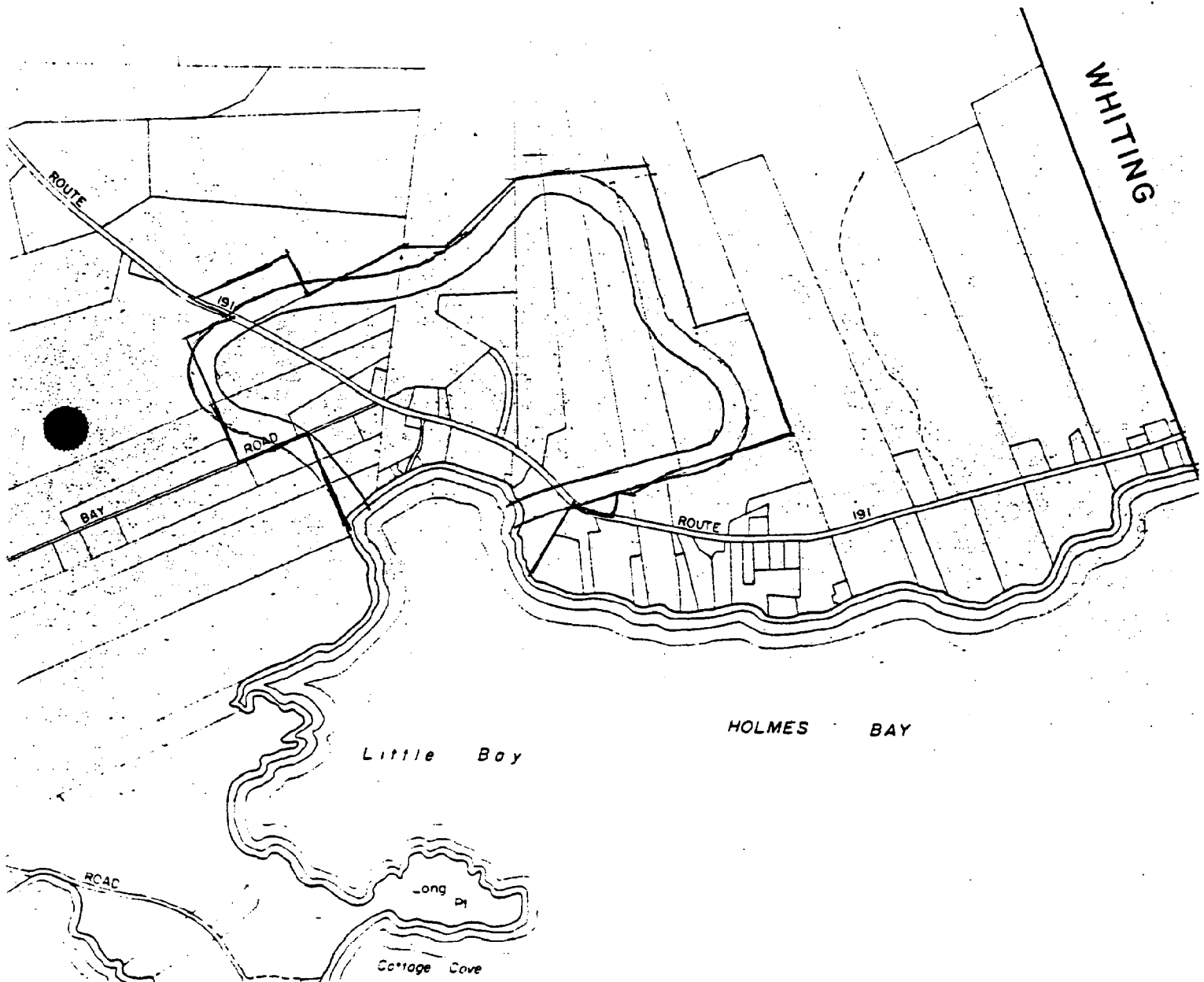
It shall be the duty of the Code Enforcement Officer to enforce this Ordinance.

Section VII: Appeals

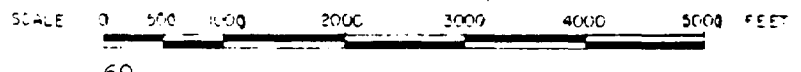
Appeals may be made to the Board of Appeals.

TOWN OF
MACHIASPORT
WASHINGTON COUNTY, MAINE

SAND AND GRAVEL
AQUIFER PROTECTION MAP
1 OF 3

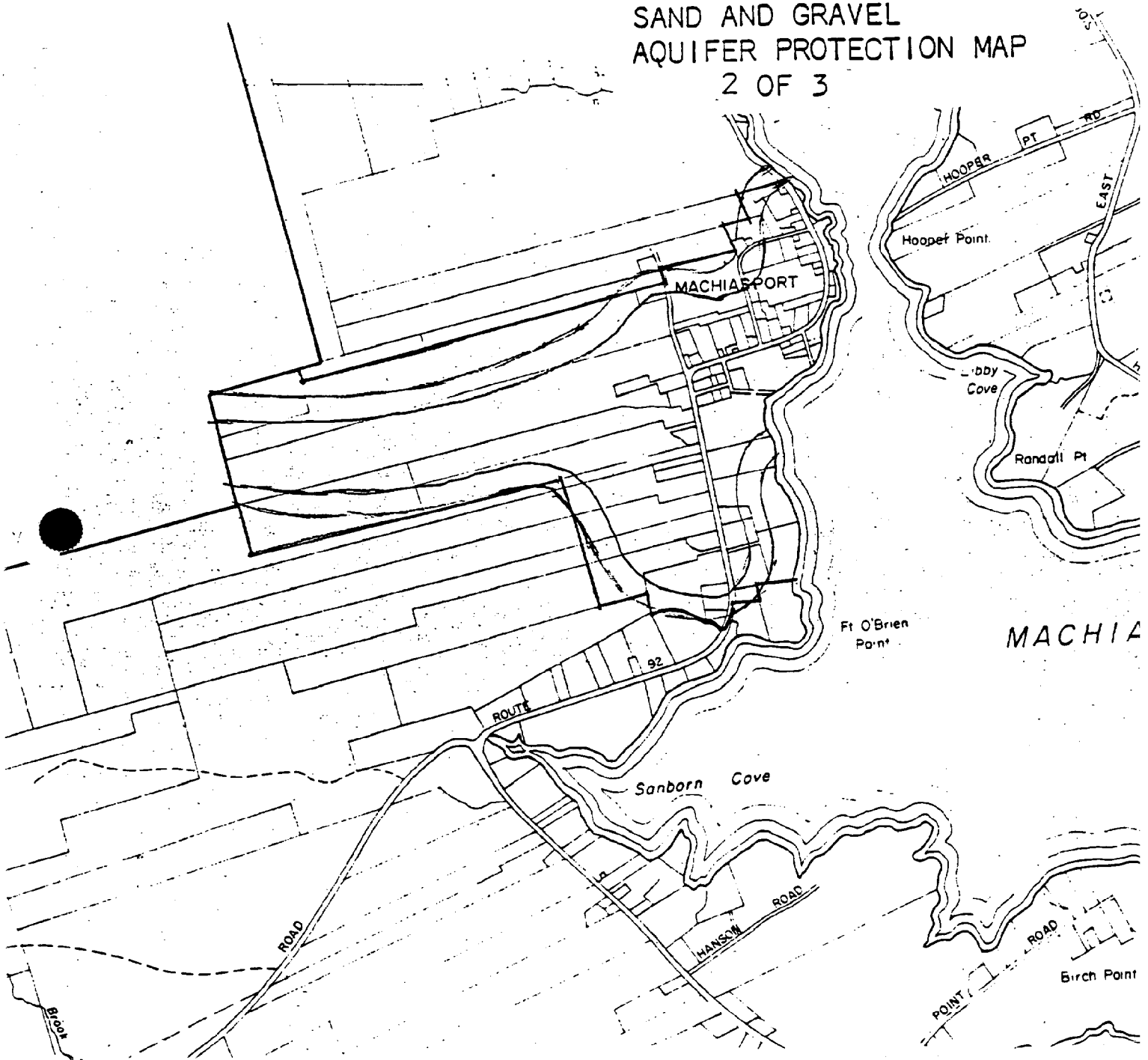


Based Upon "Significant Sand and
Gravel Aquifers" maps published
in 1988 by Maine Geological Survey.



TOWN OF
MACHIASPORT
WASHINGTON COUNTY, MAINE

SAND AND GRAVEL
AQUIFER PROTECTION MAP
2 OF 3

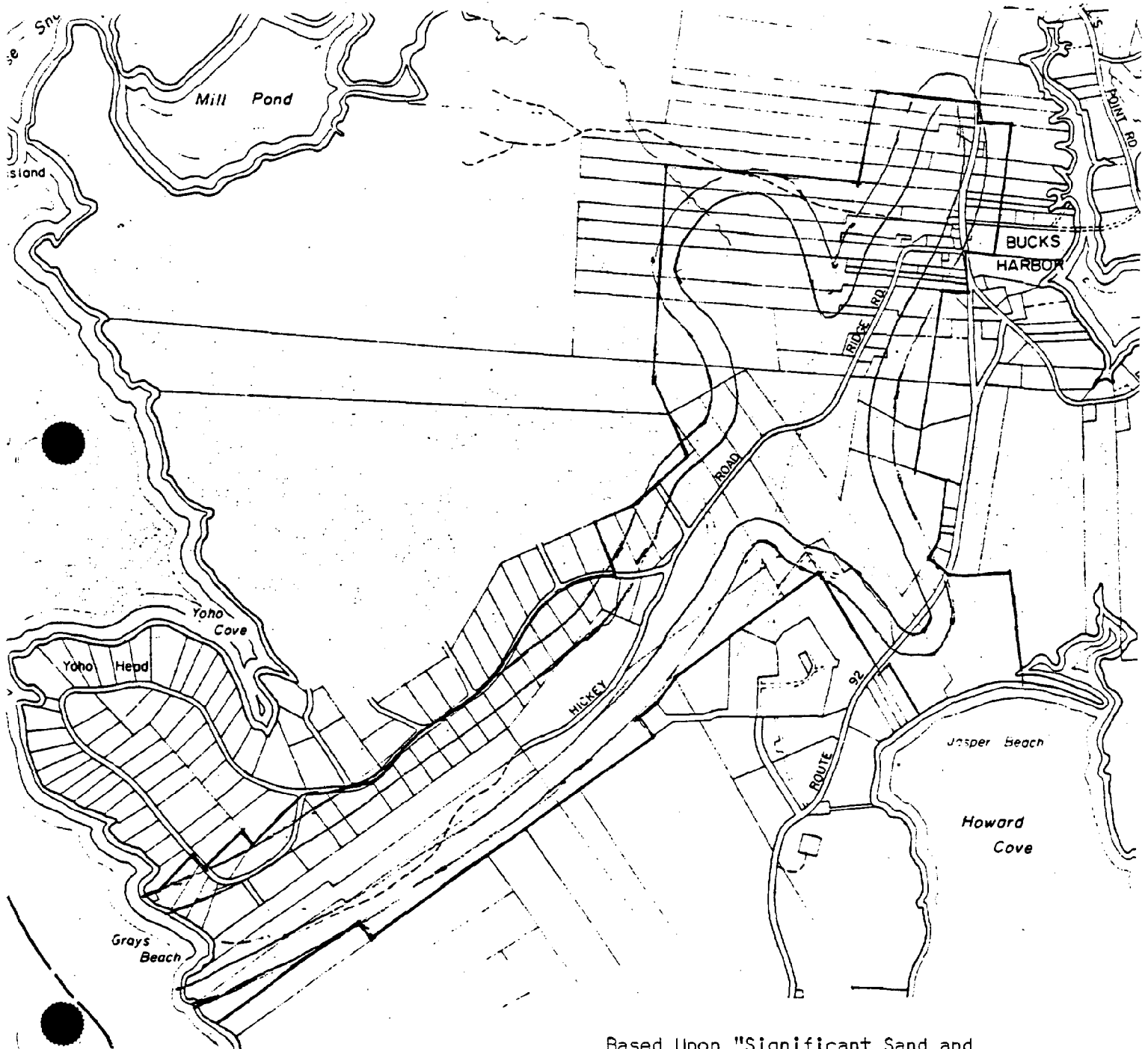


Based Upon "Significant Sand and
Gravel Aquifers" maps published
in 1988 by Maine Geological Survey.

SCALE 0 500 1000 2000 3000 4000 5000 FEET

TOWN OF
MACHIASPORT
WASHINGTON COUNTY, MAINE

SAND AND GRAVEL
AQUIFER PROTECTION MAP
3 OF 3



Based Upon "Significant Sand and
Gravel Aquifers" maps published
in 1988 by Maine Geological Survey.

SCALE 0 500 1000 2000 3000 4000 5000 FEET

C. Recommended Future Planning

1. Comprehensive Plan

A 1988 State law requires every town to prepare a comprehensive plan and provides that the State will pay for 75% of the cost. Machiasport is scheduled to be offered this funding in 1992. The Planning Board and Selectmen are now considering this and planning for it.

This law requires that comprehensive plans contain an inventory and analysis of:

- Economic and demographic data on the municipality and region
- Water resources: surface and groundwater
- Natural resources: wetlands, wildlife habitat, scenic areas
- Marine related resources: ports, moorings, shellfish areas
- Commercial forestry and agricultural lands
- Recreational opportunities and public access to waterbodies
- Transportation systems: roads, parking
- Housing stock
- Historical and archeological resources
- Land use with projected development patterns
- Capital facilities and public services
- Fiscal capacity

Comprehensive plans must also contain policies and strategies for guiding growth consistent with the following State guidelines:

- Identify and designate growth areas and rural areas
- Develop a capital investment plan
- Protect water quality
- Natural resource protection
- Preserve access to coastal waters
- Protect agricultural and forest resources
- Promote affordable housing
- Protect historic and archeological resources
- Assure access to outdoor recreation opportunities

The present "Action Plan" meets several of these requirements and should be integrated into the comprehensive plan when it is prepared.

2. Town Roads Improvement Plan

This Action Plan (see following section) has attempted to identify all the town roads (there were a few roads upon which there was disagreement as to whether they were town or private).

The next step is to develop a road improvement plan listing specific improvements required for each road and establishing a schedule for making them.

Wilbur Saunders of the Eastern River Corporation of Ellsworth prepared such a plan for Cherryfield. In it he said that most of the roads have drainage problems. In nearly all cases this will mean major drainage work, which must get high priority in any maintenance program because drainage is the most important part of any road system. Without it even the best base will give problems because when the base moves or is soft it then causes problems with the surface. The surface problems on many of the roads are caused by poor drainage, due to either plugged ditches or culverts.

The brush on some roads definitely needs to be cut back but this type of operation is an on-going problem each year. It is, however, not something that can be passed over for a very long time because of the fast growth of some types of vegetation. Roadside mowing should be done every year. The new type of rotary "bar" mowers seem to be doing an excellent job on both grass and low bushes.

Every road in town has some shoulder problems. They are either too high, caused from a buildup of salt and tar sand, or too low, caused by either erosion of soft shoulders. Shoulders that are too high do not let the water and slush run off quickly from the surface. Standing water on a surface can cause the base to soften with traffic and ultimately cause the pavement to break up. Shoulders that are too low do not give adequate support to the pavement edge and traffic, especially heavy traffic, will cause the edge to start breaking and chipping off.

Usually by using a power grader and small front end loader, the high places can be cut down and some of the material moved into low areas. Again, as with base and drainage, without good shoulders, the surface will suffer.

Mr. Saunders report included a road-by-road analysis and specific recommendations. He, or someone with similar experience, should be engaged by the town to prepare a plan for its roads.

One of Mr. Saunder's proposals was that the Town of Cherryfield set up an eight category road budget. The following two pages describe this. Machiasport should consider it.

PROPOSED HIGHWAY ACCOUNTS AND BUDGET

SAMPLE

There are any number of ways to set up a highway accounting system and all of them will work in most situations. The accounts proposed in this report are taken from those used by a number of Maine towns. The names of the accounts may differ somewhat and number of accounts may vary from town to town depending on the problems and wishes of that particular town. It is my opinion that at the present time, eight (8) different catagories should be used in the Town of Cherryfield.

It is entirely up to the town as to how it proceeds in setting up these accounts. They can be proposed and voted on separately at town meeting, as is the case in most towns or the town can vote on an overall budget, as it now does. The selectmen can then set this budget into the various accounts. In either case if the town is going to try and have an on-going and long range highway program it definitely needs a system so funds are dedicated each year to each specific aspect of the highway program. Without such a system, a town is always going to be playing "catch up" with its roads and may very well fall behind in its overall program goals. Cherryfield is now playing "catch up" with its current system.

There is a very good chance that if such a system is used and adhered to, some accounts could be reduced quite substantially over a period of years. In one such area, if the town goes forward with a hot bituminous pavement program, it is very possible that in three to five years the tarring account could be deleted and any more sealing that had to be done could be taken out of the paving account. Likewise the roads and bridges account might also stabilize because of good surfaces on the roads.

PROPOSED HIGHWAY ACCOUNTS - TOWN OF CHERRYFIELD

SAMPLE

1. BRUSH ACCOUNT: Cutting bushes, mowing roadsides
2. ROADS & BRIDGE ACCOUNTS: Grading roads, patching, patch material, general maintenance of roads and bridges.
3. DRAINAGE ACCOUNT: Ditching, culvert costs, replacing & resetting culverts and reshaping shoulders.
4. TARRING ACCOUNT: Liquid seal & Cold Mix, cost of preparing surface for seal. This account could be slowly done away with as more of the roads became paved with Hot Mix.
5. PAVING ACCOUNT: Hot Bituminous concrete and cost of preparing surface for paving.
6. CONSTRUCTION ACCOUNT: Rebuilding sections of town roads.
7. SNOW AND SANDING ACCOUNT: Plowing, sanding, snow fences & related winter maintenance.
8. ROAD BLOCK GRANT ACCOUNT: A reserve account to be combined with the State Road Block Funds. The account should be allowed to build over a three to five year period so that it accumulates enough monies to do a large paving project, a large reconstruction project or for use in an emergency situation. (Flood, heavy road wash, etc.). This fund could be supplemented each year by the town raising funds just for this account.

3. Septic Sludge Disposal Site

The Maine Department of Environmental Protection has written to the Selectmen making it clear that the Town must provide a site for disposal of residential and commercial septic-tank waste.

According to official estimates, nearly 90 percent of Maine's cities and towns do not provide a state-approved septage deposit site for properties which need their tanks repaired by septic tank cleaning firms.

Because of the non-compliance, Maine's Department of Environmental Protection is preparing plans to bring municipalities into compliance with the 15-year-old Title 38, Section 1305 of the Maine Revised Statutes Annotated.

As reported in the May 9, 1989 Bangor Daily Newspaper, Washington County and Waldo County are on top of the State's priority list for municipality compliance, according to Steve Page of DEP's Solid Waste Bureau those are the two areas in the State void of any really good sites at all. With a population of more than 34,000, only 11 of Washington County's 56 towns provide septic tank users with approved disposal sites. "And I think just about all of those sites are up for permit renewal," said Page.

Page, who works with the division of municipal and operational services, said the program will be "mostly educational", and is primarily to offer towns assistance. "We want to help municipalities come into compliance," said Page. "Everyone's in a different situation and we realize that."

Page said non-complying municipalities throughout the state with populations greater than 1,000 have been notified. In July, he'll notify towns with between 500 and 999 residents. Towns with populations under 500 will be notified in the summer. Although there is no deadline for completion of the program, towns with populations over 1,000 have until June 15 to respond to DEP. "We want to schedule regional meetings to encourage regional sites," said Page.

If a city or town does not have a designated area to receive septage, septic tank users can not have inoperable tanks emptied and repaired unless owners provide a dump site for the sludge on their property. Homeowners in municipalities without an approved site usually are able to hire a firm to clean their septic systems. However, unless the firm has a private disposal arrangement or can dump waste on the homeowner's land, they can only dispose of the sludge illegally.

DEP has documented illegal dumping at such places as back roads, a friend's property or at municipal dumps. It is currently investigating complaints of illegal dumping in Baileyville and Princeton. And during the past year, at least three other similar complaints have been investigated by DEP, with two resulting fines. However, investigating illegal septage dumping and non-compliance with the 1974 law has been sporadic since the late 1970s. "We had a flurry of consent agreements then," to bring municipalities into compliance, said Page, "But not much after that."

Also, since 1976, the state has not required septic tank cleaning firms to be licensed. However, Page says that might change in the near future because of pending legislative action.

Most common in rural Maine, septic tanks are underground receiving systems for household waste water that can include human waste and toxic cleaning chemicals.

Although Page terms the septage problem as "more of a nuisance than anything," it can pose health dangers. "I don't know of any real health problems. The biggest danger is when it gets into the ground water," said Page. "That's when there are the most serious health hazards. Who knows what is in the septage that's dumped."

4. Solid Waste Disposal (Dump)

The State in June 1989 passed a comprehensive solid waste law which requires municipalities to take specific actions. This Action Plan was completed before there was time to analyze the law and see how it will affect Machiasport. This will need to be done.

Town of Machiasport

ACTION PLAN



...a series of ideas about the future.

V. TOWN ROADS, WAYS, AND ACCESS POINTS

Town of Machiasport Roads and Access Points

Before the Town was organized in 1829 there were roads and accesses to the water. As the Town grew new roads were built and new water accesses developed. Over the years some of these have fallen into dis-use even though the Town owns them. Others are actively used, but not Town owned! Discussion among the Planning Board members, the Selectmen and others revealed 22 roads, ways, and access points about which there was not agreement as to whether or not they were Town roads, ways, and access points. They are listed below and located by number on the accompanying map. The conclusion reached after investigation is indicated for each. Those marked with an asterisk are recommended for further research. These are shown on the larger maps.

- 1 & 2. Holmes Point Road located on Tax Map 5 between parcels 60 and 63 and on Tax Map 4 between parcels 11 and 12 (now being researched by Town Attorney).
3. Randall Point Road extension located on Tax Map 4 between parcels 15 and 16. Access to the shore was, in the past, possible from the end of this road but there is no recorded right of way.
- *4. George Larrabee heir access road located on Tax Map 7. The easterly 600' (more or less) is indicated in the Deeds to adjoining parcels as a "lane." In 1965 and in 1967 warrant articles to abandon this as a town way were defeated. A private right of way provides the only access from the western end of the lane to the major 400 acre plus Natural Resource Council Parcel. There is no access to the Town parcel which adjoins the N.R.C. parcel. A R/W agreement should be made with them by the Town to provide access to the Town's land.
5. Access to the Town land which was formerly the "Indian Camps" shown on Tax Map 21 across parcel 42 to the Town parcel (43). Access has traditionally been granted but there is no formal right of way.
6. Road to the "Picture Rocks" located on Tax Map 7 crossing parcel 10. There has never been a road or public path here giving access to the "Picture Rocks." Public access should not be developed. Improving access to the Rocks might be detrimental to them by encouraging "over use." The Rocks may be visited by requesting permission from the owner.
7. "Palmer Cross Road" located on Tax Map 21, parcels 19, 20, etc. mentioned in war. art. 32, Mar 6, 1955 and war. art. 18, July 16, 1984. This is a Town road but is now obstructed. It should be recommended for abandonment.
- *8. "Clam Shell Road" located on Tax Map 18 between Lots 52, 53, and 54, 55, 56. While the bridge across Bucks Harbor Creek was in use the two approaches were clearly Town ways.

Recent deeds clearly call out this road but do not contain the provision in the original deed to the town of the land for this "thoroughfare" requiring that it be kept open for free public passage and in suitable condition or the deed would be voided. If either or both sides of this road are desirable for public access to the creek, the Town should discuss this with the abutters.

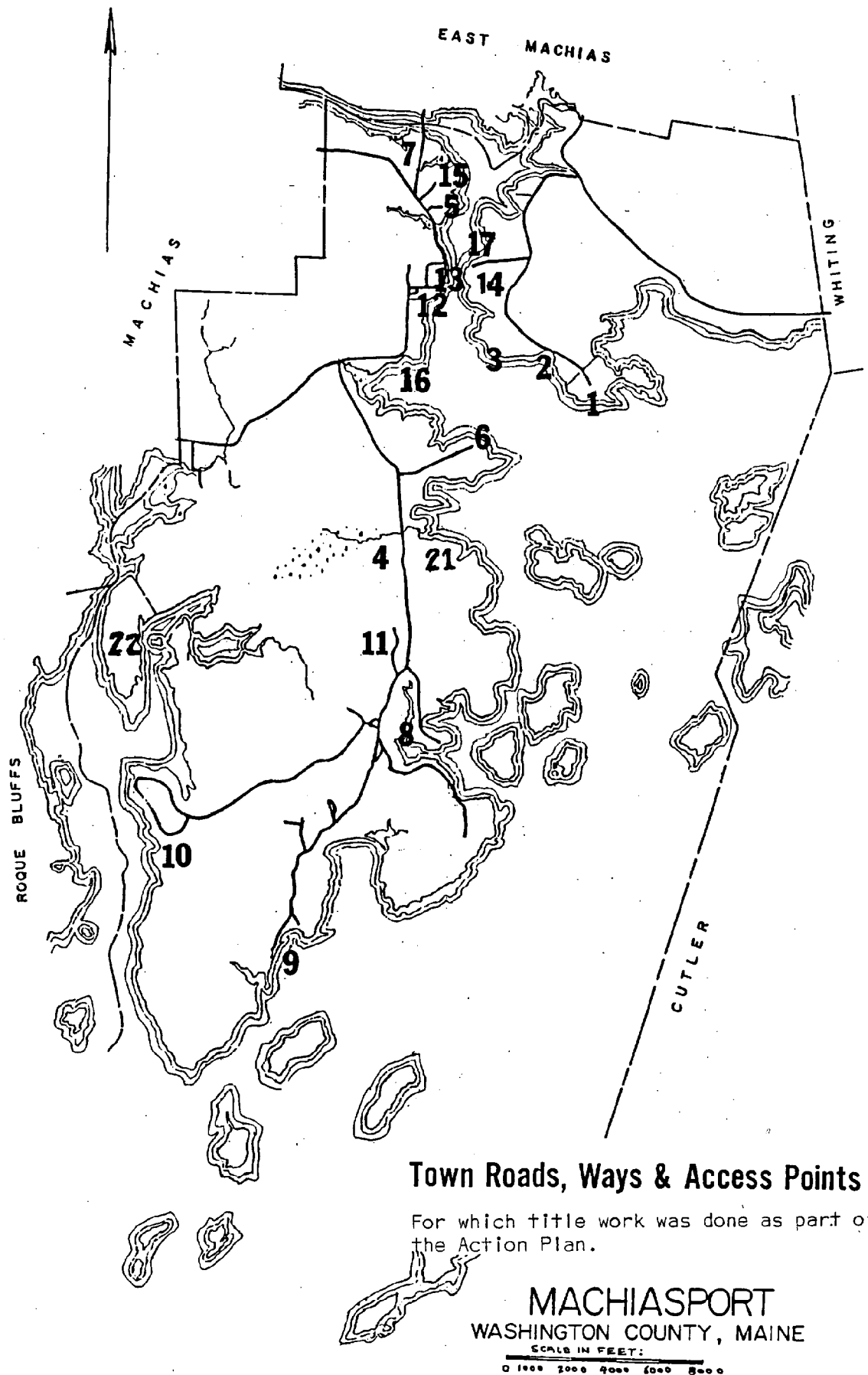
- *9. Road to Starboard Creek (located on Tax Map 14). Fairly heavily used by the public but not maintained beyond the Community Building (the old school-house) by the Town. Its status is the subject of current discussion.
- *10. Map 12 access from Hickey Road to Grey's Beach. A road traditionally used by clammers and recreational users of the beach but it is not recorded in any deeds of the parcels over which it crosses. This should be investigated further.
- 11. Map 10 access to parcel 20 (Federal Road to FAA Radar Site). This is not a Town road. The views from the site to which the road provides access are spectacular. In the future this site may be declared surplus to Federal needs. At that time the Town (or a nature group) may want to seek ownership of the site and the road to it.
- 12. "Private way" adjacent to cemetery (Map 20). This way is clearly private.
- 12.a. "Town roadway" adjacent to cemetery (Map 20). This road is shown extending to the shore but in fact it ends at a steep bluff 60' above the shore and can not be traversed.
- *13. "Booth Fisheries Road" (on water side of Lots 4 and 5 on Map 20). This is referred to as a "Town road" in the Annual Report 1926-27 as is the "Stuart Road" (to Marine RR and boat yard) in the Annual Report 1930-31. Public ways and roads are clearly mentioned in deeds and on property maps. However, because of erosion, the collapse of the Town Landing, the closing (and the destruction) of the factory, and other factors the location and status of these roads is not clear. A survey should be made and monuments set locating these Town lands.
- 14. Old Bay Road extension from East Side Road to shore. Located on Tax Map 4 between parcels 23, 23-1, 24 and 26. Access to the shore was possible from the end of this road but there is no public right of way.
- 15. "Day Point Road" located on Tax Map 21 across parcel 28 in a 1967 warrant article to abandon this as a Town road was defeated. The point where this road ceases to be public should be clarified and marked.
- *16. Sanborn Cove Road located on Tax Map 19 between Lots 11 and 12. There was once a road along the shore beginning at this point. It is still used by many clammers. A portion of the access to this road is the former Rte. 92.
- 17. Hooper Point Road extension to shore located on Tax Map 1 between parcels 40 and 41. Persons used to row between the Town Landing and this road. It was a principal link between the East Side and the Town Hall and shops. The deed to these parcels each refer to the Town Road to the "Narrows." It thus seems clear that this is a town road to the shore. Both abutting parcels are in the same ownership. Consideration might be given to relocating the R/W (if topography permits) thus allowing the parcels to be combined.
- 18. "Huntley Point Road" Town Report 1926-27. Location not known - should be determined.
- 19. "Hannah Olson Road" Town Report 1926-27. Location not known - should be determined.

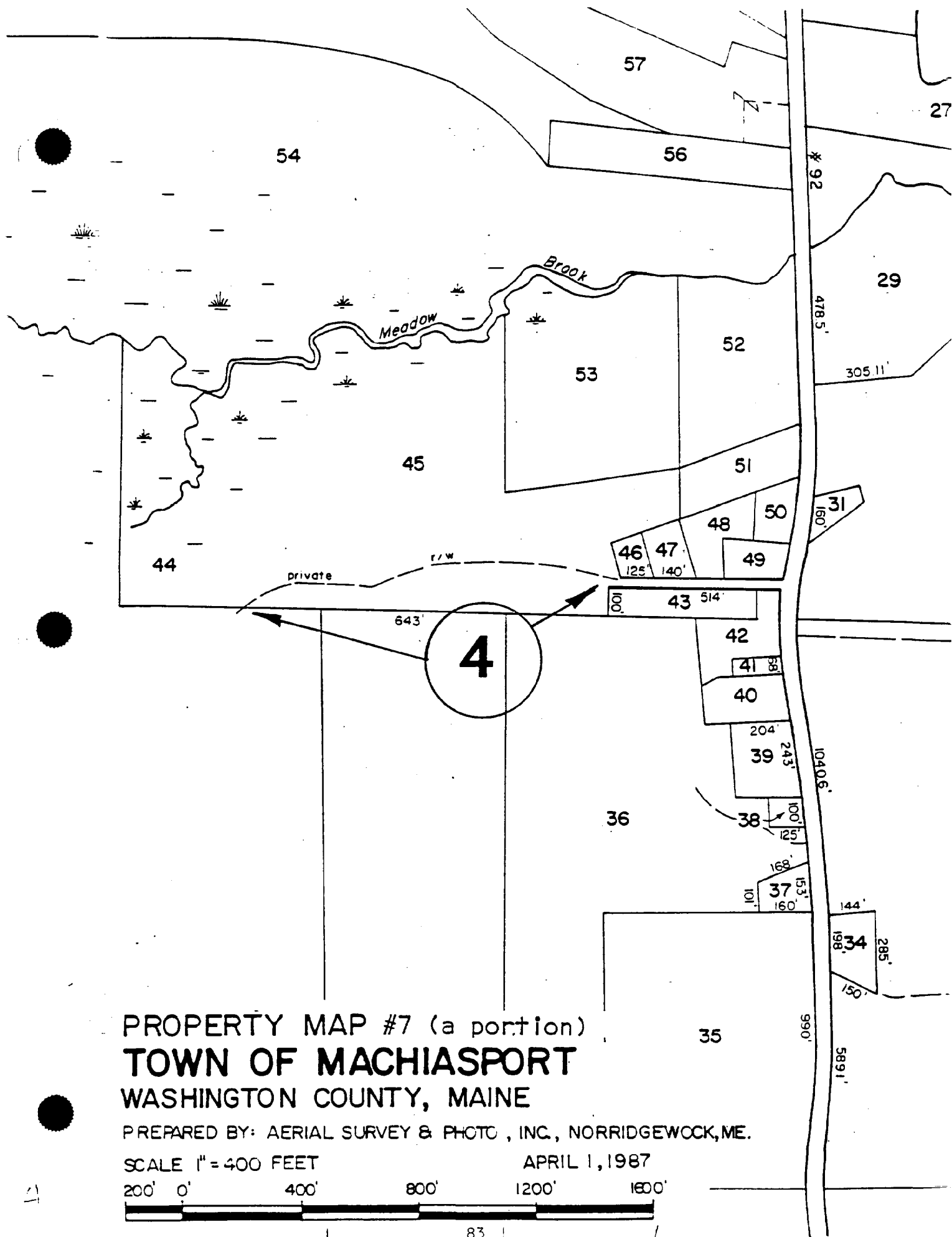
20. "Crocker Gravel Pit" Town Report 1930-31. Location not known - should be determined.

21. 50' roadway to Town Lot located on Tax Map 7 north side of Lot 33. Should be abandoned once public use of the road in Indian Head Subdivision is formalized.

22. Access to Johnson Point on Kennebec Bay.

A large "official map" showing town roads and ways has been prepared and is available at the Town Office.





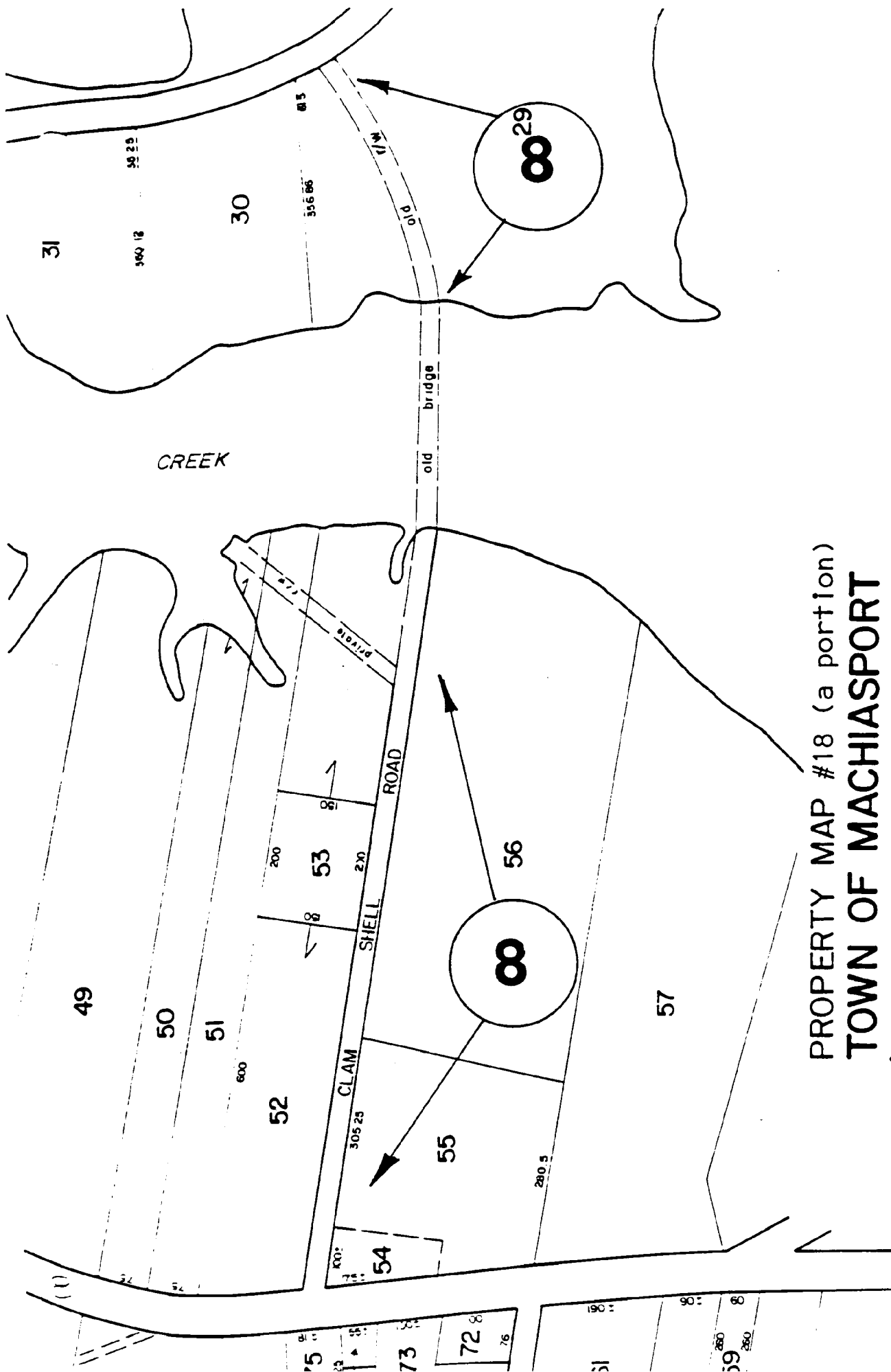
PROPERTY MAP #7 (a portion)
TOWN OF MACHIASPORT
WASHINGTON COUNTY, MAINE

PREPARED BY: AERIAL SURVEY & PHOTO, INC., NORRIDGEWOCK, ME.

SCALE 1" = 400 FEET

APRIL 1, 1987



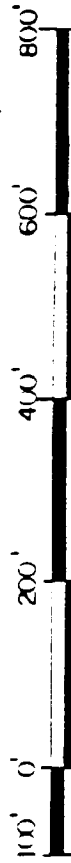


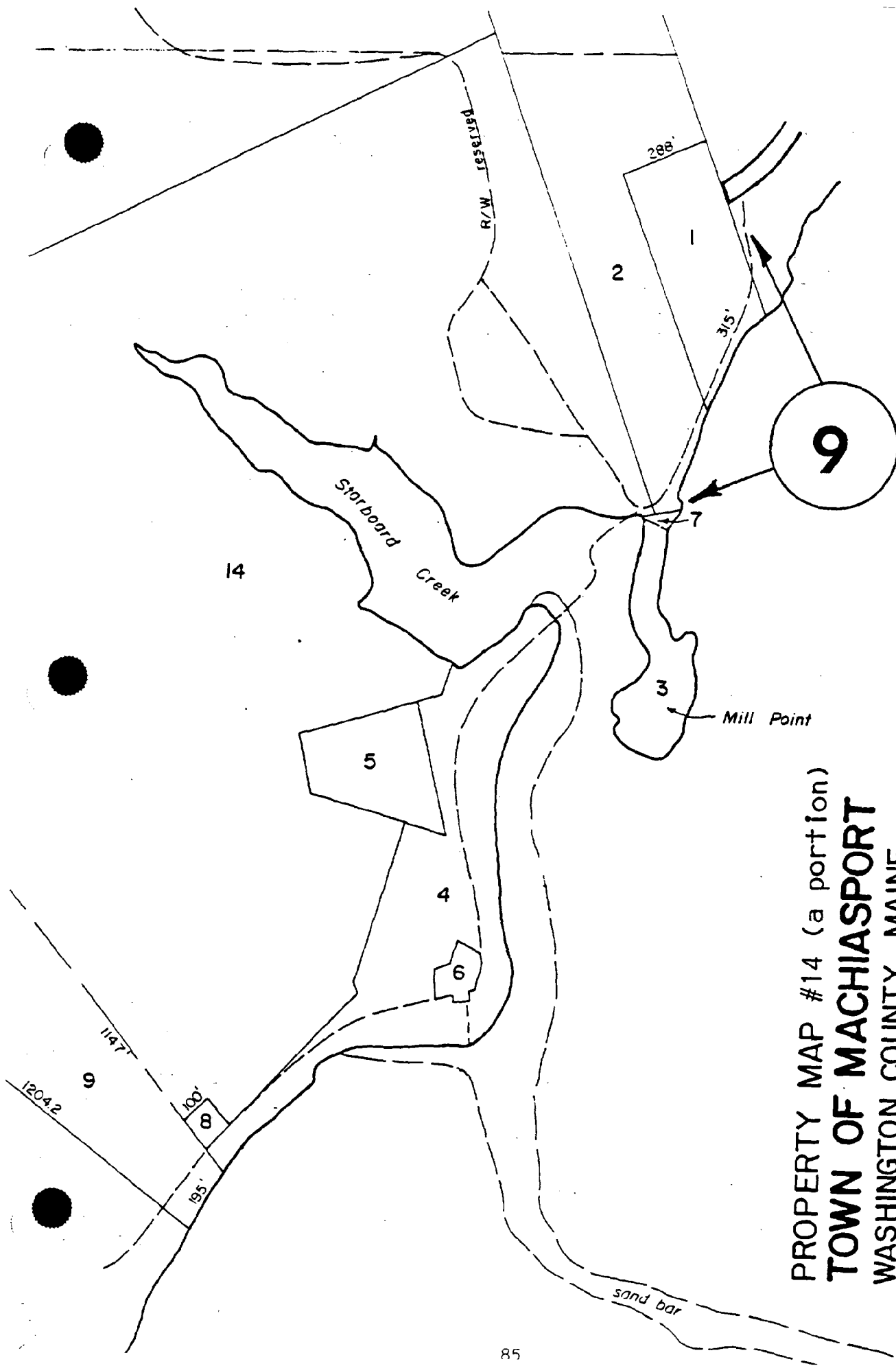
PROPERTY MAP #18 (a portion)
TOWN OF MACHIASPORT
 WASHINGTON COUNTY, MAINE

PREPARED BY: AERIAL SURVEY & PHOTO, INC., NORRIDGEWOCK, ME.

APRIL 1, 1987

SCALE 1" = 200 FEET



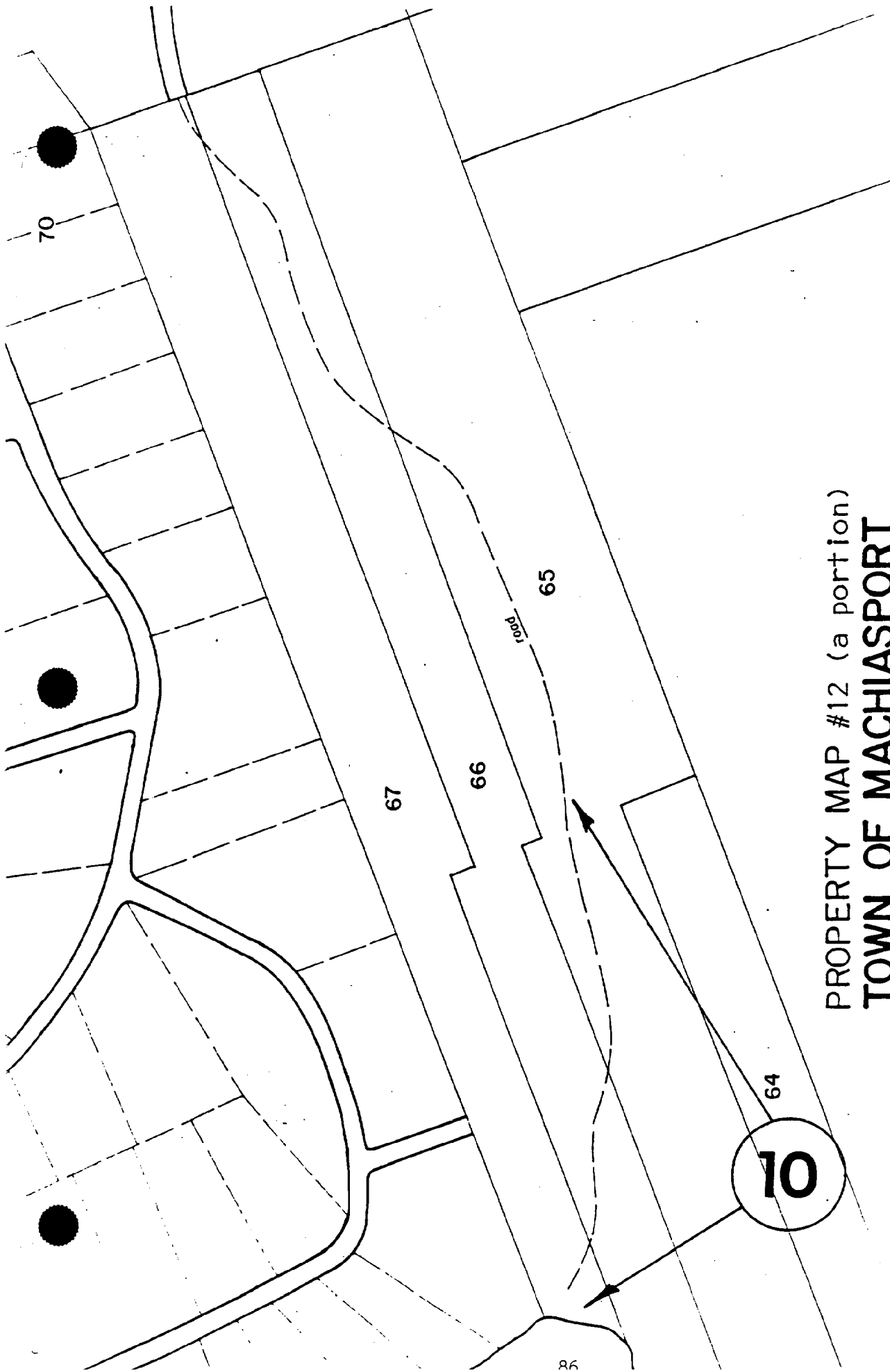


PROPERTY MAP #14 (a portion)
TOWN OF MACHIASPORT
 WASHINGTON COUNTY, MAINE

PREPARED BY: AERIAL SURVEY & PHOTO, INC., NORRIDGEWOCK, ME.
 SCALE 1" = 400'

APRIL 1, 1987





PROPERTY MAP #12 (a portion)

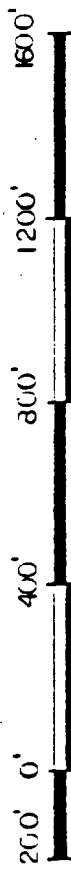
TOWN OF MACHIASPORT

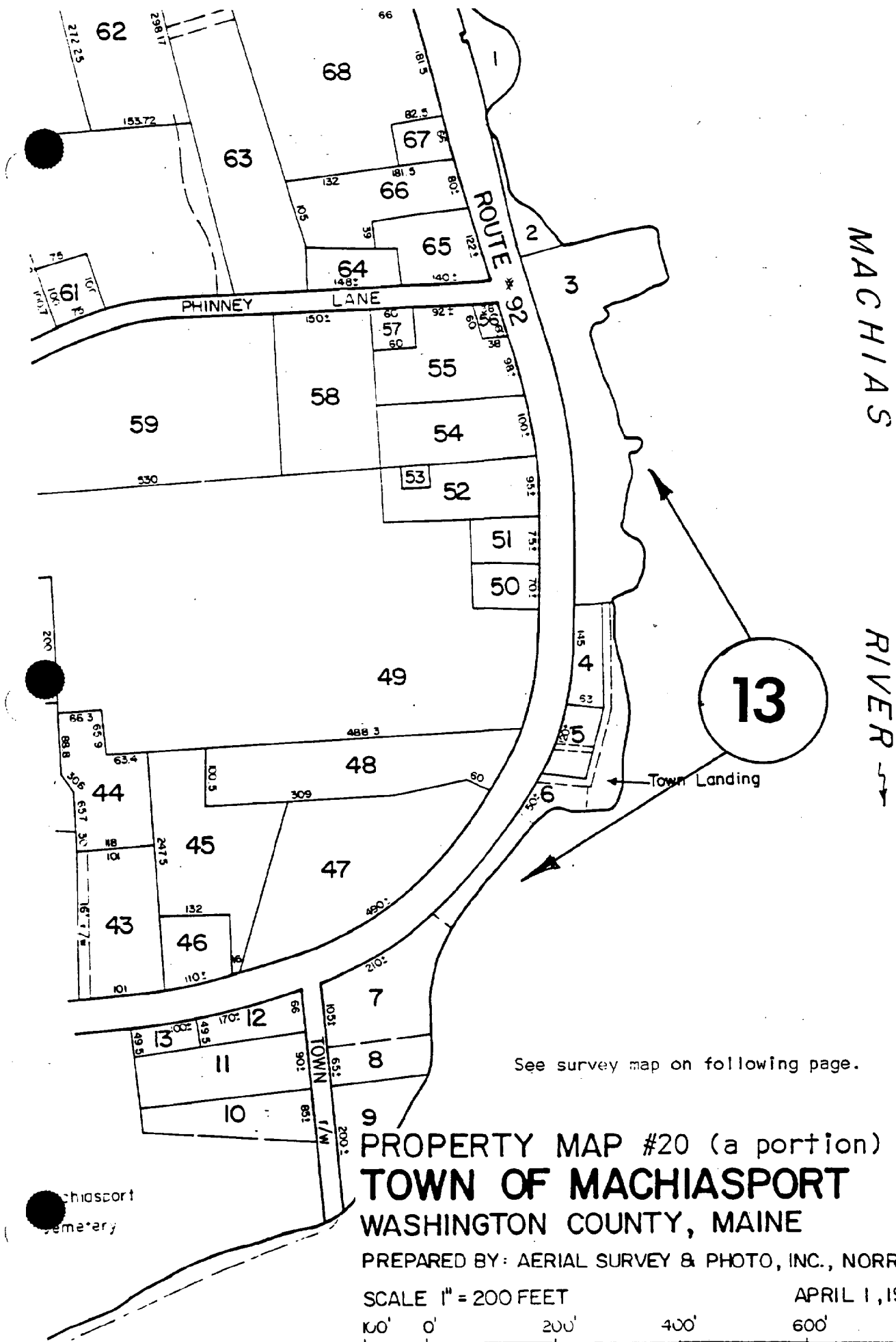
WASHINGTON COUNTY, MAINE

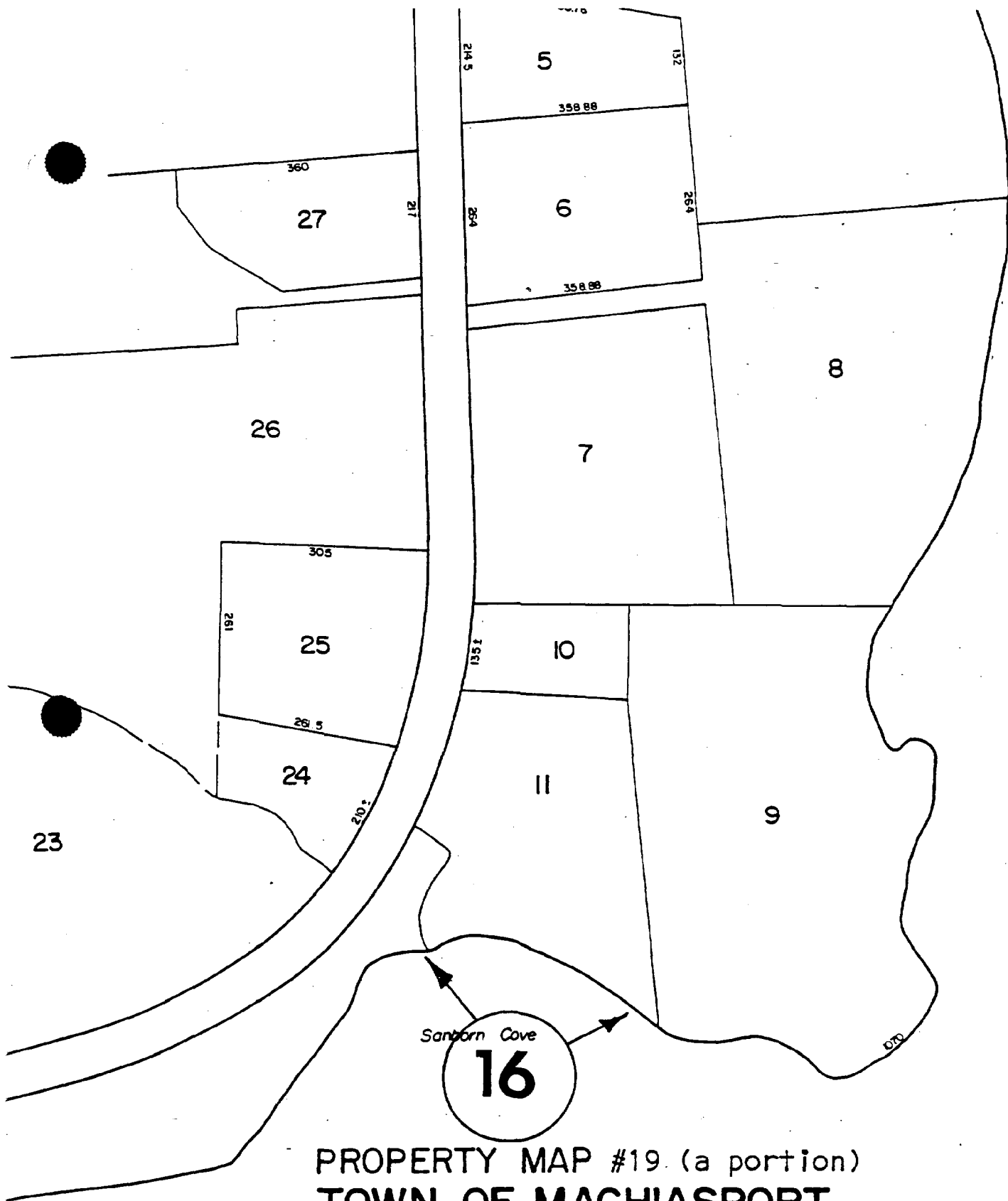
PREPARED BY: AERIAL SURVEY & PHOTO, INC., NORRIDGEWOCK, ME.

SCALE 1"=400 FEET

APRIL 1, 1987





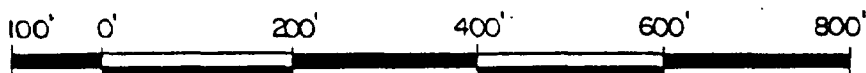


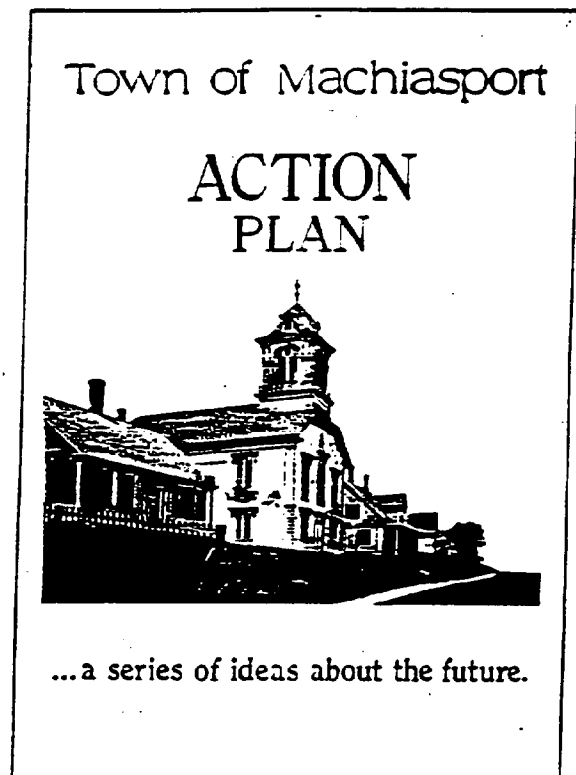
PROPERTY MAP #19. (a portion)
TOWN OF MACHIASPORT
WASHINGTON COUNTY, MAINE

PREPARED BY: AERIAL SURVEY & PHOTO, INC., NORRIDGEWOCK, ME.

SCALE 1" = 200 FEET

APRIL 1, 1987





APPENDIXES

Bibliography of Prior Plans and Studies

Local Planning Considerations, 1970 Report

Natural Areas Inventory

PLANS, STUDIES & PROJECTS

Jasper Beach - L.A.W. Con.

Fort O'Brien Playground and Field - L.A.W. Con.

Quohog Study - C.Z.M. W/DMR & Others

Petroglyph Registration Efforts - W/Maine Historic Preservation Commission

Machias Bay Estuarine Sanctuary Proposal - S.P.O.

Waterfront Management Plan - C.Z.M.

Shellfish Management Program - C.Z.M.

Plan for Piling & Fill to Protect Historic House and Vicinity

Pier Feasibility Study (on site of former town pier)

Survey of Town Boundaries

Creation of Conservation Commission

Sanborn Cove Lot Nature Area

Waste Water Clean-up - D.E.P.

Dredging at Bucks Harbor

Town Float (1976)

Summary of Local Planning Considerations - 1970 - S.P.O.

Machias Region Environmental Study - Atlantic World Port, 1971

Closing of Bucks Harbor Air Station

Opening of Down East Correctional Facility

Point of Maine and Other Lands "Protected"

Historic Distric Proposal - 1975

Planning for the orderly growth of the Machiasport area, 1967

SUMMARY OF LOCAL PLANNING

CONSIDERATIONS

FOR

TOWN OF MACHIASPORT, MAINE

1970

For: Machiasport Planning Board
Machiasport, Maine

By: John M. Lord
Planning Consultant
Old Town, Maine

Community Situation

The Town of Machiasport is located on a peninsula bounded by Kennebec Bay on the west and Machias Bay on the east, some 87 miles from Bangor, Maine south of U.S. Route 1 on Route 92. The Town is accessible by water and by secondary highways only. There are several protected areas for small boats along the Town's shoreline such as the well-known Bucks Harbor. Off the islands at the seaward end of the Machiasport peninsula is the deep water anchorage which has been considered for handling super-tankers.

Machiasport has traditionally been a seagoing community. Local residents rely heavily on fishing and fish processing at the local packing plant for employment.

The Town's population has gone up and down in a similar manner as other area towns over the past twenty-year period. While the net change from 1950 to 1970 was an increase of about 100 persons from 781 to 887, the population was higher in 1960 by another 100 persons at 980*. Most of this area of Washington County had large population gains in the 1950's and losses in the '60's.

The impact of an oil port and refinery complex in the Machiasport area would be quite direct on Machiasport. The docking facility and an extensive oil tank farm would be located in the southern end of Town according to some proposals. Such a facility would dominate the land and water use of the southern half of Town.

Improved highway access through the Town would be necessitated by such a development and the resulting traffic generated at the extreme end of the Machiasport Peninsula. Other service needs could arise which the Town can not easily provide, such as fire protection.

Machiasport, as a small Town, has very limited community services. There is no full-time administrator of Town affairs in the Selectmen-Town-Meeting form of government. The community has no public sewer or water system. A member of an area school administrative district, there is an elementary school facility only in the Town.

Lack of municipal services and lack of housing could create a range of problems for Machiasport, if the deep water port facility

*Source: U.S. Bureau of Census

were based in the Town. The resulting pressure for new housing in the community along with the need for public and private services to support the oil port activity would be extremely difficult to meet given the present services available and the administrative resources of the Town.

Housing and Service Facility Needs

The Town of Machiasport has taken an important first step toward meeting the needs of the community by adopting a requirement for the issuance of Building Permits, a minimal Mobilehome Park Ordinance and Subdivision Regulations. These Ordinances give the Town a review process and some minimum standards with which to evaluate future developments within the Town, which were totally lacking before.

However, Machiasport needs more technical information and some long-range development policy if it is to meet development pressures in an orderly and logical manner. Like many coastal communities Machiasport has large areas of marine clay and ledge within its boundaries. Soils information for the Town is not available, however.

Competition for the use of ocean shorefrontage represents a serious problem for the Town both in terms of kinds of use and in terms of intensity of use. Lack of urban services coupled with unfavorable soil conditions represents a threat to the Machiasport living environment and natural resources. Density control is a must if the spread-out pattern of development is not to be provided public sewer and/or water facilities prematurely at excessive unit service costs.

Immediate Needs and Objectives

Machiasport needs technical information and assistance to fulfill its goals of protection of marine resources and the Town's living environment. Soils mapping would provide the Town with a valuable source of information to use in evaluating subdivisions and as a partial basis for long-range development policy.

An examination of the feasibility of providing increased municipal services, and in which areas of the Town, is needed, if future development policy is to be based on any realistic appraisal of alternatives. Until such time as community sewer and water systems are economically feasible, Machiasport must assure the adequacy of private systems by preventing overcrowding on inadequate soils.

The community has made an excellent beginning in coming to grips with future growth and development by establishing a Planning Board and adopting local Building Permit, Mobilehome Park and Subdivision Ordinances. However, more technical information is needed on area

growth trends and local conditions and potentials, if Machiasport is to make community service and land development decisions.

Continuing Planning Program

As mentioned above the continued progress of the Town of Machiasport in its local planning efforts is dependent upon the availability of technical information and assistance upon which to base rational decisions. The Planning Board's role as an advisory body in the community on matters of long-range growth and development of the Town and the provision of community services is severely limited by the information available to it.

The continuing "Planning Program" in Machiasport should focus its effort on utilizing available sources of such information and promoting additional technical assistance to the Town and the area. For example, the Machiasport area planning study underway at the present time (under the auspices of the Eastern Maine Development District) will develop important information on area development potentials which will be useful to the Town of Machiasport. The Town and particularly the local Planning Board should support and participate in such area planning activity. Planning services may be available on an area wide basis at little or no cost to the individual town, whereas the cost of getting such services for one town alone may be exceedingly high.

There are other sources of technical information and assistance available to the community in the area and at the State level. The Soil Conservation Service has a Washington County office which offers soils mapping and soils interpretation expertise among other services. The Eastern Maine Development District has a Washington County office from which technical and financial assistance is available. The Maine Municipal Association has information on local financial, administrative and legal problems. The Maine State Planning Office has overall direction and coordination of planning activities statewide and is a source of assistance for local and regional planning programs.

Another important phase of local planning activity is the involvement and support of local citizens in local planning. The direction of local planning policy in the form of community goals and objectives must be provided by the Town's citizenry. This means that information on local planning problems and activity must be transmitted to the Town's voters. Public information meetings, the inclusion of interested citizens at Planning Board meetings and occasional written reports assure the maintenance of communications with the community. It is only through action by the community that the Planning Board's advisory recommendation can become a reality.

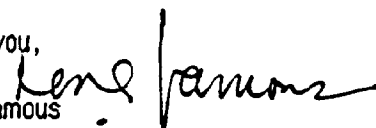
Machiasport: A Town Worth Preserving - What You Can Do

The Machiasport Planning Board is preparing a plan for the proper use and protection of all its natural areas by use of a Natural Areas Inventory and have asked me to help in this effort. An inventory of this kind can be used to better understand the environment and to make more enlightened decisions on how to best manage the Town's natural areas for the long term.

For this inventory I need to find out what places in the towns of Machiasport, Bucks Harbor, Starboard and the nearby islands that you, the local residents, consider valuable and worthy of protection, maintenance and preservation as places of beauty. These places may be nice for a quiet walk; perhaps they are along the shore or there is a view of the Bay and you would like access to the shore. Perhaps there is a place filled with special wildflowers in the Spring and perfect for a picnic and hiking throughout the year. Maybe there are places that you just find magnificent and very very special and wish to keep that way.

If you care to take steps to see that these places in Machiasport remain natural, undeveloped and will always be available to you, the town, please list your areas of interest below. It would help me greatly if I could contact you by phone.

Thank you,


Nona Famous
Consulting Biologist

Washington County Regional Planning Commission, 63 Main Street, Machias (255-8686)

Your Name _____

Address _____

Phone Number _____

Places Worth Preserving in Machiasport
(please include directions for locating)

1) _____

2) _____

3) _____

Please return to the school by next Wednesday, May 24.

Thanks.

Please use the reverse side of this sheet if you need more space.

Machiasport Natural Areas Inventory by Nona Famous

Number	Location	Description	Source
BC1	Larrabee Heath	Coastal Plateau Bog	ECCMe and MeCAP
BC2	West Starboard	Heath	MeGS
BC3	Point of Main	Heath	MeGS
BC4	Point of Main	Heath	MeGS
BC5	Libby Island	New England Coastal Rocky Headland	MCHT
BC6	Pot Head	New England Coastal Headland	Pers Obs
BP1	Scabby Is	Rare Plant Station	MeCAP
BP2	Ram Is	Rare Plant Station	MeCAP
BP3	So. Libby Is	Rare Plant Station	MeCAP
BP4	So. Libby Is	Rare Plant Station	MeCAP
BP5	Point of Main	Rare Plant Station	MeCAP
ZE1	Salt Is	Bald Eagle	IFW
ZE2	Stone Is (historical)	Bald Eagle	ECCMe
Z11	Starboard Is	Marine Invertebrates	MeCAP
Z01	Hog Is	Osprey	MCHT/IFW
Z02	Bare Is	Osprey	MCHT/IFW
Z03	Yellow Head Is	Osprey	MCHT/IFW
Z04	Yellow Head Is	Osprey	MCHT/IFW
Z05	Mountain Head	Osprey	MCHT/IFW
Z06	Stone Is	Osprey	MCHT/IFW

Page 2 - Machiasport Natural Areas Inventory by Nona Famous

Number	Location	Description	Source
ZSf1	Upper estuary	Shorebird feeding area	ECCMe
ZSf2	Larrabee Cove	Shorebird feeding area	ECCMe
ZSf3	Small's Cove	Shorebird feeding area	ECCMe
ZSf4	Holmes Bay	Shorebird feeding area	ECCMe
ZSSt1	Upper estuary	Shorebird staging area	Pers Comm/NFamous
ZSr1	Upper estuary	Shorebird roost	Pers Comm/NFamous
ZSr2	Holmes Point	Shorebird roost	Pers Comm/NFamous
ZSr3	Hog Is	Shorebird roost	MCHT
ZSn1	Stone Is	Nesting seabirds	MCHT
ZSn2	Libby Is	Nesting seabirds	MCHT
ZSn3	So. Libby Is	Nesting seabirds	MCHT
ZSn4	Scabby Is	Nesting seabirds	ECCMe
ZSn5	Foster Is	Nesting seabirds	MeCAP
ZSn6	Ram Is	Nesting seabirds	MeCAP
ZH1	Stone Is	Great Blue Heron Rookery	ECCMe
ZS1	Shag Ledge	Harbor Seal haul-out	DMR
ZS2	Hog Is	Harbor Seal haul-out	ECCMe
ZW1	Upper estuary	Wetlands imp. to waterfowl	ECCMe
ZW2	Upper estuary	Wetlands imp. to waterfowl	ECCMe
ZW3	Jasper Beach	Wetlands imp. to waterfowl	ECCMe
ZW4	Mill Pond	Wetlands imp. to waterfowl	Pers Obs
ZW5	Mill Pond	Wetlands imp. to waterfowl	Pers Obs

Page 3 - Machiasport Natural Areas Inventory by Nona Famous

Number	Location	Description	Source
OS1	Upper Estuary	High scenic value to community	Pers Obs
OS2	Fort O'Brien Point	High scenic value to community	Pers Obs
OS3	curve beyond FOB point	High scenic value to community	Pers Obs
OS4	Sanborn Cove	High scenic value to community	Pers Obs
OS5	Larrabee Point	High scenic value to community	Pers Obs
OS6	Bucks Harbor	High scenic value to community	Pers Obs
OS7	Jasper Beach	High scenic value to community	Pers Obs
OS8	Indian Head	High scenic value to community	Pers Obs
OS9	Jasper Head	High scenic value to community	Pers Obs
OS10	Starboard Cove	High scenic value to community	Pers Obs
OS11	Howard Mt	High scenic value to community	Al Larson/Pers Obs
OS 12	Miller Mt	High scenic value to community	Al Larson/Pers Obs
OS13	Mountain Head	High scenic value to community	Pers Obs
HA1	Cottage Cove	Historic herring weir	ECCMe/DMR
HA2	Upper Little Bay	Historic herring weir	ECCMe/DMR
HA3	Indian Head	Historic herring weir	ECCMe/DMR
HA4	No. Bare Is	Historic herring weir	ECCMe/DMR
HA5	Whaleback Cove	Historic herring weir	ECCMe/DMR
HA6	So. Bar Is	Historic herring weir	ECCMe/DMR
HA7	So. Bar Is	Historic herring weir	ECCMe/DMR
HA8	Howard Cove	Historic herring weir	ECCMe/DMR
HA9	Starboard	Historic herring weir	ECCMe/DMR
HA10	Starboard Is	Historic herring weir	ECCMe/DMR
HS1	Machiasport	Liberty Hall	SCA
HS2	Machiasport	Gates House	SCA
HS3	Machiasport	Congregational Church	SCA
HS4	Fort O'Brien Point	historic battle site	historic
HS5	Larrabee	Larrabee Church	historic

Page 4 - Machiasport Natural Areas Inventory by Nona Famous

Number	Location	Description	Source
HS6	Bucks Harbor	Baptist Church	Pers Comm/Marion Davis
HS7	Starboard	One-Room Schoolhouse	Pers Comm/Marion Davis
HS8	Libby Is	Libby Is Lighthouse	historic
HS9	East Side	Baptist Church	SCA

Source code:

ECCMe - Ecological Characterization of the Coast of Maine

MeCAP - Maine Critical Areas Program

MeGS - Maine Geological Survey

MCHT - Maine Coast Heritage Trust

IFW - Inland Fish and Wildlife

DMR - Department of Marine Resources

SCA - Sunrise County Architecture

Pers Obs - Personal observation

Program codes correspond with those in the Maine Coast Heritage Trust Quoddy Area Inventory, 1988, unless otherwise indicated. Program legends correspond with those used in the Ecological Characterization of the Coast of Maine unless otherwise indicated.

Program Codes

BP - Botanic

BC - Biological communities

ZE - Bald Eagle nest site

ZO - Osprey nest site

ZH - Great Blue Heron Rookery

ZI - Marine Invertebrates

ZS - Harbor Seal haul-out

ZSf - Shorebird/waterfowl feeding area

ZSn - Seabird nesting site

ZSr - Shorebird roosting area

ZSSt - Shorebird staging area (original code)

ZW - Wetlands important to waterfowl

GBe - beach

HA - historic area

HS - historic site

OS - Land features with high scenic value

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