



# TOWN OF LINCOLNVILLE, MAINE

## *Comprehensive Plan*

### March 2006

**CERTIFIED BY:**

**Name:** \_\_\_\_\_

H. Bob Plausse, Chairman  
Board of Selectmen

**Attested:** \_\_\_\_\_

David B. Kinney, Town Clerk  
Town of Lincolnville, Maine

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## INTRODUCTION

The Comprehensive Plan Review Committee was formed in January 2000 by action of the Selectmen for the purpose of reviewing and updating Lincolnville's 1993 Comprehensive Plan. The goals of this Committee include: promoting awareness of the Comprehensive Plan and enlisting the participation of Town officials, boards and committees, organizations, and the people of Lincolnville in creating the plan; fostering better communication among Town boards and committees; and, having the Comprehensive Plan declared "consistent" with the State Growth Management Act (GMA). This is important since the town's ordinances may not withstand court challenges unless the plan has been found consistent; and, in addition, the Town is eligible to receive State and Federal grants as a result of having a Comprehensive Plan process approved by the Town and found consistent by the State.

The Comprehensive Plan contains three components:

1. Inventory: description of the town for the past, present and future that includes population, economy, public facilities, public services and natural resources, etc.,
2. Policies or Goals: statements about where the town wants to be in the future; and
3. Strategies: how the town may achieve these goals.

### What a Comprehensive Plan is and isn't:

- A comprehensive plan is the collective thoughts of the community as expressed in town wide surveys and meetings with residents and business owners. The plan describes the community and is an expression of the town's vision for its future.
- A comprehensive plan is an official public document, accepted by the state and adopted by municipal government (voters) as a **guide** for the future development of the town.
- The comprehensive plan is not an ordinance. **The plan does not enact any regulations or restrictions.** The plan is the legal basis or foundation for all local ordinances. All proposed ordinances have to be voted on by townspeople at future town meetings before they can be adopted.

## Why should we have a Comprehensive Plan?

- **To identify and protect** those aspects of the community that are important to its citizens and **to encourage development that benefits and employs our residents.**
- **To minimize fiscal and capital improvement costs to the town:** Efficiencies in fiscal management through planning and capital cost expenditures can be coordinated to reduce tax burdens.
- **To minimize future development costs to the town:** Planned development is less costly than unplanned development.
- **To access grant money:** Without a comprehensive plan that has been deemed consistent with the GMA by the State Planning Office and adopted locally, the town is **not** eligible to apply for Community Development Block Grants.
- **To remain competitive with neighboring communities:** Most other towns, including our neighbors, have comprehensive plans and so benefit from legal protections of their ordinances, and have grant opportunities. Why should we not have these same benefits and protections?
- **To protect existing ordinances from private legal challenge and from state intrusion:** The plan provides the legal foundation for ordinances that the town develops and that voters approve: These ordinances can apply to state projects as well as private development.

*Source: Mid-Coast Regional Planning Commission*

Lincolntonville has changed in many ways in the twelve years since the last Plan was adopted and continues to change as we create this plan, just as it has changed in every decade throughout its history. It is intended that this Plan be reviewed and updated periodically to ensure that it continues to reflect the conditions and desires of our community.

The Comprehensive Plan Review Committee wishes to thank the following groups and individuals for their invaluable input and support during this process:

Capital Needs Committee

Patti Clark

Skip Day, Former Town Administrator

Scott Dickerson and the Coastal Mountains Land Trust

Jim Dunham and the Tanglewood 4-H Camp & Learning Center

Jean English

Mike Eugley, Fire Chief

The Harbor Committee, and Michael Hutchings, Harbormaster

The Harbor Study Committee

Edmund Hartt

David Kinney, Town Administrator

The Lakes and Ponds Committee

Lincolnvile Board of Selectmen

Lincolnvile Business Group

Margaret Miller

Gary Neville and the Lincolnvile Recreation Committee

Tom Nolan, Liaison, Board of Selectmen and former Committee member

Diane O'Brien and the Lincolnvile Historical Society

Whitney Opporsdorf and the Coleman Pond Association

Chris Osgood and the Route One Advisory Committee

Tom Russell, former Police Chief

Bob Sewall

Doris Weed, Town Clerk

Jana Wood, CEO

Bernard Young

Vern Ziegler, Assessor's Agent

### **Comprehensive Plan Review Committee**

Jeffrey Leighton, Co-Chair

Jay Foster

Mary Lou Gallup

Joy Glock

Jeanne Hollingsworth

Lois Lyman, Co-Chair

Betty Johnson

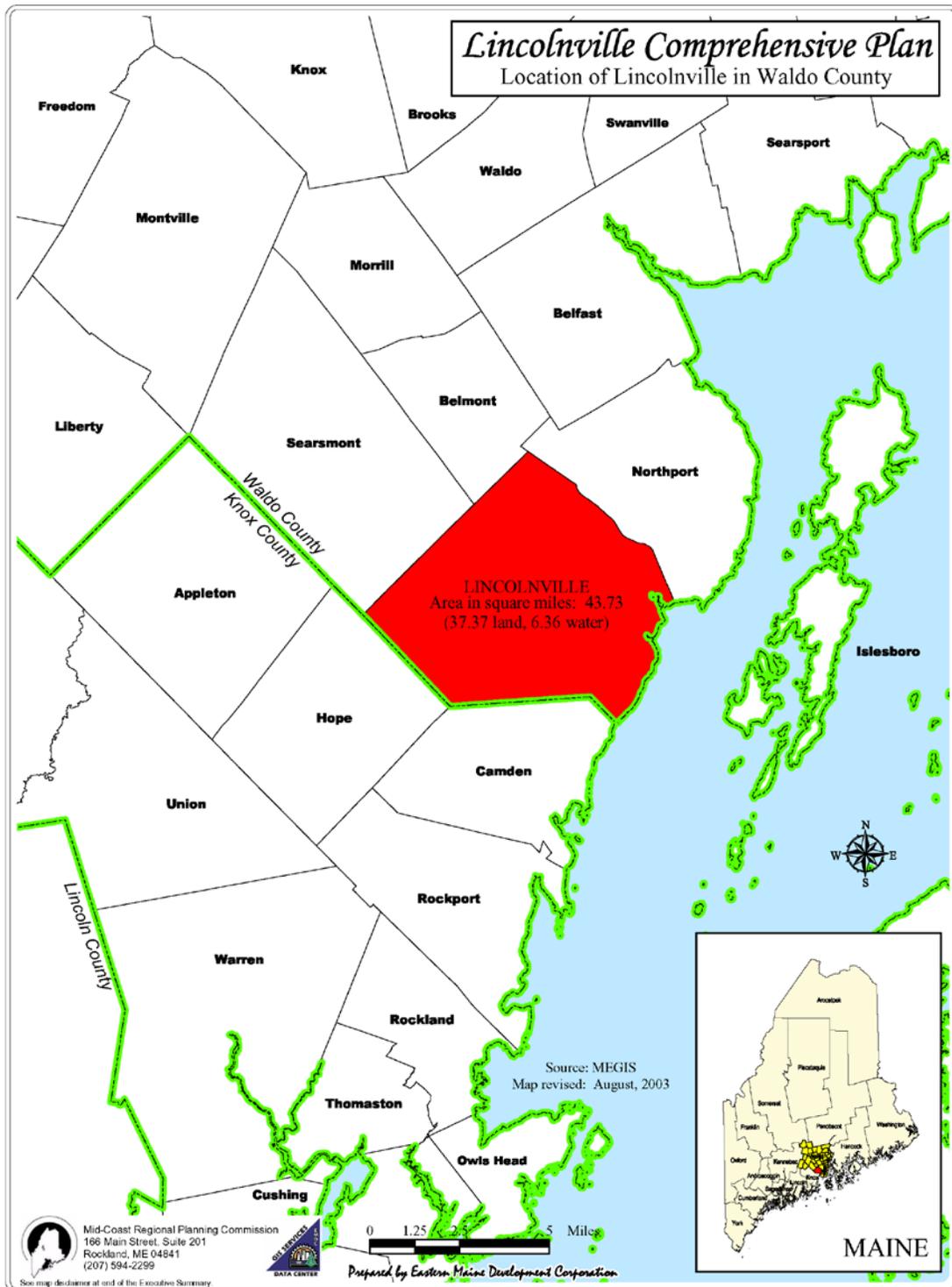
Roger Knight

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Bob Williams

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# Map: Town of Lincolnville



## **HISTORY & ARCHAEOLOGY**

### **Inventory & Analysis**

#### **INTRODUCTION**

The history of a town helps a community define its sense of “place.” Historic patterns of development, to a large measure, dictate where a community will grow in the future. History also gives us a window from which to view the lives of our forbears and a mirror to reflect their images in our own endeavors.

The first Native Americans arrived in Maine approximately 12,000 years ago. All our knowledge of these early Americans has come about through archaeological study, the scientific review of the life and culture of earlier people through the excavation of specific sites. Lincolnville’s recorded history begins in 1770 with the first permanent European settlement.

This inventory will begin with a discussion of the pre-European history of Lincolnville, outline Lincolnville’s history since the arrival of the Europeans and conclude with an inventory of significant historic and archaeological resources within Lincolnville.

It should be noted that additional references to Lincolnville’s history are also contained in the following sections of this Inventory: Marine Resources, Forest and Agricultural Resources, and Critical Natural Resources.

#### **PRE-EUROPEAN HISTORY OF LINCOLNVILLE**

The retreat of the most recent ice age, approximately 13,000 years ago, left the Maine landscape treeless and bleak. As grasses gained a foothold in the soil, large bison and other mammals moved into the area. Evidence suggests that the first *homo sapiens*, the Paleo-Indians, arrived in Maine approximately 10,000 to 12,000 years ago in pursuit of new hunting grounds. Although no archaeological evidence has been presented to show they inhabited Lincolnville, there is certainly a possibility these early Americans hunted in this area.

During the Archaic Period, extending from 8,500 to 4,000 years ago, there was a gradual warming of the earth that resulted in the reforestation of Maine. Artifacts from this period suggest that the Native Americans inhabiting this area developed complex tools.

A unique group of Native Americans appeared approximately 4,000 years ago, commonly referred to as the “Red Paint People.” This name is derived from their custom of decorating the dead with red ochre as part of their burial ceremony. Artifacts indicate that these people lived in the Lincolnville area and fished for swordfish and sturgeon from boats. Examination

of their middens, or accumulation of cultural materials, indicates they also consumed substantial quantities of shellfish.

Approximately 3,000 to 4,000 years ago Native Americans of the Mid-Coast region showed evidence of the Susquahanna (*Susquehanna*) tradition in their use of flaked tools. Human hands shaped flaked tools by “flaking” off the edges of stone in order to sharpen it. Archaeologists believe that the Indians lived in the Mid-Coast region year round. There was certainly travel through the inland hills and ponds but no seasonal migration off the coastal plateau. These Native Americans lived primarily through hunting, gathering and fishing.

The arrival of the Europeans brought to an end the traditional Native American way of life. In time, approximately 80 to 90 percent of the Native Americans had died off due to disease or moved elsewhere.

## **LINCOLNVILLE’S HISTORY SINCE THE ARRIVAL OF THE EUROPEANS**

Throughout the 17th and early 18th centuries small Indian settlements and European settlements co-existed in New England. The first European settlements were temporary fishing camps on the islands. Early records indicate that Nathan Knight, in 1770, was the first European to permanently settle in the Plantation of Ducktrap, which encompassed what is now the area from Saturday Cove in Northport to the Ducktrap Harbor and Lincolnville Center. During the next 30 years, settlements at Ducktrap and Canaan, as Lincolnville Center was then called, grew slowly. The 1790 census listed 298 people residing in these settlements.

Named after Revolutionary War General Benjamin Lincoln, the Town of Lincolnville was incorporated in June of 1802 by the Commonwealth of Massachusetts. The first town meeting of this newest Massachusetts town took place in September of 1802 at the home of John Calderwood, whose log cabin stood at the corner of present-day Calderwood Lane and Route 173 Beach Road.

From its incorporation until 1850, Lincolnville’s population grew steadily, peaking at 2,174 during the 1850 census. A study of the 1859 survey map reveals that, during the first half of the 19th century, people settled near their work or found a way to make a living where they lived. Neighborhoods often arose around family units.

**The Beach Area:** Since its settlement by the extended French family in 1799, the area around the beach and the land abutting the track heading toward Camden, now U.S. Route 1, Atlantic Highway, became a center of development. With the exception of the Beach area itself, there appeared to be very little development down on the shore or on the steeper slopes of what is now the State Park. Although not blessed with a natural harbor, the Beach area did serve as a shipping and shipbuilding port for Lincolnville. Lime, ice, lumber, shingles, and barrels were all shipped from the Beach.

**Ducktrap:** From the 1770s through 1905, Ducktrap was the industrial hub of Lincolnvile. During the early part of the 19th century, the Ulmer brothers, Sam Whitney, and John Wilson built mills, a toll bridge and millpond that transformed the “Trap” area into a small industrial village.

Among the enterprises started were: saw, shingle and grist mills; a lime kiln; hay press; barrel factory and shipyard. The finished products were traded locally as well as to more distant ports. Naturally, this type of industrial enterprise required workers. A number of cabins and homes were built in the vicinity of Ducktrap. A general store, school, house of worship (the Bayshore Baptist Church), and a fraternal organization (the Masonic Hall), were established.

In February 2003, the Board of Selectmen voted to create the Village of Ducktrap once again, and to officially recognize it as a village within the Town of Lincolnvile.

**West Lincolnvile and Wiley Town:** This area of town, comprising High Street and Moody Mountain, was mainly agricultural, although it had two schools, a cider mill and a corn mill.

**Andrews Pond:** At the eastern end of what is now called Coleman Pond, a small community developed around a dam and millpond located on Black Brook. The 1859 map shows quarries, lime kilns, grist mill, saw mill, school and general store, all which provided employment and life’s necessities at that time. One unique feature of this area is the remains of a horse-drawn lime railroad that in the 1870’s ran from the Coleman quarry on Sand Hill Road to Ducktrap. The raised berm that the tracks ran along is still visible in many locations. The route followed the shore of Coleman Pond (in fact, many cottages are built on top of the berm) to Slab City Road and thence likely followed the Whitney Road to the Trap. The Coleman quarry was an important element of Lincolnvile’s lime business in those years.

**The Center:** Along with Ducktrap, early settlers populated the area around what is now called Lincolnvile Center. The 1859 map shows 10 commercial establishments in the Center. In 1820, the Lincolnvile Center Meeting House was erected by Capt. Joshua Lamb Jr. This building, now the United Christian Church, has been placed on the National Register of Historic Places.

**Southern End of Town:** During the mid 1800’s, the land adjacent to what is now Youngtown Road and that portion of Route 173 from Drake’s Corner to Carver’s Corner was peppered with many residences as well as several schoolhouses and stores.

**Northern End of Town:** According to the 1859 survey, this area generally framed by what are now Route 52 and the Northport and Seasmont town lines, contained three schoolhouses, a grange, store and post office as well as a number of homesteads. This area was primarily devoted to agrarian pursuits, with Tranquility Grange located on its southern edge.

## **PATTERNS OF DEVELOPMENT**

As the years have gone by since Lincolnvillle's initial settling, some neighborhoods have changed; some have disappeared, leaving only cellar holes and stone walls to mark their existence. Other neighborhoods are newly developed. The reasons for these changes are varied. At one time, the only road to Camden from the interior of Lincolnvillle was over the mountains, and a settlement thrived along what is now the Cameron Mountain trail in the State Park. The "new" Turnpike - Route 52 along Megunticook Lake - probably was one of the factors dooming such a neighborhood, as it was left along a little-used road.

Another road, which is now just a narrow track through the woods, is in the Coleman Pond area of town. Here several mills once utilized the waterpower of Black Brook and the Ducktrap River. But the demise of the mills spelled the end of the neighborhood. A few old houses remain on the Chester Dean Road, but the cooperage, the school and the store are long-gone.

About 6,382 acres of land passed out of private ownership in the 1930s with the development of Camden Hills State Park and Tanglewood.

New neighborhoods have appeared in the past 20 to 25 years as people have sought land that is inexpensive, scenic or isolated. For example, both the north and south ends of Cobbtown Road are now being developed, as is the long-impassable end of the Thurlow Road. All over town, roads abandoned long ago are being repaired and built upon. The pond shores, especially, have been increasingly developed as people seek easy access to their recreational possibilities.

## **INVENTORY OF HISTORIC AND ARCHAEOLOGICAL SITES AND STRUCTURES IN LINCOLNVILLE**

Lincolnvillle has numerous sites of historical and archaeological interest. These most often take the form of stonework, which is all that has survived of an earlier structure. Cellar holes, lime kilns, mill/dam sites, cemeteries, abandoned roads and stone walls can be found throughout the town. Each of these features is indicative of economic and social activity that occurred here in the past.

### **Archaeological Sites and Structures**

**Cellar holes:** Cellar holes are generally stone-lined depressions in the earth, marking the location of previously existing structures. Their condition depends on the age of the site and when the structure disappeared. Some are in remarkably good shape and much can be determined of the original building. Others are tree-filled and obviously very old. They can be found throughout town; many on state land, but most are on private property.

**Lime Kilns:** Lincolnville has had numerous lime kilns. These are often not recognized as such and can appear to be hillocks of dirt and rock, but the remains of these kilns are invaluable evidence for historians. Along with the rest of the Mid-Coast area, Lincolnville was part of the prosperous lime trade during the 18<sup>th</sup> and 19<sup>th</sup> centuries. At that time, the lime industry was an important part of the community, and much of the land in Lincolnville was deforested for wood to burn in the kilns.

Only a few of the kilns in Lincolnville were similar in design to the large commercial or “Patent” Kilns preserved in Rockport’s Marine Park. One kiln on Fernald’s Neck, however, is included on the 1854 tax list, much earlier than those built in Rockport at the turn of the century. Most of the kilns that existed in Lincolnville were a more primitive “Farm” kilns and are in an advanced state of deterioration. Others have disappeared completely. A quarry and some kilns are now underwater on the Back Pond connecting Megunticook Lake and Norton Pond, commonly referred to as “The Narrows.” At one time, there were more than 25 kilns scattered in the community, but with the invention of cement and the increased use of gypsum in the construction industry, the lime industry fell on hard times.

**Mills:** Nearly every stream in town has the remains of at least one dam; the existence of a dam indicates there was a mill nearby, either a saw mill or grist mill. These features also are important to understanding the economic development of our town.

**Cemeteries:** All of the town’s cemeteries and burial plots are officially under the purview of the town’s Cemetery Trustees who oversee and maintain several sites. However, many are small burial grounds that are no longer used, on private property with no public access or located in remote spots.

**Stone Walls:** Stone walls marked property boundaries as well as delineating old roads. They are both beautiful examples of our ancestors’ handiwork and historical indicators of a farmer’s fields. Old roads crisscross the woods showing where early settlements stood; often cellar holes form a long forgotten neighborhood along some woodsy path, once a busy road.

Archaeological sites have been identified all along the shore north of Lincolnville Beach to the town line and are documented with the State of Maine Historic Preservation Commission. These include shell middens, now badly eroded, right on the shore, and more hidden sites up on the land overlooking the Bay. A few of these have been excavated giving a tantalizing hint of what may lie under the ground, such as the formed stone tools evidencing human habitation in the area over 3,000 years ago. Other sites are believed to be along the shores of the ponds, but nothing definitive has yet been found.

Many of these sites are on state land, either in the State Park or within the Tanglewood property, and will hopefully be protected from destruction. The dam sites, even if on private land, are on waterways and therefore likely in shoreland protection zones. However, lime kilns, cellar holes, stone walls and old roads on private land are vulnerable to development. Moreover, any underground archaeological sites are susceptible to destruction when earthwork is done.

## HISTORIC BUILDINGS

Lincolnvile has a number of historic buildings that deserve special mention. The following list references those structures and sites that are especially significant to Lincolnvile, and includes an assessment of the impact of future growth on their physical integrity.

**Bayshore Baptist Church:** Formerly known as the Union Meeting House, this structure was built in 1835. Over the years, a variety of different organizations have used the facility. At the present time, the church is used for services throughout the year.

**Beach School House:** This schoolhouse, now home of the Lincolnvile Improvement Association and the Lincolnvile Historical Society, is located on Beach Road (Route 173). The building was used as a school from 1892 until the Lincolnvile Central School was built in 1947. The building is currently owned by the town of Lincolnvile and maintained by the Lincolnvile Improvement Association, a community organization. The Lincolnvile Historical Society rents the second floor for use as a museum, part of which is set up as an old schoolroom. The upstairs room also serves as a center for genealogical research and historical society lectures. Recent repairs and renovations, undertaken by volunteers and funded by the organizations, have left the building in excellent shape. It is a popular meeting place for a wide range of community activities. In 2001, an upstairs office was added to the building.

**Masonic Hall:** In early 1849, a number of Masons who belonged to various lodges elsewhere initiated the process of establishing a lodge in Lincolnvile. A petition requesting this dispensation was drawn up by residents of Lincolnvile and presented to Grand Master J. L. Stevens. The first meeting of this group was held in a hall over the Howe and Davis Store in November 1849 at what is now the corner of Atlantic Highway (US Route 1) and the Howe Point (Ducktrap) Road. The following year a charter was granted to the Lodge named King David #62. In 1865, a Lodge Hall was built on land that had been previously owned by David Howe. The new Lodge was dedicated in 1866. A short time later, a stable with 14 stalls was added which is no longer there. By 1870, the Lodge had 136 members. In the rural agrarian society of the 19th and early 20th centuries, the Masons and Eastern Star met the fraternal and religious needs of many Lincolnvile men and women.

**Petunia Pump:** This site, at the intersection of Routes 235 and 52 in Lincolnvile Center, was a community water supply in the early 1900's. During the 1930's, the gazebo-like structure was built. It was re-built in the 1960's, and again in the 1980's by Lincolnvile Boy Scout Troop 244. Use of the well was discontinued long ago, but in each growing season the flower boxes at the pump are planted with a new crop of petunias. Petunia Pump has become a symbol for the whole community of the continuity of life in this small town.

**Old Schoolhouses:** Prior to the construction of the Lincolnville Central School in 1947, there were at least 18 neighborhood schoolhouses used by Lincolnville's children. Most of these buildings have been torn down, moved or converted into homes or garages, but seven remain in recognizable form: Beach, Wiley, Center, Youngtown, Hills, Heal, and Lamb. The Lincolnville Historical Society is marking all school sites with informational signs.

**Tranquility Grange:** Granges have been an important tradition in rural America, dating back to the late 1860's. A local grange offered farmers the opportunity to join a cooperative effort to improve their economic and social status in the community. Tranquility Grange in Lincolnville was organized in 1898 at the Old Town House. The current grange building was built at its present location in 1907. Unfortunately, that structure burned the following spring, but was rebuilt in August of 1907 on the same site. The physical condition of this building is presently fair, and the declining membership of Tranquility Grange puts this building at risk. The Grange has been accepted on The National Register of Historic Places.

**United Christian Church:** The United Christian Church, located north of Lincolnville Center, was built between 1820 and 1821 by Capt. Joshua Lamb, Jr., and was originally known as the Lincolnville Center Meeting House. The builder retained ownership of the building for ten years, selling pew space to cover his costs. In this Federalist structure, the pulpit sits against the front wall. Only about a dozen meeting houses in Maine were constructed in this fashion. The Church retains most of its original features and is on the National Register of Historic Places.

At the time of the 1993 inventory, maintenance of the church was an ongoing problem for its small membership. For more than fourteen years prior to 1999, the Church was open only April through December; but in January of 1999, the membership was able to open its doors all year round. The Church is affiliated with the United Church of Christ, holds services throughout the year, and welcomes all faiths.

Church membership almost doubled from the 1998 fiscal year through the 2001 fiscal year, and its budget more than doubled in that time. In 2001, the members of the church began planning an addition to provide handicapped access, rest rooms, and a small office and meeting room at the rear of the church. These plans are being drawn up in accordance with the guidelines of the National Register.

**Old Homes:** Many 18th and 19th century homes exist in Lincolnville, some in more original condition than others. These have been partially documented by the Historical Society and by individual owners, but the process and its results are incomplete.

## **HISTORIC PRESERVATION ORGANIZATIONS**

The Lincolnville Historical Society was founded in 1975 to stimulate community interest in the history of the Town of Lincolnville including, but not confined to, its early government, industries, agriculture, schools, churches, organizations and its people.

The LHS operates the School House Museum during the summer months. Located in one of the town's original one-room schools, the Museum is open Mondays, Wednesdays, Fridays, and most Saturdays 1-4 p.m. from the latter part of June through early October. The School House Museum is located on Beach Road (Route 173) one-eighth mile from Atlantic Highway (US Route 1) at Lincolnville Beach, Maine. The Museum, which is on the second floor, has a chairlift available.

Site lists for old schoolhouses, lime kilns and mills are available in the records of the Lincolnville Historical Society and The School House Museum, on the second floor of the Lincolnville Improvement Association building, or L.I.A. Further historical information is available at [www.lincolnvillehistory.org](http://www.lincolnvillehistory.org).

## **Goals and Implementation Strategies**

**State Goal: To preserve the State's historic and archaeological resources.**

**Historic Resources Goal #1:** To control activities that may have a direct or indirect adverse effect on historic buildings and sites without an adequate mitigation plan while at the same time respecting the rights of Lincolnville landowners.

### **Implementation Strategies:**

- The Historical Society should continue its work in studying state recommendations for identification and protection of these sites. (Since 1993, the Subdivision Ordinance and Land Use Ordinance's Site Plan Review have outlined measures for protecting these sites - and these efforts should continue.) (Historical Society, ongoing)
- Determine which buildings are eligible for inclusion on the National Historic Register and pursue that designation. (E.g. homes in Ducktrap Village identified by the State Planning Office). (Historical Society, ongoing)
- Consider effect on historic buildings and sites prior to embarking on any road widening project; including Bayshore Baptist Church, Masonic Hall, Petunia Pump and Tranquility Grange. (Road Commissioner, MDOT, Board of Selectmen and Historical Society, ongoing)

**Historic Resources Goal #2:** To identify, map, date and preserve significant historic buildings and sites in Lincolnville. (Historical Society, ongoing) Create an overlay map to include:

- Historic towns within the town (e.g. Wiley town; Miller town; Slab City, etc.)
- Schoolhouses (more than 17)
- Lime kilns (incl. three at Coleman Pond off Sand Hill Rd.)
- Historic Roads, Stone walls & Stone bridges
- Cellarholes
- Cemeteries and individual grave sites
- Historic homes

### **Implementation Strategies:**

- Designate the Historical Society to determine the identity and age of significant historic structures, sites and districts. (Planning Board, within 6 months)
- Identify funding sources for the map. (Historical Society, within two years)

**Historic Resources Goal #3:** To educate property owners on the historical significance of their property.

**Implementation Strategies:**

- The Historical Society should continue to assist homeowners to research the construction date of their homes and purchase plaques marking those dates. (Historical Society, ongoing)
- A committee should be tasked with tagging each property that has historical significance so that whenever info is pulled (for a sale; project; etc.) for info at the Town Office, its historic significance would be immediately visible. (Board of Selectmen and Historical Society, within two years)

## **POPULATION**

### **Inventory & Analysis**

#### **INTRODUCTION**

An important factor in Lincolnville's comprehensive plan analysis is the town's population and how that population may change in the future. The goal of the Comprehensive Plan is to provide for a proper relationship between the future population and its environment. Accordingly, most phases of the plan are either dependent upon, or strongly influenced by trends in the size and composition of the town's future population.

Determining future population is very difficult in any community, and in Lincolnville the problem is compounded by the uncertainty surrounding the future plans of MBNA financial services facility in neighboring Belfast, tourism, and the Town's potential as a retirement community. MBNA has brought substantial new employment to the area and related economic activity is also impacting adjacent towns. Tourism in the region is also increasing due to marketing efforts and the overall appeal of Maine's scenic coastline and picturesque four seasons.

In 1990, Lincolnville had a population of 1,809. By 2000, this number had risen to 2,042, which is an approximate 13% increase. The following information supplies a view of the town's population statistics based on 1990 and 2000 census information and will illustrate Lincolnville's population characteristics from several different perspectives over time. The results of the 2000 census depict the current population trends as increasing, with the State Planning Office projecting a 9.4% increase to 2,234 in 2010.

#### **HISTORICAL POPULATION**

Lincolnville's population grew steadily from the 1800s through the 1850s. In 1850, its resident count reached an all-time high of 2174 persons. This was during a period in our nation's history when the original thirteen colonies grew and prospered. Industry and commerce thrived. Lincolnville's surrounding towns of Hope, Appleton and Searsmont shared in this population growth.

From the 1850s to the eve of the Great Depression in 1930, Lincolnville and surrounding communities showed a steady decline in population. Historians have offered several theories for this decline. One was the opening of the American West. The lure of this fertile new land may have tempted many Lincolnville farmers to migrate there. The industrialization of New England's expanding urban centers may also have contributed to the population exodus. Lincolnville's population dropped from 2174 persons in 1850 to a low of 811 persons in 1920.

Some historians have attributed the slight increase in population between 1920 and 1930 to people's need to return to a simple agrarian lifestyle during the Great Depression. From 1930 to 1970 the population remained quite stable, increasing by only 116 over the forty-year period. A dramatic increase, however, occurred between 1970 and 1990 with Lincolnville's population growing from 934 to 1809 - a 93% increase in population during this twenty year period.

This past decade, 1990 to 2000, reflected a moderate growth with a 13% increase bringing the local population to 2042. During this decade, Waldo County's population grew by 10% to 36,280. The state of Maine, however, saw only a modest increase of 4%, bringing its population to 1,274,923 in 2000. The following table illustrates the trends of Lincolnville's historic population:

Year	Population	Year	Population
1840	2048	1920	811
1850	2174	1930	818
1860	2075	1940	892
1870	1900	1950	881
1880	1705	1960	867
1890	1361	1970	934
1900	1223	1980	1414
1910	1020	1990	1809
		2000	2042

*Source: U.S. Census Records*

**Comparative Changes in Population:** During the past three decades, Lincolnville's growth has exceeded that of surrounding communities, except for the Town of Hope, as the following table illustrates:

Town	1970	1980	1990	2000	% Change 1970-2000
Lincolnville	934	1414	1809	2042	118.6%
Camden	4,115	4,584	5,060	5,254	27.6%
Hope	500	730	1017	1310	162.0%
Searsmont	624	782	938	1174	88.1%
Waldo County	23,328	28,414	33,018	36,280	55.5%
Knox County	29,013	32,914	36,310	39,618	36.6%

*Source: U.S. Census, 1970, 1980, 1990, & 2000*

## POPULATION CHARACTERISTICS

**Seasonal/Transient Population:** Seasonal populations are difficult to measure and they fluctuate greatly. Although the 2000 Census does not tabulate seasonal populations in Lincolnville, it does indicate a significant number of housing units used for seasonal, recreational or occasional use. According to this data, there are approximately 344 seasonal housing units. Using the average household number of 2.4 persons (see "Household Information" below), this could indicate as much as a forty percent (40%) increase in Lincolnville's population during the summer season. Also, Lincolnville's restaurants have a seating capacity of over 500 while the motel/bed and breakfast facilities offer 220 units, including both rooms and small cabins. Information from a 2000 Maine State Housing Authority (MSHA) homeless survey indicates that Lincolnville does not have any "Homeless bednights" (more commonly known as homeless shelters).

**Age Distribution:** Age distribution is an important key to the analysis of Lincolnville's population. The following table illustrates the local characteristics of this age distribution over four decades, from 1970 to 2000.

**Age Distribution Among Lincolnville Residents (% of total population)**

Age Group	1970	1980	1990	2000	% Change 1970-2000
Under 5	7.5 %	5.8 %	8.1 %	5.3 %	- 29.3%
5 to 17	26.0%	20.7%	16.2%	16.8%	- 35.4%
18 to 21	2.7%	3.4%	3.2%	4.1%	+ 51.9%
22 to 24	3.6%	5.5%	4.0%	1.6%	- 44.4%
25 to 44	20.1%	28.6%	31.8%	28.3%	+ 40.8%
45 to 54	13.8%	9.6%	12.0%	18.2%	+ 31.9%
55 to 59	7.5%	6.8%	4.2%	6.8%	- 9.7%
60 to 64	5.6%	5.4%	6.1%	4.8%	- 14.3%
65 to 74	8.7%	9.2%	8.5%	8.4%	- 3.4%
75 and Over	6.7%	5.0%	5.9%	5.7%	- 14.9%

*Source: 2000 U.S. Census*

The most significant increases from 1970 to 2000 occur in the 25-44 and 45-54 age groups. Over the past decade, the median age of Lincolnville residents increased nearly 14% from 36.6 in 1990 to 41.7 in 2000.

## HOUSEHOLD INFORMATION

The 2000 Census identified 846 households in Lincolnville, up 16.2% from 728 in 1990. Nearly 72% of the households were family households and approximately 28% were non-family households (e.g. persons living alone). Of the 606 family households, 522 were a married-couple family of which 213 resided with children under 18 years of age. Of the 55 single-parent households, 40 resided with children under 18 years of age. Of the 240 non-family households, 80 or 9.5% were age 65 and over. The average household size was 2.41 and average family size was 2.82.

The trend of decreasing household size cited in the 1993 Comprehensive Plan continues and reflects the pattern throughout the country – fewer children per family, later marriages, an increase in single parent families, and the longevity and living independence of senior citizens.

### Comparison of Household Size Locally and Regionally

#### Average Size of Household

Census Year	1980	1990	2000
Camden	2.31	2.26	2.11
Hope	2.88	2.72	2.54
Lincolnville	2.68	2.48	2.41
Maine	2.75	2.56	2.39

### Income

Lincolnville has median family incomes that are 7% higher than the average Maine family. Lincolnville per capita income is 13.5% higher than the State's:

	Lincolnville	Waldo Cty	Maine
Median Household Income	\$42,273	\$33,986	\$37,240
Median Family Income	\$48,500	\$40,402	\$45,179
Per Capita Income	\$21,621	\$17,438	\$19,533

*Source: 2000 Census*

### Year 2000 Comparative Income Status for Lincolnville

	Lincolnville #	Lincolnville %	Waldo Cty %	Maine %
Less than \$10,000	82	9.6	11.4	10.3
\$10,000-\$14,999	43	5.1	8.5	7.6
\$15,000-\$24,999	88	10.4	16.6	14.8
\$25,000-\$34,999	125	14.7	14.7	14.2
\$35,000-\$49,999	153	18.0	18.0	18.3
\$50,000-\$74,999	182	21.4	17.7	19.4
\$75,000-\$99,999	101	11.9	7.9	8.4
\$100,000-\$149,999	62	7.3	3.8	4.7
\$150,000-\$199,999	5	0.6	0.8	1.1
\$200,000 or more	9	1.1	0.6	1.3
Total Households	850	100%	100%	100%

*Source: 2000 Census*

### EDUCATIONAL ATTAINMENT

In general, Lincolnville's population has a higher education level than Waldo County or the State of Maine:

#### Educational Attainment in Lincolnville, the County and State in 2000

	Population >24 Years	8 Years	<HS Diploma	HS Graduate	>HS Diploma
<b>Lincolnville</b>	<b>1,487</b>	<b>1.8%</b>	<b>5.2%</b>	<b>34.9%</b>	<b>92.9%</b>
<b>Waldo Cty</b>	<b>24,818</b>	<b>5.2%</b>	<b>10.2%</b>	<b>38.8%</b>	<b>84.6%</b>
<b>Maine</b>	<b>869,893</b>	<b>5.4%</b>	<b>9.2%</b>	<b>36.2%</b>	<b>85.4%</b>

*Source: 2000 Census*

In 2000, 92.9% of Lincolnville's adult population had attained at least a full high school education - a significant increase over 78.9% in 1980. Moreover, 58% had sought college education, up from 32.2% in 1980.

**Educational Attainment of the Lincolnville Population**  
(Persons 25 years and over)

<b>Education Level</b>	<b>Number of Residents</b>	<b>Percentage of Population</b>
Less than 9 <sup>th</sup> grade	27	1.8
9 <sup>th</sup> to 12 <sup>th</sup> grade – no diploma	78	5.2
High school graduate (incl. equivalency)	519	34.9
Some college, no degree	312	21.0
Associate degree	91	6.1
Bachelor’s degree	291	19.6
Graduate or professional degree	169	11.4
Percent high school grad or higher	--	92.9
Percent bachelor’s degree or higher	--	30.9

*Source: 2000 Census*

**POPULATION PROJECTIONS**

The 1970 – 1990 increase in Lincolnville population of 93% dramatically tapered off during the past decade to a 13% increase between 1990 and 2000. Unless there is a major movement in housing construction, increased employment opportunities or public capital projects, this more moderate growth trend is likely to prevail over the next ten to twenty years.

**Projected Population**

	<b>History 1-July-1990</b>	<b>History 1-July-2000</b>	<b>Forecast 1-July-2005</b>	<b>Forecast 1-July-2010</b>	<b>Forecast 1-July-2015</b>
<b>Maine</b>	1,231,719	1,278,670	1,305,233	1,337,466	1,377,128
<b>Waldo Cty</b>	33,154	36,394	38,064	39,553	40,884
<b>Lincolnville</b>	1,818	2,047	2,153	2,234	2,315

*Source: State Planning Office 2001 Projections*

Land use policies carried into the revised Comprehensive Plan for Lincolnville will help to shape the character of future population growth, as well as several factors beyond our control, including: sociological factors, telecommunications, corporate activity in the area, demographics of retirees and further exodus from major metropolitan areas.

### **Goals & Implementation Strategies**

**State Goal: No state goal specifically addresses population; however, all other goals depend upon an understanding of population and demographic data for the municipality and its region.**

# HOUSING

## Inventory & Analysis

### INTRODUCTION

An overview of a community's housing stock is essential to the thorough understanding of a town. Housing provides an architectural reference point to the lives of our forbears. The location, density, availability and affordability of housing all have an impact on municipal decisions.

### INFORMATION ON HOUSING STOCK

#### Housing Units

Over the past 30 years, most communities in the Mid-Coast area have grown dramatically, both in terms of population and housing stock. Lincolnville is no exception. Lincolnville's population grew by over 90% and its stock of year-round housing increased by approximately 80%. The table below illustrates the growth of year-round housing units from 1970 to 2000.

#### Total Occupied Housing Units

Town	1970	1980	1990	2000
Lincolnville	438	593	787	846
Waldo Co.	8,126	11,020	13,462	14,726
Knox Co.	11,075	13,596	15,468	16,608

*Source: U.S. Census, 1970, 1980, 1990 & 2000*

As of the 2000 Census, there were 1272 housing units in Lincolnville. Of these, 846 are used/occupied all year and 426 are deemed by the Census as "vacant". Of those units classified as "vacant", 344 are deemed "for seasonal, recreational or occasional purposes." In 1990, the "vacant" classification was 31.1% of total local housing units. This has increased to 33.5% by year 2000. Thus, two-thirds of local housing units are occupied year-round. The 2000 Census further showed that 17 occupied units (2%) lack complete plumbing facilities, 10 (<1%) lack complete kitchen facilities, and 10 (<1%) had no telephone service.

#### Building Permit Information

A review of building permits issued during the past twenty years provides valuable insight into the intensity of development activity and the mix of housing stock. Between 1981 and 1991, 209 building permits, an average of 19 per year, were issued for single-family houses,

including modular homes. During that same time, 69 permits or approximately 6.3 per year were issued for manufactured housing (double-wide and mobile homes). In 1982, one permit for 8 units of subsidized housing was issued. In 1984, a permit for 44 condominium units was issued, from which 33 were built. In addition, between 1985 and 1991, 12 additional permits issued for small houses, formerly referred to as “seasonal cottages.” The definition of “seasonal” is not clear since many people who build winterized homes do not occupy them on a year-round basis.

The following table illustrates the number of building permits issued by the Code Officer for single-family homes over the past ten years, which has remained fairly consistent with the preceding decade. From 1992 to 2000, 173 permits for single-family homes or an average of 19.2 per year and 34 permits for manufactured housing or an average of 3.8 per year were issued. Mobile homes comprise at least 10% of new housing in the past five years.

**Record of Building Permits for Single Family Homes**

<b>Year</b>	<b>Single Family Homes</b>	<b>Manufactured Housing (Double-Wides &amp; Mobile)</b>	<b>Misc.</b>
1992	15	5	1 seasonal cottage
1993	16	Not given	
1994	12	3	
1995	12	7	
1996	19	3	
1997	22	5	
1998	22	5	
1999	23	5	
2000	32	1	
2001-02*	14 sb/8 mod **	6 new/ 1 removed	
2002-03	22 sb/7 mod	3 new/ 3 removed	
2003-04	19 sb/7 mod	3 new/ 3 removed	
2004-2005	14sb/4 mod ***	2 new	3 cottages removed/ 3 replaced

\* Reporting changed in 2001 from calendar year to fiscal year.

\*\*Beginning in 2001, single-family homes were differentiated as stick built, modular, or mobile homes.

\*\*\* 10 demolition permits given, not all for homes (barns, garages, sheds, etc.)

*Source: Town Office Building Permit Record & Town Reports*

## **Seasonal Housing**

The amount of seasonal housing in Lincolnville is significant, accounting for approximately 27% of the total housing stock, or 344 units. Seasonal housing units are spread throughout the Town, with a concentration along shorefront property. Ninety per cent of the dwelling units on Pitcher Pond, 79% on Norton Pond, 66% of units on Coleman Pond, and 72% of the units on the Lincolnville section of Megunticook Lake are seasonal. (2000 Census) These numbers are likely to change as seasonal homes are converted to year-round.

Since 1992, the Town of Lincolnville has issued no building permits for seasonal units. The ongoing trend has been to build year-round homes and to convert homes from weekend/summer places to year-round use. A substantial number of these seasonal units have already been converted to year-round dwellings, resulting in an impact on Lincolnville's fiscal and natural resources and giving rise to several concerns. For example, many newly renovated homes are on small lots with substandard/failing septic systems, which are a major threat to underground and surface waters. For further details, please refer to the Lakes and Ponds Section of the Water Resources Inventory.

## **Type of Dwelling Unit**

The 2000 housing stock in Lincolnville was composed primarily of traditional single-family housing units (including pre-fabricated modular homes set on foundations or slabs), with an increasing number of manufactured homes. Manufactured housing refers to a structural unit or units designed for occupancy, and constructed in a manufacturing facility and then transported by the use of its own chassis, or placed on an independent chassis, to a building site. Three types of manufactured housing include: 1) Newer Mobile Homes (units constructed after June 15, 1976, which the manufacturer certifies are constructed in compliance with the United States Department of Housing and Urban Development standards and complies with the Manufactured Housing Construction and Safety Standards Act of 1974, et. seq.) 2) Older Mobile Homes (units constructed before June 15, 1976, and not in compliance with the Manufactured Housing Construction and Safety Standards Act of 1974); and 3) Modular Homes (units which the manufacturer certifies are constructed in compliance with the State's Manufactured Housing Act and regulations, meaning structures, transportable in one or more sections, which are not constructed on a permanent chassis and are designed to be used as dwellings on foundations when connected to utilities).

The Census distinguishes between mobile and single-family but not modular. Although built off-site, modular homes are more like stick-built single family homes than like mobile homes, and so the town source data that distinguishes between modular, mobile and stick built is very useful. The confusion arises in part because the industry that makes mobile homes prefers using the term manufactured housing instead of mobile home/trailer/singlewide/doublewide. In turn, firms that make modular housing prefer to use that term rather than manufactured housing, which is often just associated with mobile homes.

In a pattern similar to most rural Mid-Coast communities, there are few multifamily housing units: one duplex and two apartment buildings.

### Housing Units by Type 1990

Type of Unit	Number of Units	Percent of Total
Single-family	639	57.4%
Mobile home	91	8.2%
Multi-unit	41	3.7%
Seasonal	342	30.7%
Total	1113	

Source: Lincolnville Town Office

### Housing Units by Type 2000

Type of Unit	Number of Units	Percent of Total
Single-family- detached	1,103	86.7%
Single-family- attached	21	1.7%
Mobile home	83	6.5%
Multi-unit	63	3%
Boat, RV, van, etc.	2	0.2%
Total	1,272	

Source: 2000 Census

### Condition and Age of Housing Stock

During a February 1991 windshield survey, the Comprehensive Planning Committee found six units considered to be abandoned or uninhabitable. Out of a total housing stock of 787 units at that time, this was a fairly low percentage. The Code Officer confirmed these figures.

### Age of Homes

Construction Date	All Homes	Percentage
1990 to 2000	240	18.9%
1980 to 1989	268	21.1%
1970 to 1979	166	13.1%
1960 to 1969	122	9.6%
1940 to 1959	98	7.7%
1939 or Earlier	378	29.7%
Totals	1272	

Source: 2000 Census

Maine has some of the oldest housing stock in the country. According to the 2000 Census, 29.7% of Lincolnville’s housing was built prior to 1939. Although older homes usually need more repair, maintenance, and energy efficiency upgrading, they add immeasurably to the character, beauty and history of the community. Older homes are a very important segment of Lincolnville’s housing stock. Please refer to the History and Archeology Section for more Information on historical housing in Lincolnville.

### **Rental Housing in Lincolnville**

There are two apartment buildings in Lincolnville and no multi-unit housing has been built since 1991 except for two mother-in-law apartments added to existing dwellings.

The 2000 Census revealed that 129 units, or slightly over 15% of the housing stock in Lincolnville was renter-occupied, and that the rental vacancy rate was 16.2%. In the Mid-Coast area, most of the rental stock is located in larger cities and towns such as Belfast, Rockland and Camden.

Rental housing is interesting in Lincolnville as there are different rates depending on the time of year. In winter, housing is rented on a monthly basis, while in summer it is on a weekly basis and at a considerably higher cost. In addition, the winter rental season is getting shorter as the seasonal population is staying longer. (E.g. the summer season, formerly June through August has been increasing to encompass the months of May through November.) Of 107 renter occupied units surveyed, the 2000 Census reported a median rent of \$575 per month in Lincolnville. By contrast, the median rent in Waldo County is \$494 per month based upon a survey of 2,705 total renter occupied units.

#### **Comparison of Rent for Year-Round Renter-Occupied Units in Lincolnville and Waldo County, 2000**

<b>Monthly Rent</b>	<b>Lincolnville</b>		<b>Waldo County</b>	
Less than \$200	-0-	-0-	232	8.6%
\$200 to \$299	9	8.4%	185	6.8%
\$300 to \$499	29	27.1%	739	27.3%
\$500 to \$749	36	33.6%	857	31.7%
\$750 to \$999	9	8.4%	181	6.7%
\$1000 to \$1499	9	8.4%	59	2.2%
\$1500 or more	2	1.9%	11	0.4%
No cash rent	13	12.1%	441	16.3%

*Source: 2000 Census*

Rental prices in the area have increased as well, resulting in a scarcity of affordable housing for people in the median and lower-income ranges. In 2004, the average rent for a year-round one bedroom home was \$586.00 including utilities. (MSHA). Moreover, seasonal workers often cannot find affordable places to live, making it difficult for businesses that depend on tourism to operate with full employment.

### Renter Households by Income

	<30% Extremely Low	<50% Very Low	<80% Low	<150% Moderate	Total/ Median
2004 Households	41	63	95	138	155
Income	\$14,130	\$23,550	\$37,680	\$70,650	\$47,100
% of Total	26.3%	40.4%	61.1%	89%	

*Source: 2004. Office of Research and Planning, MSHA*

### Potential Homeowners: Renter Households by Income: Age 25 – 44

	<30% Extremely Low	<50% Very Low	<80% Low	<150% Moderate	Total/ Median
2004 Households	15	26	42	63	72
Income	\$14,130	\$23,550	\$37,680	\$70,650	\$47,100
% of Total	20.5%	36.5%	58.5%	87.5%	

*Source: 2004. Office of Research and Planning, MSHA*

### Senior Renters by Income: Age 65 and Over

	<30% Extremely Low	<50% Very Low	<80% Low	<150% Moderate	Total/ Median
2004 65+ Households	107	14	17	20	21
Income	\$14,130	\$23,550	\$37,680	\$70,650	\$47,100
% of Total	49.9%	68.7%	82.7%	95.2%	

*Source: 2004. Office of Research and Planning, MSHA*

## Housing Availability

Between 1991 and 2000, there was a real estate boom comprised largely of single-family homes for retirees and families moving to Lincolnton because of increased job opportunities, especially MBNA's facilities in the service towns of Belfast, Camden and Rockland. Lincolnton's scenic beauty and convenient access to these three service centers make the town a desirable place to live.

Real estate prices have risen with demand. From 2000-2004, median single-family home prices have increased 55.5%.

### Single Family Home Sales

	2000	2001	2002	2003	2004	% Change 2000-2004
Number of MLS* Sales	17	26	16	20	25	
Median Price	\$128,000	\$160,000	\$155,500	\$171,500	\$199,000	55.5% (+71,000)

\*Multiple Listing Service

*Source: 2004 Office of Research and Planning, MSHA*

The values of owner-occupied homes listed in the 2000 Census were provided by the owners themselves, and of 412 surveyed, the median value for Lincolnton was \$131,000. This is higher than the Waldo County median of \$90,100 and Knox County median of \$112,200.

### Value of Owner-Occupied Homes in Lincolnton

Less than \$50,000	15	3.6%
\$50,000 to \$99,999	117	28.4%
\$100,000 to \$149,999	128	31.1%
\$150,000 to \$199,999	87	21.1%
\$200,000 to \$299,999	47	11.4%
\$300,000 to \$499,999	16	3.9%
\$500,000 to \$999,999	-0-	-0-
\$1,000,000 or more	2	0.5%

*Source: 2000 Census*

## Housing Affordability

With regard to housing, the State goal for a Comprehensive Plan is “to encourage and promote affordable, decent housing opportunities for all Maine citizens.” The State defines an affordable owner-occupied housing unit as one for which monthly housing costs do not exceed approximately 30% of monthly income, and an affordable rental unit as one that has a rent (including utilities) not exceeding 30% of the monthly income. Affordable housing often includes manufactured housing, multi-family housing, government-assisted housing for very low, low and moderate-income families, and group and foster care facilities. Since 1992, affordable housing in the form of manufactured housing (including mobile homes) has constituted about 20 percent of total housing permits issued in Lincolnville.

The next table shows monthly housing costs as a percentage of household income for more than 57% of the owner-occupied housing units in Lincolnville in 1999, the most recent available Census data. In that year, 26.7% of those Lincolnville households surveyed from all income groups had monthly owner costs over 30% of their income, indicating that their housing was considered unaffordable. The next table also shows monthly housing costs as a percentage of household income for almost 83% of the renter-occupied housing units in Lincolnville in 1999. About 26% of these households had monthly rental costs over 30% of their income, indicating that their housing was considered unaffordable. This data suggests that housing affordability has been an issue for a sizable minority of Lincolnville residents, around 26%.

**Selected Lincolnville Households: Monthly Owner Costs in 1999**

Household Income Spent on Housing	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Less than 15%	144	35.0	22	20.6
15 to 19%	69	16.7	8	7.5
20 to 24%	47	11.4	20	18.7
25 to 29%	39	9.5	13	12.1
<b>30 to 34%</b>	<b>34</b>	<b>8.3</b>	<b>12</b>	<b>11.2</b>
<b>35% or more</b>	<b>76</b>	<b>18.4</b>	<b>16</b>	<b>15.0</b>
Not computed	3	0.7	16	15.0
Total Units Surveyed	412	100.0	107	100.0
Total Occupied Units	717	--	129	--

*Source: Census (Percents Rounded)*

Note: To maintain confidentiality, the Census Bureau applies statistical procedures that introduce some uncertainty into data for small geographic areas with small population groups. The census results in this table contain sampling error and nonsampling error.

## Affordability Index

A Maine State Housing Association (MSHA) analysis of housing affordability in Lincolnville showed that in 2004, Lincolnville's "Affordability Index" was 0.73. This means that in 2004, Lincolnville residents with the median income of \$47,100 could afford 73% of a home in the median price range, or a home costing under \$197,500:

Index (under 1.00=unaffordable; over 1.00=affordable)	0.73
Median Home Sales Price	\$197,500
Median Income	\$47,100
Home that Can be Afforded at this Median Income	\$144,912
Annual Income Needed to Afford	\$64,192
Gap	52,588

*Source: 2004 Office of Research and Planning, MSHA*

The next table shows recent housing affordability data for Lincolnville for low income earning households, i.e., those earning between more than 50% and up to 80% of the median household income. In 2000, the town's housing was considered unaffordable for low income earners, as well as for median income earners, i.e. those earning 100% of the median household income. In 2002, housing was considered affordable for median and above median income earners, but not for low income earners. In 2003 and 2004, it was considered unaffordable for low and median income earners. Given the volatile nature of the recent economy and the Maine coast housing market, continued fluctuations are likely and so it may be worth looking at the five-year average shown in the table below.

### Housing Affordability in Lincolnville 2000-2004 for Low Income Earners

Year	Median Index	Low Income Earners: Median Income	Median Home Sale Price	Low Income Earners: Can Afford	Low Income Earners: Gap between Current and Needed Income
2000	0.86	\$33,818	\$136,250	\$93,718	45.4%
2001	0.86	\$39,538	\$160,000	\$110,284	45.1%
2002	1.06	\$48,066	\$162,500	\$137,810	17.9%
2003	0.81	\$37,909	\$172,000	\$111,931	53.7%
2004	0.73	\$37,680	\$197,500	115,930	70.4%
Average	0.86	\$39,402	\$165,650	\$113,935	45.4%

*Source: 2004 Office of Research and Planning, MSHA, MCRPC*

Note: Low Income is defined as those earning between more than 50% and up to 80% of the median household income. MSHA figures in the above table consider property taxes, utilities, and mortgage payments in determining affordability by income group.

**The 2004 Median Income Affordability Index for the  
Belfast Housing Market, County and State**

<b>Name</b>	<b>Index</b>	<b>Median Income</b>	<b>Median Home</b>	<b>Afford</b>	<b>Affordability Gap</b>	<b>Income Needed</b>	<b>By Hour</b>
Belfast Housing Market	0.81	\$37,963	\$137,925	\$111,526	23.7%	\$46,949	\$22.57
Waldo County	0.91	\$38,149	\$123,500	\$112,090	10.2%	\$42,032	\$20.21
Maine	0.73	\$41,929	\$168,000	\$122,310	37.4%	\$57,592	\$27.69

*Source: 2004 Office of Research and Planning, MSHA*

The percent and number of very low, low and moderate-income households in Lincolnville, and what housing they could afford in 2004 is shown in the next table. On an annual basis there are often a limited number of home sales, so estimating median home prices should be done with caution. As well, people who already own their home may have lower costs than those in the same income group looking to purchase a home at current prices. Nevertheless, the 2004 figure is considered for purposes of understanding the gap between the median home price and the median income of Lincolnville residents, as shown in previous tables. In 2004, the median home price was affordable for some in the moderate income group, but for none in the very low and low income groups. From this data and in comparison with home sale prices, it becomes apparent that housing is generally not affordable for those 381 Lincolnville households in the very low and low income groups, defined below. This represents about 37.5% of the town's population, and suggests that housing affordability is impacting more people today than it did just a few years back, as reported in the last Census, when only around 26% of all income groups in Lincolnville spent more on housing than was considered affordable.

### Estimated Housing Affordability by Income 2004

Income Categories	Lincolnvile Households				
	Number	%	Income	House can Afford	Rent can Afford
Very Low* (up to 50% of Median Household Income)	350	34.4	\$23,550	\$72,456	\$589
Low (greater than 50% to 80% of Median Household Income)	31	3.1	\$37,680	\$115,929	\$942
Median Household Income	-	-	\$47,100	\$144,912	\$1,178
Moderate (greater than 80% up to 150% of Median Household Income)	358	35.2	\$70,650	\$217,368	\$1,766

Source: 2004 Claritas, MSHA, MCRPC

Notes: Analysis for houses assumes a front end percentage of 28%, a loan period and interest of 30 years at 6.0% fixed (zero points), down-payment of 5% and taxes based on 2002 mil rates. The analysis for rents assumes rental costs do not exceed more than 30% of income. The data represents two bedroom rents and does include a utility allowance. \*Includes 130 Extremely Low Households defined as less than 30% of the Median Household Income.

### Government Assisted Housing

The Maine State Housing Authority, in a January 1989 summary report, stated that all of the federally subsidized rental housing in Waldo and Knox Counties was for low-income tenants. Waldo County had 198 elderly units and 251 family units. Knox County had 407 units for the elderly and 256 for families. Approximately 10% of the units are accessible to handicapped individuals.

In Lincolnvile, subsidized housing assistance was given to nine families. There is an eight-unit complex of multi-family housing that was funded through the Farmers Home Administration 515 program, but this funding has expired and these units are no longer subsidized. One additional family's rent was subsidized under the HUD/MSHA Section 8 Existing Housing program, which assists a qualifying family in the private rental market.

### Government Assisted Home Ownership

In addition to subsidized rental housing, the Federal Government, through Rural Development and the Maine State Housing Authority has programs to assist families with home financing.

The Maine State Housing Authority offers attractive interest rates to eligible first-time homebuyers based on income limits and purchase price limits which vary by county. In addition, the Maine Assist program provides grant assistance to eligible borrowers equal to 3% of the mortgage amount, up to \$5,000, to help cover down payment, closing costs and prepaid escrow expenses. To qualify, the borrower must complete a 10-hour hoMEworks homebuyer education course prior to closing.

The following illustrates the income limits and purchase price limits of the MSHA First-time Homebuyer Program as of December 2004 in Waldo County:

<b>Income Limits</b>		<b>Purchase Price Limits</b>			
1-2 Person	3 or more	1-unit	2-unit	3-unit	4-unit
\$58,000	\$63,000	\$204,432	261,701	316,327	393,120

*Source: Maine State Housing Authority Web Site*

This program is well funded and not seen by the Authority as being in jeopardy. From 1996 to 2002, fifteen Lincolnville residents have taken advantage of this program. More information about government assisted home financing is available through the Maine State Housing Authority located in Augusta or through its web site at [www.mainehousing.org](http://www.mainehousing.org).

## **Goals & Implementation Strategies**

**State Goal: To encourage and promote affordable, decent housing opportunities for all Maine citizens.**

### ***What has been achieved since 1993 Comprehensive Plan:***

An Affordable Housing Committee was established pursuant to the strategies outlined in the 1993 Comprehensive Plan, but has since disbanded. This Committee did a survey, studied several options, and made some recommendations, including using cluster housing to promote affordability. The price of land in Lincolnville was then, and continues to be, a challenge to affordable housing. Since that time, Lincolnville has worked to encourage the availability of affordable housing through such land use control measures as treating one and two family dwellings the same and allowing accessory apartment per dwelling unit provided state plumbing rules are met.

The State Housing Authority is stressing the need for affordable housing and for managed growth in planned growth areas, and the new ordinance must reflect those needs. The state's focus is on traditional neighborhoods, neighborhoods with smaller lots and higher density than the suburban sprawl pattern created by its earlier standard of a minimum 40,000 square feet. State Planning Office figures show that from 30-40% of people seeking new homes would like to live in such neighborhoods. In Lincolnville, the growth areas were concentrated near the traditional village centers, but soil conditions dictate that further such development cannot be achieved without provisions for sewer and water.

In the fall of 2004, Lincolnville participated in a six-town regional study of affordable housing issues through funding procured by the Town of Camden. The results of this study comprise the Multi-Community Housing Assessment (Mid-Coast Regional Planning Commission 2/03/05), which highlights key demographic, economic and housing trends. Subsequent community meetings and discussions will be planned in order to examine issues raised and to prioritize actions and strategies to meet housing needs.

The Town must examine a variety of mechanisms that will increase the availability of affordable housing. Relaxed land-use standards for affordable housing proposals, and creative construction techniques all encourage reasonably priced housing. However, the major issue with creating new affordable housing in Lincolnville has been and continues to be the rising price of land as well as the price of construction. If population and housing starts continue to grow at the rate of the past twenty years, Lincolnville will need creative solutions to address its increasing housing needs.

**Housing Goal #1:** To meet Lincolnville's need for affordable housing starts (estimated range of 26% to 37% of town households), and ensure that affordable housing is available to the citizens of Lincolnville.

### **Implementation Strategies:**

- Appoint an Affordable Housing Committee. (Board of Selectmen, within one year)
- Continue to place no restrictions on where affordable homes, including mobile homes, can be located. (Land Use Committee, ongoing)
- Continue to work with regional organizations and resources to develop strategies to ensure that affordable housing is available. (Affordable Housing Committee and Board of Selectmen, ongoing)
- Seek grants through Rural Development for the purpose of upgrading older mobile homes to post-1976 HUD Code standards. (Affordable Housing Committee and Board of Selectmen, ongoing)

**Housing Goal #2:** To ensure that land use controls do not discourage the development of affordable housing in Lincolnville.

### **Implementation Strategies:**

- Continue to allow the addition of one accessory apartment per dwelling unit, provided state plumbing rules are met. (Land Use Committee, ongoing)
- Look into applicability of incentives for development of affordable housing within new subdivisions. (Land Use Committee and Affordable Housing Committee, ongoing)
- Give the Planning Board power to consider the affordability issue to waive certain restrictions, e.g. buried power, paved roads. (Board of Selectmen, ongoing)
- To allow a lot size (contingent on soil suitability/sewerage) that will encourage/facilitate the building of affordable housing. (Board of Selectmen by Town Meeting vote within 2 years)

**Housing Goal #3:** The Town must examine a variety of mechanisms that will increase the availability of affordable housing in conjunction with other regional resources.

### **Implementation Strategies:**

- Design ordinances and standards that create an atmosphere of flexibility toward site plans designed around affordable housing, including the use of privately-funded community wastewater systems, where cost-effective. (Land Use Committee and Affordable Housing Committee, ongoing)

## **PUBLIC FACILITIES & SERVICES**

### **Inventory & Analysis**

#### **INTRODUCTION**

This section of the plan will inventory existing public facilities and services. The rapid growth of Lincolnville during the past 20 years has stretched some services to the limit. Future growth will create demands for more municipal facilities and services. This section of the plan will assess the adequacy of existing facilities and suggest options for the future.

#### **WATER AND WASTE**

The Town of Lincolnville does not have a public water supply. Residents provide for their own water supply through private wells. The depth of dug wells ranges from 10 to 50 ft., while drilled wells can run as deep as 400 ft. Most wells yield within a range of 2-15 gallons per minute. Some residents pump water from the lakes for non-potable uses, getting their drinking water from the well located at the Center Fire Station. In addition, Aqua Maine, Inc. (formerly Consumers Water Company) has periodically considered using Megunticook Lake as a secondary water supply.

Ground water is particularly susceptible to contamination and Lincolnville has had its share of problems not unlike many Maine communities. For example, a number of wells in Lincolnville have been contaminated due to various reasons from salt-water intrusion in the Lincolnville Beach area to petroleum products leaking from underground tanks and contamination from the Town's sand/salt storage area in the Lincolnville Center area.

*Note: Please refer to the Water Resources Inventory for more information on this subject.*

**Sewage and Septage:** Lincolnville has no public sewer system. Residents provide their own wastewater treatment and disposal through subsurface septic systems and overboard discharge to the ocean. Wastewater disposal in the Lincolnville Beach area varies from overboard discharges to subsurface wastewater treatment systems adding to the continued closure of the shellfish areas in the Beach area. There is concern about water quality, as this area of town is heavily dependent on tourism, drawn in part by public access to Penobscot Bay. In 1991, a group of landowners built a private sewer system, which went into operation in July of 1991 to serve their properties as well as the State Ferry Terminal and the Fire Department. The system processes approximately 6,000 gallons per day of effluent. It is licensed for 10,000 gallons per day, but since it is an aeration process, it lacks the area for future expansion. Similarly, the development in Lincolnville Center has resulted in small lot sizes with little ability for additional growth. Also, the area around Norton Pond has long been developed with small camps, but many are recently being converted to four season

dwellings. Some of these camps are equipped with adequate septic systems while many are not. The need for adequate wastewater treatment is increasing.

The Town has not established a site within Lincolnville for disposal of septic tank waste. At the present time, Lincolnville contracts with Moore's Septic Tank Service, Inc. for out of town disposal.

To minimize negative impacts of septic systems, soil limitations need to be identified so that corrective measures are utilized for development in these areas, and/or for the town to set aside land that is unsuitable for development. A rating system called Soil Potential for Low Density Development (LDD) has been created by the Soil Conservation Service (CSC) to enable the rating of soils for this purpose. LDD is defined as 3-bedroom single-family unit residences with basement and comparable buildings covering 2,000 sq. ft. and subsurface wastewater disposal system, with or without on-site source of water. Paved roads in development are also included. Residences may be a single-unit or a cluster of units in a development. The subsurface wastewater disposal system would have the capacity of processing 270 gallons per day of effluent and would be installed according to the Subsurface Wastewater Disposal Rules, Chapter 241, of the Maine Department of Human Resources (MDHR), Division of Health Engineering.

Septic systems should always be designed and constructed carefully, but this is especially crucial when such systems are placed in areas with poorly drained soils, shallow bedrock soils, and soils with high water tables. Development on poorly suited soils is the underlying cause of many environmental and, ultimately, economic problems. Water pollution, the high cost of mitigation and maintenance of individual wells and public services, and the destruction of existing wildlife and scenic areas are just a few of the many ways that a community and its residents pay for improper land use.

There are some areas of Town where soil conditions and small lot sizes make it impossible to have properly functioning septic systems. These problem areas are being located and solutions determined. A Town Committee formed to explore options was disbanded in 1999. At the 2002 Town Meeting, the town voted to authorize funds to hire a consultant to conduct a water and wastewater study to identify residences and businesses affected by drought, areas of poor water quality, and areas requiring improved waste water treatment. The Selectmen appointed the Water Resources Committee which began its work in early 2003, organizing a Feasibility Study to evaluate the community's overall public water and public wastewater needs and to determine the feasibility of the Town developing a water supply and distribution system and a wastewater collection and treatment system. The Feasibility Study was completed in November 2003 and the resultant recommendations of the Water Resources Committee are included in the Goals & Implementation Strategies Section of this Chapter.

## **SOLID WASTE FACILITIES**

Lincolnvile belongs to the Mid-Coast Solid Waste Transfer Station and Recycling Center (MCSWC) located in Rockport. In March 2002, MCSWC began a P.A.Y.T. (Pay As You Throw) program in which household trash must be deposited in a special 33 gallon yellow bag available for purchase at the Lincolnvile Town Office or at the transfer station for \$1.00 each. Smaller, 20-gallon bags are also offered at 10 for \$6.00. Household includes garbage and other items that are not recyclable. This new program is meant to help fund the facility as well as to encourage recycling efforts. In 2002, every ton of recyclables taken from the waste stream translates to a savings of \$75.00 in transportation and facility operations costs to the landfill. The State of Maine mandates that all communities have a recycling program and residents are encouraged to recycle in accordance with the 1989 Solid Waste Ordinance, which requires that all recyclables be deposited in the recycling area. The following materials are accepted for recycling:

- Newspapers and magazines
- Corrugated cardboard
- Boxboard and office paper
- Glass food containers
- Tin and aluminum cans
- #2 Plastic, natural and colored
- Scrap metal

Liquid and Hazardous Wastes require special handling. There is a charge for televisions and computers, as the MCSWC must pay to recycle these items

In addition, MCSWC offers a salvage depot and composting, including:

- Chipping: Brush and logs suitable for chipping are processed in the MCSWC chipper for mulch
- Swap Shop: Small household items, furniture, appliances, bicycles, building materials and other items in good condition and suitable for reuse are accepted. The Swap shop is closed during winter months.
- Clothes: A Goodwill container is on the premises

While shifting the cost of disposal to the residents and increasing recycling opportunities may reduce the waste stream, the disposal of solid waste is an ongoing regional problem that is expected to continue as current landfills approach capacity. As of Fall 2004, a Feasibility Study is being done on a regional construction demolition and debris recycling facility in Union to serve the region between Waldoboro and Lincolnvile. This effort is funded by the MCSW, City of Rockland and Tri-County Solid Waste Transfer Station with a matching grant from the State Planning Office.

## **STORM MANAGEMENT FACILITIES**

Storm water runoff in Lincolnville is handled by a pattern of drainage ditches, culverts, and the natural ability of the land to absorb moisture. As more land is developed it becomes increasingly important to control erosion which, if unchecked, will cause a buildup of sedimentation and phosphorous in our streams and ponds.

There are two outlet dams on Megunticook Lake. The towns of Camden and Lincolnville support the dams through annual appropriations and from a fund established by the Megunticook Lake Association. The Dam Advisory Committee, composed of members appointed from Camden, Lincolnville and the Lake Association, oversee the facilities.

On Pitcher Pond, a private dam provides an outlet to Kendall Brook. This dam is owned and maintained by the homeowners of the Pitcher Pond Association. In the spring of 2002, it was determined that this dam was deteriorating, which prompted the Pitcher Pond Association to seek grants and community support to raise the required funds for its repair, which was accomplished in the fall of that same year.

On Coleman Pond, a dam was built on privately owned land in 1925, which raises the water level of the pond approximately 2.5 feet. While it is not in good condition, it is classified by the State as a non-hazardous class 3 dam, meaning that it is small and poses no threat to downstream property or people were it to let go. Attempts have been made by the owner to sell the property it is on and the Coleman Pond Association has looked into taking it over, however issues of liability have prevented this.

According to local observers, a hundred year flood occurred in the Lincolnville Beach area in 1980. See Also "Flood Zones Map" at the end of the Current Land Use Chapter.

## **PUBLIC SAFETY**

Lincolnville adopted the 911 emergency service in 2001 which necessitated the re-addressing of all properties within the town, an inventory of which is kept at the Town Office. In addition, residents have been requested to post their new address for the purpose of facilitating emergency responders. The 911 service affects three agencies: law enforcement, fire department, and ambulance.

### **Law Enforcement**

Lincolnville is patrolled by both the Maine State Police out of the Thomaston barracks and the Waldo County Sheriff's Department out of Belfast. Response time to Lincolnville can vary considerably from either of these departments depending on the proximity of the responding officer at the time of the call. Both of these departments cover a large geographical area with a minimum number of patrol officers and deputies.

Policing in Lincolnville had been accomplished using part time volunteer constables for well over 100 years. In 2001, Lincolnville changed this method of policing the town and created its own police department. Upon the retirement of the chief constable after 20 years of distinguished part time service to the people, the town voted to create a police department with a single full time officer to serve as chief.

Through the efforts of the police chief, Lincolnville was the first town in Waldo County to implement "TRIAD" (formerly "Operation Blue Light"). This program, which is sponsored by the Waldo County TRIAD Council, places a special light in a street side window of homes with elderly, infirm, or shut in residents who might be in need of assistance. By switching the light two times, it continues to flash, signaling to people passing by that someone requires assistance. These lights also aid ambulance, police and fire in locating a house once 911 is called.

**Administration:** The first budget request entered by the new department was approved at the 2002 town meeting. Salary and benefits for the police chief, reimbursements and training costs for part time police officers, maintenance of the police cruiser, uniforms, radios, and essential investigation tools were some of the line items.

The police chief reports to the town administrator. The department continues to have 4 part time police officers (formerly referred to as "Constables"), reporting to the Chief. Administration of the department is handled by the chief and one town office staff member on an as needed basis. Training for all officers is created by the law enforcement district training council and is done at town expense. The chief attends 2 to 3 seminars each year to maintain his certification and currency. The police chief also acts as the enforcement officer in marine incidents as the harbormaster does not have police authority.

**Dispatch:** Calls requiring the dispatch of department personnel originate from the Waldo county dispatch center. These would include all 911 related calls. The department has a cooperative response agreement with the Camden Police Department and works closely with the Waldo County Sheriffs Department and the Maine State Police. Calls to the department are received via a mobile radio in the police cruiser, a cell phone carried by the police chief, a pager and hand held radios issued to the part time officers. Response times and call records for the department are kept by the Waldo County Sheriffs Department.

**Equipment and facilities:** The department has one police cruiser, a 2000 Chevrolet. It is estimated the department will put 10- 15,000 miles per year on this vehicle. A reserve account has been established in order to replace the police cruiser on a fixed schedule every four years. The police chief is currently working from the town office.

## **Fire Department**

Lincolnville has an all-volunteer fire department with stations in Lincolnville Center and Lincolnville Beach. The chief is elected by the members of the department and approved by the Board of Selectmen. He reports to the Town Administrator. The department is comprised

of 20-25 volunteers. There is one chief and 3 assistant chiefs leading the volunteers. Each firefighter receives one hour of minimum wage pay for responding to a call, which makes them eligible for insurance coverage through the Town for workers compensation insurance and survivor's benefits. No other reimbursements are budgeted for firefighters. The chief receives a \$350.00 annual stipend.

Responses for a recent year showed:

Vehicle Accidents	16	Mutual Aid Structure	9
Alarm Investigations	10	Chimney Fire	2
Training	6	Ambulance Assist	2
Wires Down	3	Grass/Brush	12
Structure Fires	5	Public Assistance	3
Smoke Investigation	5		
Hazardous Materials	1	<b>Total calls</b>	<b>74</b>

**Dispatch and Regional Cooperation:** Waldo County 911 dispatch office places calls to the department for response through the Knox County dispatch center. Each firefighter carries a personal pager receiver linked to the dispatch center. The department has mutual aid pacts with all surrounding departments. This program greatly reduces the need of any one town to bear the cost of a complete department to cover all contingencies. By pooling the resources with adjacent departments, all towns can have complete protection at reduced budgetary commitments.

**Administration:** The fire department has responsibility for administration of its personnel and their training requirements, including compliance with various regulatory rules of organizations such as OSHA. The town administers the department's facilities, personnel reimbursement and payment for training of personnel. Firefighters are trained on a schedule and a program established by the State. Training is accomplished in stages and is ongoing.

**Facilities:** The Beach station building, approximately forty years old, houses two trucks, one being the parade vehicle. The Center station is an older building which houses three trucks. This facility sits on .35 acres of town property and houses the administrative office of the department. In 1993, fifteen feet were added to the back of the building to facilitate storage of a larger truck purchased by the town at that time. Further expansion is envisioned in the future to accommodate the ever-increasing size of fire fighting vehicles.

**Equipment:** The department has two fire stations and five fire-fighting vehicles:

- A 2005 International 1000-gallon tanker with a 1000 GPM pump and equipped with a condensed foam system, housed at the Center station.
- A 1998 International / Pierce 1000 gallon tanker with a 1000 GPM pump, housed at the Center station.
- A 1993 International 1500-gallon tanker with a 350 GPM pump, housed at the Center station.

- A 1981 Ford 1000-gallon tanker with a 500 GPM pump, housed at the Beach station.
- A 1959 Ford 350 gallon tanker is kept at the Beach station and used primarily as a parade vehicle.

Each truck is equipped with two-way radios and firefighters carry frequency selectable hand held radios, of which the department has 15 as of 2004. The town now budgets \$20,000 annually which it places in an account to be used for the purchase of a new piece of fire fighting equipment on a rolling seven-year schedule or as needed. The department was also bequeathed stock in the Lincolnville Telephone Company from a local resident. This stock earns dividends, which are traditionally placed in the department's fire truck fund. The next vehicle replacement is planned to occur in 2011. The need for an expansion or replacement of the Center station is currently being studied. Vehicle utilization averages 800 miles per year in response calls and training exercises. The department has averaged around 80 calls per year in recent years.

**Water Supply:** The lack of a pressurized public water supply explains Lincolnville's dependence on tanker trucks for fire fighting. The town has three ponds within its boundaries and three more great ponds are bisected by Lincolnville's town line, providing plentiful and accessible water for most situations. The Department does maintain a series of fire ponds at strategic locations, each with a dry hydrant in the pond. These ponds are easily accessible and deep enough so that their capacity is not diminished greatly by ice in the winter.

The Fire Chief has stated that the Department has adequate personnel, equipment, and facilities to be effective at this time. The town supports the department in all its needs and if this remains the case, the department's long-term goal is to serve, protect, and expand in accordance with the growing needs of the town.

## **Ambulance**

The Camden First Aid Association is a non profit Corporation operating out of its own facility in Camden. The equipment and personnel moved from the Camden fire station to this 11,000 sq ft facility built by the corporation in 2001. The Association has five full time employees and approximately 60 volunteers, of which 20 are active on an almost daily basis. The Association is dispatched through the Knox County Dispatch Center, much the same as the fire department is dispatched in Lincolnville. The first aid squads respond to calls in Camden, Lincolnville, Rockport and Hope. The Association provides emergency response to medical emergencies as well as transfer service to medical centers and facilities within, and outside, the State of Maine.

There are three "first responders" for Lincolnville in the association. These are Lincolnville residents who are called out when the situation is in Lincolnville. These first responders carry equipment in their personal vehicles and can reach a scene minutes before the responding squad from the Camden facility. The association receives financial support from the four towns it covers on a pro-rated system based on population and average number of calls. It also bills for services rendered and receives private contributions.

## **ELECTRICAL POWER SUPPLY**

Central Maine Power serves the town of Lincolnville with electrical energy supplied from two circuits from two different substations. One three phase circuit out of the Camden substation serves Atlantic Highway (US Route 1) from the Camden/Lincolnville line to just north of Lincolnville Beach at the intersection of Atlantic Highway (US Route 1) and Ducktrap Rd. The second circuit begins at the new substation, constructed in 2001, on Route 173 just north of Lincolnville Center. This circuit is three-phase from the substation toward Lincolnville Center along Route 173 to Ducktrap Road to Atlantic Highway (US Route 1). It then turns north on Atlantic Highway (US Route 1) to the town of Northport. This circuit is also three-phase along Youngtown Road from Route 173 to Route 52, then north on Route 52 to just before Route 173. This circuit is single phase north of the Lincolnville substation along Route 173, west of Lincolnville Center on Route 235 and Heal Road and east of Lincolnville Center on Route 52.

The construction of the new substation was designed to help alleviate the numerous power failures suffered in the Lincolnville area because of the increased demands on the line out of the Camden substation. Because Lincolnville was at the end of this line, it suffered from power outages due to demand trips down line. The new line from the Lincolnville substation will switch to power being supplied from a Belfast area substation in the event of a power failure from the Camden line.

The town utilizes this energy to power approximately a dozen streetlights located in the Center and the Beach as well as the town pier at the Beach. Most road intersections and neighborhoods do not have public street lighting.

In addition to the public utility, there are a variety of private energy companies supplying oil and propane gas to Lincolnville residents. Moreover, many homes use wood energy for heat and some have backup generators. One private home located on Route 52 just east of Slab City Road has its own electricity producing wind driven generator.

## **EDUCATION**

Locally elected committees govern public Education for Lincolnville students. The Lincolnville School Committee has five members governing the Lincolnville School, serving grades K-8. The Five Town Community School District Committee has eleven members governing the Camden Hills Regional High School, two of whom are elected by the Lincolnville community.

Lincolnville is a member of School Union #69 along with the towns of Hope and Appleton. Union participation allows the School Committees of the three towns to employ a shared full-time superintendent. Within the school, there is a full-time principal, part-time special education director, twenty-two full-time teaching positions, and approximately twenty other staff members, including educational technicians, secretary, custodial and food service

providers. In 2001-2002, there were 235 students enrolled in K-8. According to data from the School Union #69 Superintendent's office, the total K-12 enrollment the Town of Lincolnville, excluding special education and tuition students, will fluctuate over the period of 2001- 2010, with a projected total enrollment of 370-375 pupils in 2010-2011.

The Lincolnville Central School building was closed in the spring of 2000 because of biological contamination. Classes are currently being held in Northport at a school leased to the town by the MBNA Corporation. On November 4, 2003, Lincolnville residents voted to construct a new school building on the site of the old one on Rt. 235. Of the approximately \$10 Million Dollar price tag, 73% of the cost came from State and local funds with the remaining 23% raised through gifts, grants and fundraising. The new Lincolnville Central School is anticipated to open in August 2005.

High school students attend the newly built Camden Hills Regional High School located on Route 90 in Rockport. In 2002-2003, there were 95 students from Lincolnville, as part of the total enrollment of 670 students. The Region 8 Mid Coast School of Technology in Rockland delivers technical vocational education. CHRHS is a member of Region 8 and has board members that serve on the Region 8 School Committee. Lincolnville is assessed its share of costs for the high school according to a state formula. In addition, the Adult Education arm of the five-town CSD offers a dynamic and varied selection of courses.

School Committees across the state are working diligently toward aligning their school curricula with the Maine State Learning Results and Guiding Principles. These results are based on the premise that each Maine student must leave school as: A clear and effective communicator, a self-directed and life long learner, a creative and practical problem solver, a responsible and involved citizen, a collaborative and quality worker, and an integrative and informed thinker. Knowledge and skills must be acquired in the following eight content areas: Career Preparation; English Language Arts; Health and Physical Education; Mathematics; Modern and Classical Languages; Science and Technology; Social Studies; and, Visual and Performing Arts. The Lincolnville School Committee agrees with and supports the Learning Results and Guiding Principles. Much of the Committee's work is and will be influenced by meeting the Guiding Principles and Content Standards.

Private educational institutions, businesses, and religious organizations in the area offer preschool, day care services, K-8 and high school curricula with emphasis on particular learning styles, ideals, and educational philosophies. These include: Ashwood Waldorf School, Children's House Montessori School, Riley School, Coastal Christian School, Pen-Bay Christian School, Home Schoolers of Maine, Toddy Pond School and Penobscot School. Higher education opportunities exist locally through the University of Maine's Hutchison and Thomaston Centers, Audubon Expedition Institute, Rockport College and Maine Photographic Workshop, as well as a number of internet opportunities.

## HEALTH CARE FACILITIES

In 1992 the Lincolnville Family Dentistry practice opened at the beach and in 1998 residents got their own local medical doctor with the opening of the Lincolnville Regional Health Care Center on Route 1. This facility is an affiliate of Waldo County General Hospital. In 2004, a chiropractic office also opened on Route 1.

Lincolnville residents also have access to health care in both Knox and Waldo Counties.

**In Knox County**, under the Northeast Health Care umbrella, services are provided by: (1) The Pen Bay Medical Center in Rockport, a 109-bed facility with a medical staff of over 85 physicians. Pen Bay celebrated its 25<sup>th</sup> anniversary in 2001, at which time it opened a cancer care center, expanded the birthing center and renovated diagnostic and treatment areas. The hospital has a Psychiatric and Addictions Recovery Center with inpatient and outpatient programs; (2) The Camden Area District Nursing Association, serving the chronically ill at home and providing free health-care screenings to the local communities; (3) Quarry Hill, a new retirement community which opened in spring 2002 in Camden for dependent and independent living, with long-term care facilities and special care for Alzheimer's patients; (4) Knox Center for Long Term Care, in Rockland, with skilled nursing and rehabilitation services.

**In Waldo County**, the following health care facilities are available to Lincolnville residents: (1). Waldo County General Hospital, a 45-bed not-for-profit, acute care medical and surgical hospital with a staff of 42 physicians, which completed a twelve million dollar expansion and modernization project in 2001. (2) Kno Wal Lin, a certified Hospice agency, providing home health care and also free community programs. (3) The aging population is served by: Senior Spectrum, a 30-year old not-for-profit organization, providing social services for the elderly and their families; (4) Harbor Hill, an assisted living facility with specialized Alzheimer's, rehabilitation and respite care; (5) Penobscot Bay Shores, a retirement community, and (6) Betz Family Chiropractic.

The weekly papers of both Knox and Waldo Counties list numerous support groups for health issues.

Many thriving practices between Camden and Belfast include medical doctors who practice both conventional and alternative medicine; holistic healers; practitioners of acupuncture, hypnotic therapy, massage therapy, reflexology, reiki, and chiropractic; herbalists, and yoga instructors. The Belfast Cooperative, a health food store, is an important part of the community and Camden has a smaller natural foods store.

## **COMMUNICATIONS**

The Lincolnville Telephone Co. services all areas of Lincolnville except Route 1 from the Camden line north to Route 173, which is served by Verizon. Customers have access to a full range of modern services.

Newspapers serving residents of Lincolnville include The Camden Herald, the Belfast Republican Journal, Waldo Independent, Bangor Daily News, Rockland Courier-Gazette, Village Times and Village Citizen. In addition, the Community Internet Station “Village Soup” provides daily local news coverage.

There are a number of radio stations that cover this area. Stations that provide public service announcements and news about Lincolnville include WQSS radio (Coast 102.5) and Maine Public Radio (90.5) in Camden, WBQX/WBACH (106.9) and WRKD (AM 1450) in Rockland, WBYA (105.5) in Northport and WERU (89.9) community radio in Blue Hill.

Beside the three regular television networks: (ABC, NBC and CBS), the area also receives two public broadcasting service stations. The Lincolnville Communications Co. provides cable TV service to most areas within the town, including a public access channel, which televises important town meetings including those of the Town Budget Committee, Selectmen and Planning Board. School Committee meetings and occasional public hearings from other town committees are also televised. In addition, private companies offer satellite television service to Lincolnville residents.

Internet service is available from Coastal Telco through Lincolnville Communications and from a variety of local, statewide, and satellite providers. The Town of Lincolnville has its own website which provides ready access to information, concerning municipal government, including ordinances, voter registration and meeting schedules. This website can be found at [www.town.lincolnville.me.us](http://www.town.lincolnville.me.us).

Lincolnville has two post offices. The Beach post office (04849) includes the Town of Northport and furnishes rural route delivery to the Town as well as providing all other services. The Center post office (04850) provides all services except rural delivery.

## **TOWN GOVERNMENT**

Lincolnville uses the Town Meeting form of government, with its annual Town Meeting taking place in June. In 1985, Lincolnville changed its Charter to allow for a Town Administrator and it also increased the number of Selectmen from three to five. The Administrator, Office Coordinator, Administrative Clerk, Finance Director, Code Enforcement Officer and Chief of Police all work full-time. Assessing functions are now being performed by a contracted Assessor’s Agent. The Town Road Commissioner oversees public works functions, many of which are contracted out. Please refer to the Transportation Inventory for further information on the duties of the Road Commissioner.

## **MUNICIPAL FACILITIES & SERVICES**

The 68-acre parcel where the town office, sand/salt building and school are located was donated to the Town. The new school building is presently being constructed and the Town is temporarily utilizing school facilities provided by MBNA on its Northport Campus off Route 1. Lincolnville owns a number of other parcels in various locations. Four lots range in size from .01 to .17 acres, six lots range from approximately .29 to 1.65 acres, Breezemere Park on Norton Pond is 1.71 acres, the “Brown” lot next to the Town school is 1.99 acres (which will be utilized as part of the new school construction), and along the Ducktrap River are two Town Conservation lots - Sprague is 69 acres, and Gillmore is 112 acres, designated as the Town Forest and maintained by a professional forester. There is also a 4.9-acre landlocked lot near Coleman Pond with no access.

The town office, built in 1987, was reconstructed internally in 2002 and presently provides offices for the Town Administrator, Chief of Police, Code Enforcement Officer, Finance Director, and general office area housing the Office Coordinator and Administrative Clerk. There is a small research/storage room adjacent to the lobby. The former meeting room was divided into three offices in April 2002. Parking is available for approximately 25 cars. The school building temporarily provided by MBNA is now used for committee meetings.

The fish pier facility at Lincolnville Beach was completed in 1991 to serve both commercial and recreational boaters. The 40' X 80' structure, illuminated for night use, allows vehicular access for loading and unloading materials. See the Marine Resources Chapter for further details on the Municipal Fish Pier.

The Town owned Lincolnville Improvement Association Building at the Beach, the Center Community Building in Lincolnville Center, and Tranquility Grange are all available to residents for meetings and events. As mentioned above, the MBNA School Building in Northport is also used for Town meetings on a temporary basis. Please refer to the Recreation Inventory for information on recreational resources in Lincolnville.

There are approximately 17 cemeteries in Lincolnville, most of which are supported by associations. One is owned by the Town. Space is currently available in the Youngtown, Union, Hill, and the upper section of the Heal Road cemeteries. All associations include perpetual care as part of the cost of purchasing a lot. Other burial grounds include the French cemetery at Lincolnville Beach, Canaan cemetery, Maplewood at Ducktrap and the lower section of the Heal cemetery. Please refer to the History and Archeology Inventory for further information on cemeteries in Lincolnville.

Please also see the "Lincolnville Roads and Facilities Map" at the end of this Chapter.

## **Goals & Implementation Strategies**

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

### ***What has been achieved since 1993 Comprehensive Plan:***

The Town has made much progress toward achieving the goals set forth in the 1993 Comprehensive Plan. For example, funds have been awarded (awaiting receipt) by the state and other sources (public and private) for the building of a new school, a Water Resources Committee was established to explore the possibility of public water and sewer in Lincolnville, with a feasibility study completed in 2003, the current Capital Needs Plan includes plans for constructing a new fire department in the Center and a town office expansion, and the town now participates in the 911 system and has initiated the TRIAD and neighborhood watch safety programs. For economic and environmental reasons, the town chose not to encourage the development of a site for the spreading of septage waste.

**Public Facilities & Services Goal #1:** To plan for, finance, and develop an adequate system of public facilities and services for the Town.

#### **Implementation Strategies:**

- Study the cost -benefit of a public works department. (Town Administrator and Board of Selectmen, within one year)
- Encourage the School Committee to make the school library accessible to the public during non-school hours. (Town Administrator and Board of Selectmen, within one year)
- Recommend the construction of a new fire station in the Center. (Town Administrator and Board of Selectmen, within seven years)
- Inventory town-owned property and determine its future use. (Town Administrator and Board of Selectmen, within two years)
- Recommend the construction of Town Office Facilities in the Center for employees and the public with adequate public access and meeting facilities for committees, boards, and elections/hearings. Creation of space within proposed town office expansion for adequate police service. (Town Administrator and Board of Selectmen, within three years)

**Public Facilities & Services Goal #2:** To support the recommendations of the Water Resources Committee resulting from the Feasibility Study to evaluate the community's overall public water and public wastewater needs.

#### **Implementation Strategies:**

- *Re: public water and wastewater at the Beach:* Seek alternative solutions concerning the Traditional Beach Area as an area of greatest need; Investigate options available

for the area that offers a possible solution to take care of the immediate needs; Meet and talk about options with the owners of the private wastewater system; Work with an engineering firm to develop a projected plan for a wastewater system using the existing system, including disadvantages and advantages, costs and methods of funding. (Board of Selectmen and Water Resources Committee, ongoing)

- With assistance of an engineering firm, Town Office, and in cooperation with existing system owners, investigate grants and other methods of funding a project. (Board of Selectmen and Water Resources Committee, ongoing)
- Work with the Route 1 Advisory Committee, MDOT, and DEP to help determine the feasibility of a wastewater system in the Beach area using the existing system. (Board of Selectmen and Water Resources Committee, ongoing)
- Work with an engineering firm to investigate a public water system that will address Lincolnville's immediate need - the Beach area or Center area, or both. (Board of Selectmen and Water Resources Committee, ongoing)
- Encourage the Town to pursue discussions with funding agencies for information about the funding cycles and eligibility requirements. (Water Resources Committee, ongoing)
- Maintain a copy of the Feasibility Study, including the Report of the Water Resources Committee, in the Town Office and make copies available to the public as needed. (Town Administrator and Town Office Staff, ongoing)
- Encourage the Board of Selectmen to continue to monitor the need for public water and wastewater treatment. (Water Resources Committee, ongoing)

**Public Facilities & Services Goal #3:** Maintain the readiness of the Lincolnville Volunteer Fire Department and Camden First Aid Association first responders.

**Implementation Strategies:**

- Continue to support Lincolnville Volunteer Fire Department assistance to Camden First Aid Association first responders. (Board of Selectmen, ongoing)

**Public Facilities & Services Goal #4:** Public Safety Departments continue to address the needs of the Town, including safety and communications.

**Implementation Strategies:**

- Continue safety programs including: TRIAD Light and Neighborhood Watch. (Police Chief, ongoing)
- Investigate building sidewalk in Center – Breezemere to Community Center and to the Town Office. (Board of Selectmen, within two years)
- Construct sidewalk lighting at the Beach area. (Board of Selectmen, in conjunction with Atlantic Highway (US Route 1) work)



Prepared by Eastern Maine Development Corporation



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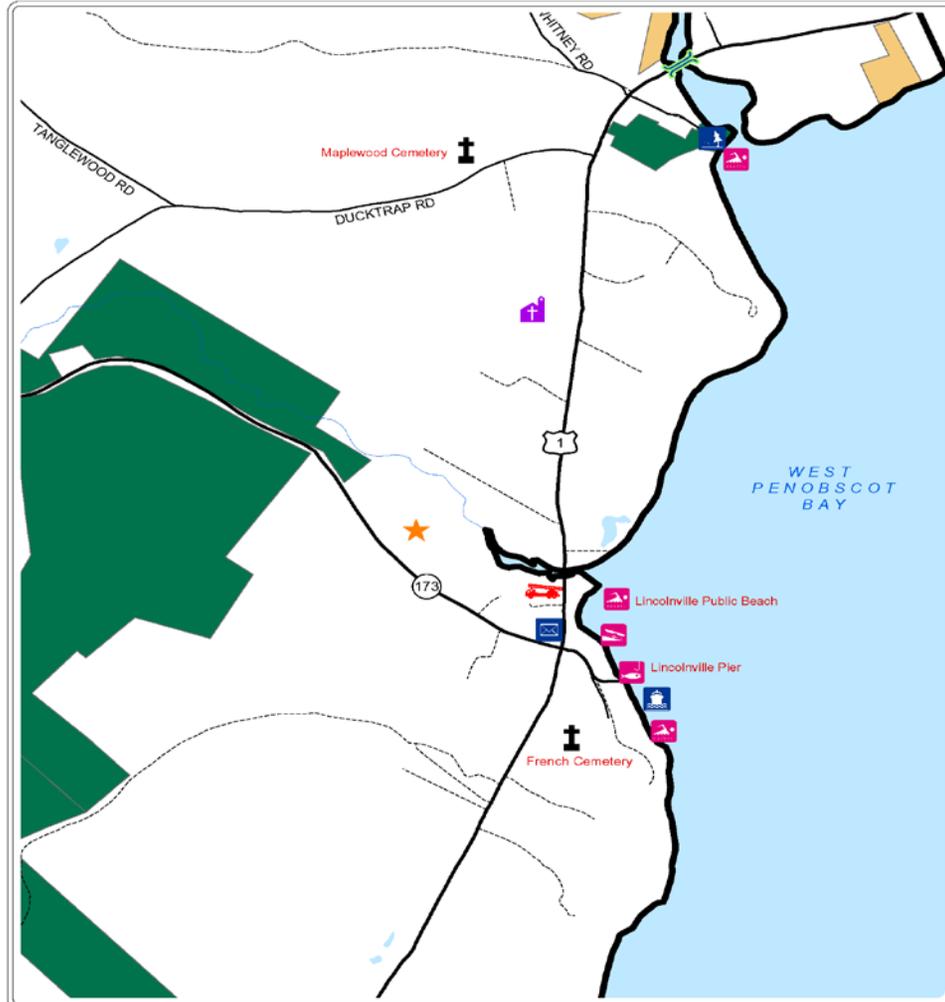


See map disclaimer at end of the Executive Summary.



# Lincolnville Comprehensive Plan

## Lincolnville Beach Inset Map



**LEGEND**

- State roads
- Local roads
- Private roads
- Perennial Streams
- Water

**FACILITIES**

- Conservation Land
- Private Conservation Easements
- Lincolnville Fire Department
- Lincolnville Improvement Association
- Lincolnville Pier
- Swimming areas
- Public Landing
- Howe Point Park
- Post Office
- Isleboro Ferry Landing
- Ducktrap Bridge
- Baysshore United Church
- Cemeteries

The roads on this map are meant to be representative, but are not legally accurate. Please refer to the larger town road map available at the town office, which includes the maintenance schedule, etc.

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

The terminology used on this map is defined in the text of the Comprehensive Plan.



Sources: Town of Lincolnville, Coastal Mountains Land Trust, USGS, MEDOT and MEGIS  
Map created: August, 2003

Prepared by Eastern Maine Development Corporation

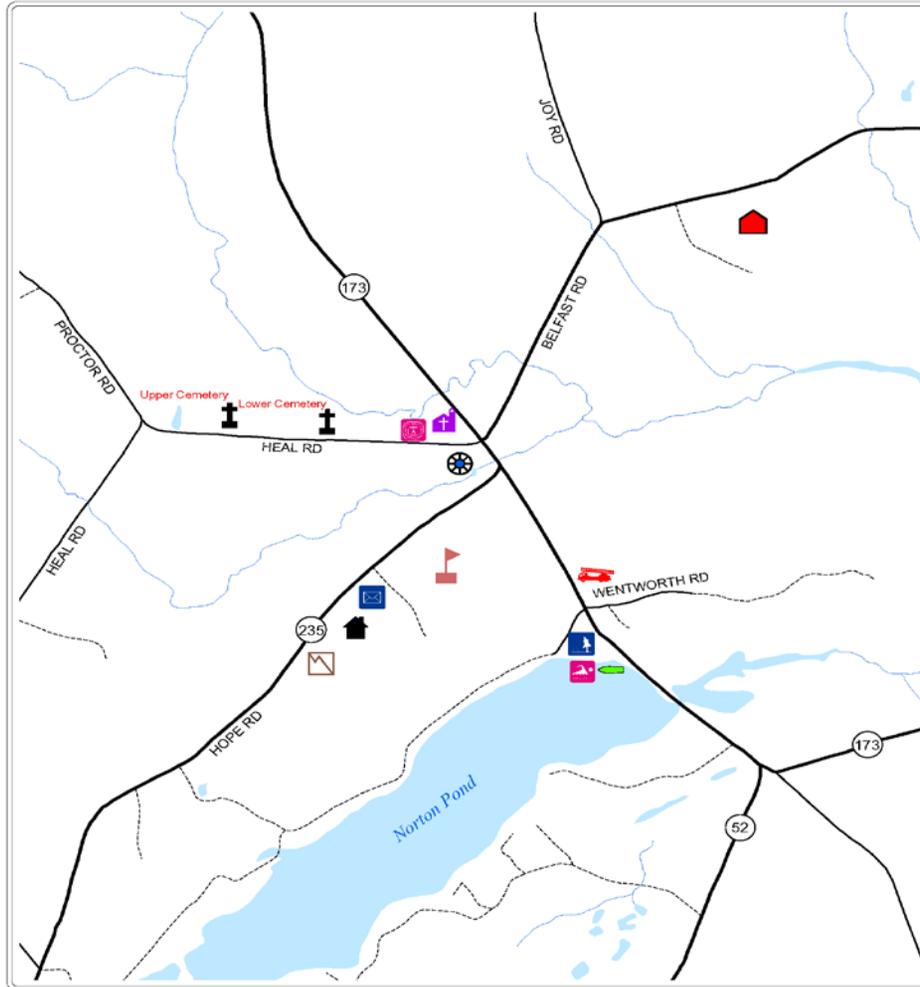


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## Map: Lincolnville Center Insert



### *Lincolnville Comprehensive Plan* Lincolnville Center Inset Map

LEGEND	
— State roads	— Perennial Streams
— Local roads	— Water
- - - Private roads	
FACILITIES	
Lincolnville Central Elementary School	Brezemere Park
Lincolnville Fire Department	Post Office
Lincolnville Town Hall	Community Center
Norton Pond Swimming Area	Boat Launch
Public Works Shed	Petunia Pump
Tranquility Grange	Cemeteries
United Christian Church	

The roads on this map are meant to be representative, but are not legally accurate. Please refer to the larger town road map available at the town office, which includes the maintenance schedule, etc.

The terminology used on this map is defined in the text of the Comprehensive Plan.



0 0.25 0.5 Miles

Sources: Town of Lincolnville,  
USGS, MEDOT and MEGIS  
Map created: August, 2003

*Prepared by Eastern Maine Development Corporation*



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See map disclaimer at end of the Executive Summary

## **FISCAL CAPACITY**

### **Inventory & Analysis**

#### **INTRODUCTION**

Successful comprehensive planning is based on understanding the financial capacity of a town to meet existing needs and fund new projects. This chapter will assess the ability of Lincolnville to pay for existing, expanded, and new services as the town continues to grow.

A town can increase its capacity to fund expansion by increasing its tax base, by borrowing within specified limits, by enforcing user fees, or by reducing expenditures by curtailing Town services. Usually a combination of these strategies is employed.

The primary funding source for municipal government is through property tax revenues. In order for a municipality to maintain a consistent mil rate year to year, town government must operate in a manner that is fiscally responsible. Large fluctuations in the tax rate can cause public outcry and can also discourage economic development. It is important for Lincolnville to manage all yearly expenditures while concurrently planning for the town's long-term objectives. As is the case with any business, the physical assets of Lincolnville must be properly maintained through capital reserve accounts to protect the town's continued economic health.

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

This Chapter will outline the financial performance of the Town, based on tax revenue generated, expenses, and bonds outstanding. It will present recent revenue and expenditure patterns, and assess Lincolnville's capacity to finance capital expenditures for the next ten years. The majority of the financial information for this section was extracted from town reports or obtained from the local Assessor's Agent.

#### **FISCAL CAPACITY INVENTORY**

##### **Assessed Value of the Community**

As mentioned above, the town's primary revenue source is through the taxation of property. These taxes are assessed to local property owners according to the fair market value of their property. This assessment is known as the municipal or town valuation and is determined by the Board of Assessors in conjunction with the Assessor's Agent.

According to the town report, Lincolnville's total assessed property valuation was \$160,563,390 in 1998 and has risen to \$246,650,000 in 2004. This is approximately a 53% increase over seven years.

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

State law also makes provisions for the lower valuation of certain types of land. For example, the Farm and Open Space Tax Law provides for the valuation of land which has been classified as farmland or open space land based on its current use as farmland or open space, rather than its potential fair market value for more intensive uses other than agricultural or open space. The Tree Growth Tax Law is similar, providing for valuation of land classified as forestland on the basis of productivity value rather than fair market value. With both programs, landowners must meet the state requirements for the particular classification and there are penalties for the withdrawal of the classification.

In many communities the number of exempt properties is increasing, which decreases the municipal tax base. This is true in Lincolnville, particularly with regard to tax-exempt conservation land. For example, over the past five years, the amount of conservation land owned by one organization alone has increased nearly threefold from 373 acres in 1998/99 to 1,073 in 2003/04. [Noting, however, this was due to a targeted effort at preserving the Ducktrap River Corridor - an effort is not likely to be reproduced in the future.] As the amount of these exemptions increases, it becomes more difficult for the community to maintain a constant tax rate.

**Tax Base Analysis** – The state of economic health of a community is reflected in the Tax Base. According to the 2004 tax commitment, 13% of the land in Lincolnville, or 2,889.36 acres, is owned by the State of Maine and is not assessed for property tax. This includes land within the Camden Hills State Park, Tanglewood, and the State Ferry Terminal. There are approximately 1,989 parcels comprising 19,543.95 acres located in the rest of the town, of which 47 parcels or 2,151.58 acres are tax exempt (churches, cemeteries, school, etc.) and 93 parcels or 3,725.04 are tax-reduced through agricultural incentive programs. The remaining 1,849 properties comprise the categories of residential, commercial, and vacant land.

The pie chart, below, illustrates the distribution of assessed land in Lincolnville. As is shown,

22% of Lincolnville’s land is tax-exempt as follows:

- 8% in conservation lands
- 13% in State of Maine land
- 1% other tax exempt

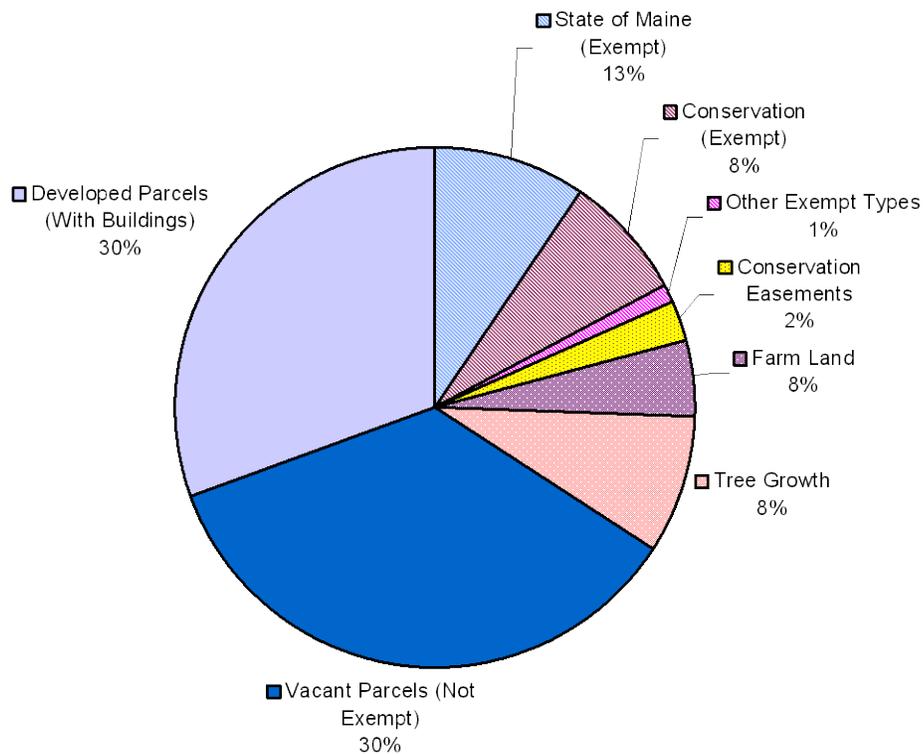
18% is land devalued for tax purposes:

- 2% in conservation easements
- 8% in farmland (includes both farmland and open space)
- 8% in Tree Growth

Of the 60% non-exempt land:

- 30% is undeveloped
- 30% is developed, i.e., has one or more buildings

Distribution of Assessed Land in Lincolnville  
April, 2004



*Source: Lincolnville Town Office: Assessor’s Records*

The 2004 assessed value of the land and buildings was \$287,112,700. Of this figure, \$124,819,000 of the value was in buildings. As of April 2000, approximately 40 % of the parcels were owned by non-residents, many of these seasonal residents, and they contributed slightly over 34% of the tax base. Lincolnville's database of parcels does not differentiate between residential and commercial properties; however in 2004; the town's three highest taxpayers were commercial interests: Central Maine Power at \$43,927, MBNA New England at \$38,980, and West Bay Realty LLC at \$34,974.

The most valuable type of property in Lincolnville is waterfront, particularly oceanfront property. In 2003, the Assessor's Agent estimated that Lincolnville's waterfront property was undervalued by as much as 30-40% and began the process of revaluation. In April of 2003, the Board of Assessors approved a factoring of assessed values as a temporary measure until a town-wide revaluation could be conducted. A town-wide revaluation is planned with an anticipated completion date of 2007.

### **Recent Sources of Revenue**

Like all Maine communities, Lincolnville is heavily dependent on tax revenues generated by the value of private property. All other Town-collected taxes make up a small segment of revenues in comparison with property taxes. Annual Town expenditure has to be met by the "assessment". In order to determine the amount of money which needs to be raised from property tax, other revenues (State Revenue Sharing, excise taxes, etc.) are subtracted from anticipated expenditure and the balance needed is termed the "net assessment". The net assessment is then divided by the current valuation to determine the "mil rate". The mil rate is expressed in terms of \$1.00 per \$1,000 of property value. Lincolnville's mil rate for 2004 is \$0.01240 or \$12.40 per \$1,000. This is below the 2003 average for Waldo County (0.01590), Knox County (0.0155), and the State (0.0173).

Assessed value should, by State Law, be maintained close to market value. Lincolnville's most recent town-wide revaluation was completed in 1991 and was partially updated in 1999 with respect to buildings only. The town is required to stay within ratio to state valuation in order to be eligible for certain funding. The 2003 factoring of assessed values depending on property location brought the town closer to the state valuation with a 44% increase in one year of total assessed value. In common with the rest of coastal Maine, property values are ever increasing in Lincolnville, necessitating the revaluation of both land and building values in Lincolnville, expected to be completed by 2007.

The following table shows both Lincolnville's assessed value and mil rate for the past ten years, along with the "State Equalized Valuation" of the town over that time period. The State valuation bases its determination upon property sales over the last two years in order to try and reflect a trend. Increases in valuation come from two sources: increased value due to improvements made to property and overall increases in property value due to the general real estate market.

## Lincolnvile Town and State Assessed Valuation

Year	Mil Rate	Local Assessed Value	Annual % Change	State Assessed Value**
1994	.01115	\$149,193,870	+ 1.6%	\$129,000,000
1995	.01155	\$150,987,170	+ 1.2%	\$133,750,000
1996	.01265	\$156,343,860	+ 3.5%	\$140,000,000
1997	.0130	\$154,324,800	- 2%	\$146,850,000
1998	.01425	\$160,563,390	+ 4%	\$146,550,000
1999	.01438	\$161,756,510	+ 1%	\$146,950,000
2000	.01367	\$185,393,400 *	+ 14.6%	\$158,100,000
2001	.01455	\$191,467,300	+ 3.3%	\$173,100,000
2002	.01520	\$196,259,800	+ 2.5%	\$192,650,000
2003	.01130	\$282,340,700	+44% ***	\$217,550,000
2004	.01240	\$287,112,700	+1.7%	\$246,650,000
2005	TBD	TBD	TBD	\$290,250,000

\* Increase in Assessed value reflects the revaluation done in 1999.

\*\*Due to definition and methodology differences, the state valuation of property is a slightly different valuation from the Town valuation of property.

\*\*\* Increase due to factoring implemented in 2003.

*Source: Town Assessor*

The proportion of revenue derived from property tax has decreased slightly, in part due to the increase in revenues generated from excise taxes. In 1999-00, 66% of revenue was from property tax compared with 67% in 2004-05. A little more than 3% of the revenue of the Town now comes from the State as "Revenue Sharing."

State Revenue Sharing is determined by a complicated formula. The State makes an estimate each year of the amount, but this is not always available in practice, so Towns must hold a reserve to tide them over any shortfall.

The significance of the State valuation is that it is used to assess the current fiscal capacity of the town and its ability to consider capital spending on projects. State law currently determines that a Town may borrow no more than 15% of this State valuation, of which half must go to educational projects. In addition, the state valuation determines the taxes that

Lincolntonville pays to Waldo County and is included in the revenue sharing formula and general aid to education. Lincolntonville is currently the third highest paying taxpayer to Waldo County, behind Belfast and Islesboro, respectively.

**Current Revenues (General Fund plus Special Reserves)**

	<b>2000-01</b>	<b>2001-02</b>	<b>2002-03</b>	<b>2003-04</b>	<b>2004-05</b>
Property taxes	2,351,890	2,552,432	2,784,851	3,170,558	3,240,546
Excise taxes	307,519	325,075	342,210	360,125	377,673
Intergovernmental revenues	822,092	879,823	977,986	993,208	825,936
Intergovernmental on behalf payments	156,000	152,000	164,890	173,150	160,426
Misc. Revenues	230,219*	344,411	248,704	329,105	207,204
<b>TOTAL REVENUES</b>	<b>3,867,720</b>	<b>4,253,741</b>	<b>4,518,641</b>	<b>5,026,146</b>	<b>4,811,785</b>

\*Includes Capital Project: School Reconstruction

*Source: Town Reports*

**Recent Expenditures**

Of the total Town expenditure (\$4,752,246 in 2004-05), 63.5% currently goes to Education. The next biggest items are Public Works at 9%, Unclassified at 9%, and payments made on behalf of Maine State Retirement at 3.5%. Other items include Public safety at 3%, Sanitation at 2.5%, and Municipal Support at 1%.

At the June 2002 Town Meeting, the town voted to raise the Public Safety budget substantially in 2002-2003 to cover the costs of a full time police chief and several part time officers. Public Safety expenditure includes the Police, volunteer Fire Department, and the cost of Dispatch Service through the County.

## Expenditures

	2000-01	2001-02	2002-03	2003-04	2004-05
General government	321,632	401,556	353,875	404,232	401,801
Public safety	55,846	59,738	81,475	141,932	139,895
Municipal support	14,938	25,865	41,856	63,422	44,618
Sanitation	109,819	121,289	142,647	74,788	117,870
Education	2,465,899	2,635,116	2,868,452	3,024,297	3,015,849
Maine State Retirement on behalf payments	156,000	152,000	164,890	173,150	160,426
Public works	324,079	351,269	393,644	375,334	448,542
Unclassified	173,487	236,999	310,424	317,379	423,245
Debt service- Principle	35,000	35,000	35,000	35,000	-
Debt service- Interest	9,190	6,563	3,937	1,313	-
Capital outlays	166,658	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>3,832,548</b>	<b>4,025,395</b>	<b>4,396,200</b>	<b>4,610,847</b>	<b>4,752,246</b>

*Source: Town Reports*

## Summary of Combined Revenues and Expenditures

	2000-01	2001-02	2002-03	2003-04	2004-05
Annual Revenue	3,867,720	4,253,741	4,518,641	5,026,146	4,811,785
Annual Expenditures	3,832,548	4,025,395	4,396,200	4,610,847	4,752,246
Annual Surplus/deficit	35,172	228,346	122,441	415,299	59,539
Carry-over reserve	1,176,754	1,211,926	1,420,272	1,538,832	1,243,447
<b>BALANCE</b>	<b>1,211,926</b>	<b>1,420,272</b>	<b>1,538,832</b>	<b>1,963,006</b>	<b>1,302,986</b>

*Source: Town Reports*

### NON-DISCRETIONARY OBLIGATIONS

The most difficult budget items for the Town to control are: school costs, solid waste, debt payments, and county taxes.

**Schools** – There are several factors affecting Lincolnville’s school expenditures. In the case of the CSD 5-Town Camden Hills Regional High School, the Town is a minority party in any decision as its proportion of the student body is small. Lincolnville has two

representatives for a three-year term who participate in the CSD meetings at which the budget is discussed and approved. The Elementary School budget is prepared by the School Board and presented to the Budget Committee and the Board of Selectmen for discussion. The Elementary School budget request and the High School request for authorization of their budget are presented to the voters at Town Meeting.

The State provides a subsidy towards K-8 school costs, which is adjusted according to a formula taking into account property values in a community. Coastal towns, which have relatively high property values, receive less than average assistance. In 2000-01, the State provided a subsidy of \$394,900 or approximately 22% of the cost of schools. For 2004-05, the budgeted state revenues are \$387,458, or 18.4% of the school budget of \$2,109,347. Lincolnville is facing a large capital investment in its planned new school building. For more information, please refer to the Public Facilities Chapter of this Inventory.

**Solid Waste** - This cost is largely the outcome of State mandatory requirements which have become progressively more onerous. Lincolnville participates in a Regional Transfer Station as further described in the Public Facilities Section of this Inventory. Lincolnville's financial obligation for this arrangement is paid through taxes, which figure accounts for the number of "Pay As You Throw" (PAYT) bags sold (currently \$1.00 per bag) and the amount of waste disposed. The Town is currently engaged in an effort to promote greater use of recycling to reduce the amount of waste and therefore the cost of disposal. In addition, Mid-Coast Solid Waste (MCSW) is looking into the construction of a regional debris and composting facility with several other towns and cities. For more information, please refer to the Public Facilities Chapter of this Inventory.

**County Tax** - The County Commissioners budget for their expenditures. These include County functions such as: the County Jail, the Registry of Deeds, the Sheriff's Department, District and Probate Courts and dispatch service. A formula which accounts for property assessment is used to determine the appropriate charge to each community. The tax does not correspond to a community's use of the County facilities, but rather the cost of making the facility available for general use. Lincolnville is currently the third highest paying taxpayer to Waldo County, behind Belfast and Islesboro, paying \$450,254 in 2004.

**Municipal Debt and Capital Financing** - The Town incurs debt for necessary or mandated capital expenditure. The interest and rate of payment are determined at the time of borrowing and must be met until the principal is paid-off. Lincolnville currently has authorization to borrow up to \$7,192,119 for the project costs associated with the construction of the new elementary school. Although this debt has been authorized, the long term financing for the school construction will not be completed until the spring of 2005.

## **Goals & Implementation Strategies**

**State Goal: To ... finance ... an efficient system of public facilities and services to accommodate anticipated growth and economic development.**

### ***What has been achieved since 1993 Comprehensive Plan:***

A Recommendation for Capital Improvements was developed and several needs identified therein have been met, including: a new fee schedule for land use permits was drafted and it is reviewed annually, and educational needs at the High School were consolidated with surrounding towns.

**Fiscal Capacity Goal #1:** To promote sound fiscal management in Lincolnville's affairs.

#### **Implementation Strategies:**

- Seek ways of encouraging public involvement, including: through education about the town budgeting system; continue to televise meetings, etc. (Budget Committee, ongoing)

**Fiscal Capacity Goal #2:** To develop a capital improvement plan as future needs arise.

#### **Implementation Strategies:**

- Development of a five-year capital improvement plan and capital reserve fund account - turn the recommendation, as attached, into a plan. (Capital Needs Committee, ongoing)

**Fiscal Capacity Goal #3:** Seek ways of relieving tax burden on citizens.

#### **Implementation Strategies:**

- Continue to search and apply for grants and funding to lessen the tax burden. (Town Administrator and Board of Selectmen, ongoing)

## **CAPITAL IMPROVEMENT PLAN**

The comprehensive plan recognizes planned growth and a diverse mix of land uses within the town as an important aspect of fiscal planning. The primary implementation strategy for the fiscal capacity section is the development of a capital improvement plan (CIP). The Growth Management Act requires that each town develop a capital investment plan for financing the replacement and expansion of public facilities & services required to meet projected growth and development. The implementation strategies in the Fiscal Capacity Section of the comprehensive plan will center on the capital improvements needed to accommodate projected growth and ways to fund them.

The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought. Capital improvements are investments in the repair, renewal, replacement or purchase of capital items. Capital improvements differ from operating expenses or consumables. The expense of consumables is ordinarily budgeted as operations. Capital improvements generally have the following characteristics: they are relatively expensive (usually having an acquisition cost of \$5,000 or more); they usually do not recur annually; they last a long time (usually having a useful life of three or more years); and they result in fixed assets. Capital items can include equipment and machinery, buildings, real property, utilities and long-term contracts and are funded through the establishment of financial reserves.

Capital improvements are prioritized each year in the budget process based on the availability of funds and the political will of the community. A complete CIP describes expected yearly investment and allows for both changes in priorities and reduction of available funds. The CIP is intended to prevent an unavoidable capital improvement from occurring in a single fiscal year. The unexpected purchase of a sizeable improvement can overburden the tax rate and cause large fluctuations in tax bills from year to year. A CIP attempts to illustrate all expected capital improvements over a number of years. The longer the useful life of a capital item, the lower the annual provision for its eventual improvement. It is important that capital improvements be financially provided for each fiscal year, minimizing later expense.

For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings.

**2005 Report of the Capital Needs Committee  
Town of Lincolnville  
January 14, 2005**

**Capital Needs Priorities:**

**Priority 1 – New School**

Construction of the new school is underway! Construction is on schedule and completion is expected for the opening of school in September of 2005.

As of December 20, 2004, the Lincolnville School Capital Campaign Committee had raised \$829,245 toward the goal of \$1 million. The tireless efforts of many community members as well as a generous contribution from the Town have made this campaign a huge success.

It is anticipated that following completion of the construction and equipping of the new facility, the School Committee will be requesting an amount for capital renewal reserve equal to approximately 2% of replacement value of the building, to be reinvested in the school building as capital renewal becomes necessary. It is also anticipated that capital needs will arise on an annual basis for new equipment such as computers, etc.

**Priority 1 – Fire Department**

The Fire Department is partially self-funded, so requires less capital support than if it were totally tax supported. The next new fire truck will be purchased in seven years; the anticipated cost is more than \$240,000. A portion of the necessary funds will come from the Department’s own reserves; the remainder comes from the Town.

The Town’s fire stations are now cramped for space, as fire trucks increase in size from year to year. Arrival of the new truck seven years from now will mean the Department will be OUT of space. The new truck’s larger size will create the need – before those seven years are up – for a larger Fire Department building at a cost of approximately \$250,000-\$300,000. The Town has set aside \$62,000 to date in a Fire Department Reserve Fund to apply to the building costs. The availability of grant funds is being researched but does not look promising.

<i>CNC recommends:</i>	<i>Truck Reserve</i>	<i>\$ 20,000</i>	<i>annually</i>
	<b>Building Reserve</b>	<b>50,000</b>	<b>annually</b>

**Priority 2 – Police Department**

The Town maintains a Cruiser Reserve Fund which allows the cost of one police cruiser to be amortized over its useful life of approximately four years. The current balance of the fund is \$11,000; a new cruiser will be needed in 2006.

<i>CNC recommends:</i>	<i>Cruiser Fund</i>	<i>\$ 6,000</i>	<i>annually</i>
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### **Priority 2 – Road Paving**

The CNC applauds the Selectmen’s decision to study the condition of all the town-maintained roads to develop a long-range plan for the care of all our paved and unpaved roads.

*CNC Recommends: Road Paving Program           \$ 92,100                           FY2006 net projected*

### **Priority 3 – Recreation Committee**

The Recreation Committee continues to build and to care for the Town’s recreation facilities. The drainage issues at Breezemere Park have been resolved, and the results are beautiful.

As in past years, the CNC supports the Rec Committee prioritizing the Town’s recreational needs. In addition to any tax-supported allocation, the Rec Committee is encouraged to continue seeking other contributions.

*CNC Recommends: Recreation Projects           \$ 20,000                           FY2006*

### **Priority 3 – Town Office**

The Town leased the use of a vote-tabulating machine for the Presidential elections in November 2004, and its trial run was an unqualified success. Because the ability to lease a machine for each voting occasion is doubtful, outright purchase is the best alternative.

The Town Office will also need a photocopier in July 2007, when the current 5-year lease expires. The CNC recommends a study be conducted prior to that deadline, to determine whether a new lease or outright purchase would be most cost-effective.

*CNC Recommends: Vote Tabulator               \$ 6,500                           FY2006*

### **Capital Requests Needing Further Study**

The CNC suggests that the following capital requests need additional study to determine how each can best be implemented. Until additional information and input is provided, the Committee cannot assign a priority to these requests.

### **Harbor Committee**

The Harbor Committee submitted a request for \$30,000 for new floats and inclines, to expand dock space. The CNC recommends forwarding the request to the Harbor Study Committee.

### **Municipal Buildings**

The Selectmen have re-activated the Municipal Buildings Committee and meetings have begun. The committee plans to establish the existing and anticipated (for the next 20 years) needs and population of the Town, inventory current space available and report back to the Selectmen.

### **Dean & Eugley Property**

The CNC renews its recommendation that the building on the property be demolished and the property be retained for Town uses. A State environmental study has been completed, and it appears the soil cannot be disturbed (i.e. no new construction, water or sewer) without DEP approval and expensive mitigation.

### **Water Resources Committee**

The WRC has completed its initial study. Further work is needed in light of the expense and lack of funding for any water/sewer projects in conjunction with the rebuilding of Route 1 through the Beach.

### **Public Works**

The Town continues to contract out its public works functions. The CNC recommends the Town begin planning now to continue these services, whether by contracting out the work or by setting up a Town-run Public Works Department.

### **Conclusion**

The Capital Needs Committee would like to thank the heads of the Town departments and committees who took the time to complete Project Sheets outlining their anticipated capital expenses. Planning would not be possible without such input.

We would also like to thank the departments and committees that take the time to research the availability of grants and to solicit gifts which offset the costs we incur as a Town to provide services our residents need and want. We would encourage all townspeople to keep such sources of funding in mind, and to provide information to the Town Office about any funds that might be or become available for municipal uses.

Respectfully Submitted,

### **The Capital Needs Committee**

Sandra Thomas, Chair  
Rob Newcombe, Vice Chair  
Cheryl Roberts  
Steve Young

Larry Di Giovanne  
Jay Readinger  
Judi Schelble

## **LOCAL ECONOMY**

### **Inventory & Analysis**

#### **INTRODUCTION**

During the 1800s, Lincolnville had a substantial economy based on industry, forestry and agriculture. Among the industrial enterprises were: saw, shingle and grist mills, lime kilns, barrel factories and shipyards. The Ducktrap River and other small streams were dammed to provide water power for many of these enterprises. Lincolnville's economy historically was very dependent on the natural resources of Lincolnville. By the 20th century, blueberries, milk production and chickens all contributed to Lincolnville's economy. After World War II, an improved transportation system and increased wealth provided conditions conducive to the development of tourism. For the last number of years the state of Lincolnville's economy has been buttressed by the ever increasing tourist industry, an increase in commercial growth in the mid coast region, and the demand for new homes as more people are drawn to the life style of Maine.

Lincolnville has become a residential community, witnessing a steady increase in applications for new housing starts. Commercial growth in the town has been primarily limited to home occupations with the two commercial districts of "The Center" and "The Beach" being restricted by the absence of infrastructure. Over the last several years (1996-2002) there has been a renaissance in the rehabilitation of existing buildings. Both a new post office and ferry terminal have been built in the Beach area. The proposed rebuilding of the Route 1 corridor will further enhance Lincolnville's appeal. This rebuilding was scheduled to begin in 2004 but is delayed due to a lack of state funding. The Center has primarily remained residential with little or no change. The construction of a new school is anticipated in 2005. Overall, however, most growth in business has occurred outside of the business centers.

Lincolnville depends on a diverse economy, largely based on tourism but also employing professionals and skilled tradespeople, and offering opportunities for home-based individual entrepreneurs in all areas. This economy runs the full gamut from individuals working for themselves to people working for major Fortune 500 corporations.

Lincolnville's economy cannot be examined as a separate entity. Economic forces of our region, state, and nation all play a critical role in determining Lincolnville's economic future. By examining regional and local economic indicators, we can develop an economic profile of Lincolnville. This inventory will profile the local and regional economy, identifying significant employment characteristics and interpreting how they might impact future economic conditions.

## LINCOLNVILLE’S ECONOMIC SECTORS

An informal physical survey of Lincolnvile conducted in 2002 revealed that there were 60 active businesses with signage in Lincolnvile. The table below is based upon that drive-by survey as well as Chamber of Commerce records:

Business Sector	Number	Detail	Location
Artists and artisans	7		Mainly Route One and Beach
Business services	13		Scattered through town
Dining establishments	3	4 <sup>th</sup> is under Bed and Breakfast	Route One and Beach
Lodging	13	Includes Inns, B&Bs, Motels.	Route One Beach, two on Youngtown Road.
Retail	16		State roads, Center and Beach
Cultural / Non-profit	5		
Recreation	2		
Agriculture-based	2	Dairy, blueberries/ orchard.	A vineyard/winery is under retail.

*Source: C-R-L Chamber of Commerce*

Note that not all Lincolnvile businesses are listed above, as there are numerous self-employed people and home occupations - full-time, part time and seasonal - which may not have signage and do not belong to the Chamber of Commerce.

**Agriculture:** Although limited in scope, a diverse spectrum of agricultural products are produced in Lincolnvile, including Christmas trees and wreaths, corn, cranberries, blueberries, orchard produce, vineyards, hydroponic tomatoes, hay and the production of maple syrup. Harvesting trees for lumber and firewood is part of Lincolnvile’s past and present. Maintaining pleasure and draft horses is popular although limited, as is the raising of dairy and beef stock. Lincolnvile has one working dairy farm. Comprehensive plan surveys have shown that the town favors agricultural growth.

**Antiques Artists And Galleries:** The Atlantic Highway (U.S. Route 1) corridor is the primary location for antiques, artists and galleries, although others, as home occupations, are located throughout the town. An abundance of artists, some very well known, live and work in our town. Several have galleries; some choose to exhibit in larger centers. Support industries of "stretcher" frame manufacturing and framing are part of this sector. Furniture manufacturing is also part of Lincolnvile’s current culture employing skilled tradespeople. Hand crafted collectibles from both residents and non-residents alike are sold through several outlets within the town.

**Automobile Services:** Lincolnville is home to several automotive service businesses, including one auto parts store, general repair shop, auto body repair and restoration, and one gas station. Several home occupations perform mechanical work within the town, but many repairs are performed by automobile dealers outside of town in the larger service centers.

**Fishing and Marine:** According to local fishermen in 1991, four boats were lobstering and two boats were dragging for scallops while several other boats supported divers also pursuing scallops. Fishermen agreed that the new Lincolnville town pier was starting to open up opportunities that previously had been unavailable to Lincolnville fisherman, and the resulting growth in use has proved them right. Also at that time, a number of people were considering the sea urchin trade which exploded in the mid-1990's resulting in the near depletion of the resource.

The Lincolnville town pier has been used by a growing number of fishermen in the lobster, sea urchin, and scallop trades. As fisheries are cyclical, fishing is an occupation that fluctuates with the health of a given fishery. Currently, the variable urchin fishery opens and closes up and down the coast, bringing a few transient scuba divers to the pier to dive for urchins when this fishery is open here. However, many of the former urchin boats have converted back to dragging for scallops. During the season, there are two full time lobster dealers buying catches landed at the pier, and one full time bait dealer to supply local fishermen. In 2002, there were five full-time and five part-time boats lobstering.

In addition to fishing, other marine related economic activities include recreational boating and transportation to the Islands. As of 2003, the waiting list for one of the 58 coveted moorings available in the harbor was from five to eight years. (See the Recreational Resources Chapter). Two Islesboro-based boatyards use the pier facilities on a daily basis year round for transporting workers and materials as well as the *Quicksilver*, a thirty-passenger water taxi service. (See the Marine Resources Chapter).

Lincolnville Beach is considered exposed to weather in cruising guides to the Maine coast, and the steep configuration of the harbor and rocky bottom are problematic for anchoring. Guides advise against stopping longer than briefly for supplies or lunch, and advise boats to find a mooring even for a short stay. Therefore, Lincolnville Beach has less attraction to yachtsmen than the more protected harbors that lie to the south and on Islesboro. Tourist dollars from yachts are therefore less available to Lincolnville than they are to towns that offer both protection and facilities.

**Home Improvements and Trades:** A significant number of Lincolnville's workforce is comprised of tradespeople working in wood, electrical, and plumbing, including contractors that support the building industry for many surrounding towns. (The 2000 Census stated that there are 132 Lincolnville residents employed in construction related industries.) Stone masons, painters, lumber merchants, cabinet makers, earth movers and the like are all involved with the building and renovating of homes and other structures throughout the town. Besides construction, all aspects of property maintenance can be found in Lincolnville, including landscaping, lawn care, and snow removal.

There are also a large number of skilled tradespeople working in the regional boating industry. Lincolnville borders on Penobscot Bay and is an integral part of the marine economy of the region. Besides employment opportunities for residents in the larger service centers and boatyards on Islesboro, Lincolnville has its own small boat builder and a workshop for one of the windjammer fleet. There are also marine-related recreational activities such as kayak rentals [see also Recreation Chapter].

**Home Occupations:** Lincolnville has a long tradition of independent entrepreneurs working from home. The largest business growth segment of the Maine economic landscape is the home based business. In Lincolnville, these businesses range from professional and editorial work through crafts and hairdressing to automobile repair. Not all are registered with the Camden-Rockport-Lincolnville Chamber of Commerce. Of the Chamber of Commerce members in Lincolnville, four could be classified as home-based businesses and one as agricultural (the Cellardoor Winery.) Recent statistics put forth by the University of Maine Cooperative Extension Service estimate that approximately 3,000 home based businesses in Waldo County and these businesses are historically not members of chambers or business associations. In 2002, residents passed Section 20 of the Land Use Ordinance allowing home occupations and signifying their continuing support for home-based businesses. As of March, 2005, there were 81 home occupations registered with the Town.

**Hospitality:** The hospitality business, both accommodation and food service, is witnessing increasing visitor traffic over a longer season. The visiting public is booking earlier in the spring and later in the fall, as more people come for foliage, hunting, and even Christmas shopping.

**Accommodation Sector:**

B&B's	22 Rooms
Inns	52 Rooms
Motels	52 Units
Cottages -Nightly Rental	64 Units
Cottages -Weekly Rental	33 Bedrooms
Apartments -Weekly Rental	<u>6 Units</u>

**Total: 229**

**Food Sector:** There are four full service dining and restaurant facilities in Lincolnville with a collective capacity of well over 500, inside seating and several function rooms suitable for large events. This sector does the bulk of its business during the spring, summer and fall months with a couple of businesses staying open throughout the winter. Four light lunch and take out businesses serve the town as well. There are several catering services, an award-winning home brewery and a home winery.

**Museums, Tours and Points of Interest:** The School House Museum documents the history of Lincolnvile and its inhabitants and is open for public visitation.

**Professional Services and Consulting:** As in most communities, Lincolnvile has real estate and appraisal representation as well as several financial consultants, a family dentistry office, a medical health center, and law and architectural offices. The internet has enabled people to perform many types of professional services from home – both as telecommuters and proprietors of home occupations.

**Public Service:** The Lincolnvile Telephone Company is a full service telephone and cable company, one of only a few community companies still remaining. It also offers local internet access services.

**Retail Sales:** Lincolnvile is home to several retail establishments, including gift and craft shops, antique stores, general / convenience stores, and a gun shop.

**Retirement:** An increasing number of retirees are coming to Lincolnvile to live. They are among others moving to the area with financial resources beyond what has been the norm in the area previously. While many of these new residents may not be seeking employment, they contribute greatly to the town's economy both financially and through public service.

**Tourism:** Of Lincolnvile's economic sectors, tourism remains one of the strongest retail sales tax generators in the Lincolnvile community. U.S. Route One runs along the coast and carries an average of 7,000– 8,000 vehicles per day through town at The Beach. Of the Lincolnvile members of the Chamber of Commerce, approximately 60% have a tourism connection. Lincolnvile Beach houses most of the retail and dining establishments because of its Route One location, and because it offers one of the few sandy beaches easily accessible to the visiting public.

### **EMPLOYMENT TRENDS: Employment and Unemployment in Lincolnvile**

The 2000 census listed 1,119 Lincolnvile residents or 68.4% of those residents aged 16 and over as participating in the labor force. 2.5% of the civilian labor force was classified as unemployed. It is important to note however, that these employed residents are not necessarily working within the Town of Lincolnvile.

**Comparison of Employment Status of the Lincolnville Labor Force  
with Waldo and Knox Counties**

	<b>Lincolnville</b>	<b>Waldo County</b>	<b>Knox County</b>	
<b>Population 16 yrs and over</b>	<b>1,635</b>	<b>100%</b>	<b>100%</b> <b>(28,551)</b>	<b>100%</b> <b>(31,782)</b>
In labor force	1,119	68.4%	64.5%	63%
Civilian labor force	1,114	68.1%	64.3%	62.7%
Employed	1,086	66.4%	60.6%	60.6%
Unemployed	28	1.7%	3.6%	2.1%
Armed Forces	5	0.3%	0.2%	0.3%
Not in labor force	516	31.6%	35.5%	37%
<b>Females 16 yrs and over</b>	<b>805</b>	<b>100%</b>	<b>100%</b> <b>(14,723)</b>	<b>100%</b> <b>(16,418)</b>
In labor force	514	63.9%	59.5%	57.5%
Civilian labor force	512	63.6%	59.5%	57.4%
Employed	501	62.2%	56.5%	55%
<b>Own children under 6 yrs</b>	<b>121</b>	<b>100%</b>	<b>100%</b> <b>(2,468)</b>	<b>100% (2,458)</b>
All parents in family in labor force	68	56.2%	64.5%	62.7%

*Source: 2000 U.S. Census*

**Comparison of Class of Worker of the Lincolnville Labor Force  
with Waldo and Knox Counties**

<b>Class of Worker</b>	<b>Lincolnville</b>		<b>Waldo County</b>	<b>Knox County</b>	<b>Maine</b>
Private Wage and salary workers	744	68.5%	71.0%	69.7%	75.9%
Government workers	112	10.3%	14.2%	13%	14.5%
Self-employed in own not incorporated business	224	20.6%	14.3%	17%	9.3%
Unpaid family workers	6	0.6%	0.4%	0.3%	0.3%

*Source: 2000 U.S. Census*

### Unemployment in Lincolnville

Year	Lincolnville	Waldo County	Knox County	Maine
1980	14.1%	13.5%	8.4%	7.8%
1990	8.0	8.4	5.8	5.1
2000	2.4	3.9	2.6	3.5

*Source: Maine Department of Labor*

#### Major Employers

According to the Maine Department of Labor Career Center, the major employers in Waldo County in 2004 include: MBNA, Penobscot Frozen Foods, Matthew Brothers, Waldo County General Hospital and Robbins Lumber Company. In Knox County, the major employers include: Camden National Corporation, Pen Bay Medical Center, Samoset Resort, Maine State Prison, and Consumers Maine Water Company.

#### Employment by Industry

The following table illustrates the types of industry in which Lincolnville's residents were involved during 2000:

INDUSTRY Employment By Sector	Lincolnville		Waldo Co.	Knox Co.	Maine
	#persons	%	%	%	%
Agriculture, Forestry, Fisheries & Mining	22	2.0	3.6	6.0	2.6
Construction	132	12.2	9.8	7.9	6.9
Manufacturing	93	8.6	13.4	10.5	14.2
Wholesale Trade	16	1.5	2.6	3.6	3.4
Retail Trade	91	8.4	12.3	13.6	13.5
Transportation and warehousing and utilities	32	2.9	4.0	3.2	4.3
Information	30	2.8	2.1	3.0	2.5
Finance, Insurance, Real Estate, and rental and leasing	160	14.7	9.2	7.1	6.2
Professional, scientific, management, administrative and waste management services	65	6.0	4.5	6.3	6.9
Educational, health and social services	219	20.2	22.1	20.4	23.2
Arts, entertainment, recreation, accommodation and food services	133	12.2	6.4	8.5	7.1
Other services (except public administration)	51	4.7	5.3	5.3	4.7
Public Administration	42	3.9	4.5	4.5	4.5

*Source: 2000 U.S. Census*

## Occupations of Lincolnville Residents

The data on occupations, which shows the actual type of job rather than the economic sector, revealed that more than one third of employed Lincolnville residents work in management, professional and related fields.

OCCUPATION	Lincolnville		Waldo County	Knox County	Maine
	Count	Percentage	Percentage	Percentage	Percentage
Management, professional and related	392	36.1%	30.3%	29.7%	31.5%
Service	199	18.3%	14.8%	15.4%	15.3%
Sales and office	225	20.7%	24%	25.3%	25.9%
Farming, fishing, and forestry	15	1.4%	2.4%	5%	1.7%
Construction, extraction and maintenance	145	13.4%	12%	11.1%	10.3%
Production, transportation and material moving	110	10.1%	16.5%	13.4%	15.3%
Total employed civilians 16 yrs and over	1,086	100%	100% (17,315)	100% (19,263)	100% (624,011)

*Source: 2000 U.S. Census*

## Commuting Patterns

The 2000 Census found that of 1,048 employed Lincolnville residents, 459 worked in Waldo County, 569 worked outside of Waldo County and 20 worked outside of the state of Maine:

### Commuting Patterns of Lincolnville's Workforce

	1990		2000	
	Count	Percentage	Count	Percentage
Total Commuters	822	100.0%	1,048	100.0%
Work and Reside in Same Town	226	27.5%	227	21.7%
Work in Knox County	468	56.9%	529	50.5%
Work in Waldo County	72	8.8%	232	22.1%
Work in Other Maine County	44	5.4%	40	3.8%
Work in Other State	9	1.1%	20	1.9%

*Source: 2000 U.S. Census*

The following table illustrates how Lincolnville residents get to work, with 10.1 % of the respondents either working at home or able to walk to work. This trend may grow in the future, with better telecommunications and the development of home occupations hiring small numbers of outside workers. In addition, respondents reported a mean travel time to work of 21.4 minutes.

<b>Mode of Transportation</b>	<b># Persons 2000</b>	<b>Percentage 2000</b>
Drive alone	779	74.3
Car pool	156	14.9
Public Transportation	-	-
Walk	21	2.0
Other means	7	0.7
Work at home	85	8.1

*Source: 2000 U.S. Census*

#### **Household Income in 1999**

<b>Households</b>	<b>Lincolnville</b>		<b>Waldo Co.</b>	<b>Knox Co.</b>	<b>Maine</b>
Less than \$10,000	82	9.6%	11.4%	9.4%	10.3%
\$10,000 to \$14,999	43	5.1%	8.5%	7.9%	7.6%
\$15,000 to \$24,999	88	10.4%	16.6%	14.8%	14.8%
\$25,000 to \$34,999	125	14.7%	14.7%	14.7%	14.2%
\$35,000 to \$49,999	153	18%	18%	19.4%	18.3%
\$50,000 to \$74,999	182	21.4%	17.7%	18.9%	19.4%
\$75,000 to \$99,999	101	11.9%	7.9%	7.4%	8.4%
\$100,000 to \$149,999	62	7.3%	3.8%	4.7%	4.7%
\$150,000 to \$199,999	5	0.6%	0.8%	1.4%	1.1%
\$200,000 or more	9	1.1%	0.6%	1.3%	1.3%
<b>Total</b>	<b>850</b>	<b>100%</b>	<b>100%</b> <b>(14,724)</b>	<b>100%</b> <b>(16,608)</b>	<b>100%</b> <b>(518,372)</b>

*Source: 2000 U.S. Census*

Comparison of median incomes in Lincolnville with Waldo County, Knox County, and State of Maine:

<b>Income:</b>	<b>Median Household</b>	<b>Median Family</b>
Lincolnville	\$42,273	\$48,500
Waldo County	33,986	40,402
Knox County	36,774	43,819
State of Maine	37,240	45,179

*Source: 2000 U.S. Census*

## **Consumer Sales**

The following table shows that Lincolnville and Waldo County experienced a significant rate of growth from 1989 to 2001: 118 % for Lincolnville and 76% for Waldo County:

### **Total Taxable Sales (in thousands)**

<b>Year</b>	<b>Lincolnville</b>	<b>Waldo County</b>
1989	\$6,460	\$120,700
1996	8,991	153,307
1997	9,860	161,285
1998	11,099	175,196
1999	12,209	190,138
2000	13,376	210,388
2001	14,076	214,522
2002	14,619	228,924
2003	13,509	223,571

*Source: Maine Revenue Services*

## **REGIONAL ECONOMY**

Lincolnville shares a Chamber of Commerce with the towns of Camden and Rockport. The Camden-Rockport-Lincolnville Chamber of Commerce had 45 members in the Lincolnville community as of 2002.

The Lincolnville community is perfectly situated as a residential community nestled between two Primary Service Centers, Camden and Belfast. A third Primary Service Center, Rockland is only approximately fifteen miles away.

All three towns are major tourist attractions which bring business to and through Lincolnville, as well as providing a variety of work for Lincolnville residents. The largest employer in the region has offices in all three service centers. Residents commute to employers as far away as Augusta, Bath and Bucksport, and across the Bay to Islesboro.

## **Goals & Implementation Strategies**

**State Goal: To promote an economic climate that increases job opportunities and overall economic well-being.**

### ***What has been achieved since 1993 Comprehensive Plan:***

To promote an economic climate that increases job opportunities through the encouragement of appropriate local business, Lincolnville joined the Lincolnville-Camden-Rockport Chamber of Commerce. Infrastructure improvements in growth areas to encourage economic growth, including communications, roads, water and sewer have been studied and these efforts will continue. Small-scale business endeavors and home occupations were encouraged through the amendment of the General Zoning Ordinance to permit home occupations. In addition, performance standards to protect the character of the Town, including significant historic structures, were developed in the Site Plan Review Chapter of the Land Use Ordinance, adopted June 2000. The Lincolnville Business Group has developed a website for the town and publishes the annual brochure, "*Lincolnville Welcomes You.*"

**Local Economy Goal #1:** To promote an economic climate that increases job opportunities through the encouragement of appropriate local business.

### **Implementation Strategies:**

- Study infrastructure improvements in growth areas to encourage economic growth, including communications, roads, water and sewer. (Board of Selectmen and Water Resources Committee, ongoing)
- Recommend Town infrastructure commensurate with desired growth and economic development. (Board of Selectmen and Water Resources Committee, ongoing)
- Take advantage of state/federal programs which provide economic assistance to communities. (Board of Selectmen, ongoing)
- Create incentives to increase availability of communications, including broadband technology. (Board of Selectmen, ongoing)
- Work with the C-R-L Chamber of Commerce to learn how to create incentives and identify strategies to foster a good business climate and encourage local businesses that employ local people. (Board of Selectmen, ongoing)
- Research ways for the town and school to support local businesses. (Town Administrator, within one year)
- Business group members to place collective advertisements in the "Jewel" publication to offset cost. (Note that all must be members of the Chamber). (Lincolnville Business Group and C-R-L Chamber of Commerce, ongoing)
- Encourage participation in town committees by business groups. (Lincolnville Business Group, ongoing)
- Encourage strategies for economic growth & development. (Board of Selectmen, ongoing)

- Pursue state funding for a market study to ascertain the types of businesses desired in Lincolnville and whether they could be sustained. (Board of Selectmen, Town Administrator and Lincolnville Business Group, within one year)

**Local Economy Goal #2:** Promote positive business climate while preserving the town's rural character.

**Implementation Strategies:**

- Recommend that the Planning Board to identify ways by which Site Plan Review would be streamlined, including allowing the CEO to issue a permit under certain circumstances, such as low square footage, low traffic generated, etc. (Planning Board, within one year)
- Assist local businesses to promote each other (Develop a list of all local business & services for display/distribution at all businesses) (Board of Selectmen and Lincolnville Business Group, ongoing)
- Lincolnville to promote its own town & businesses independent of (but in addition to) the C-R-L Chamber of Commerce. (Board of Selectmen and Lincolnville Business Group, ongoing)

**Local Economy Goal #3:** Encourage better utilization of beach area by all and investigate ways of making it more user-friendly. See also the Marine Resources Chapter, Report of the Harbor Study Committee, March 2005, and Lincolnville Business Group Proposal submitted to the Town on 1/20/05 and included in said Report.

**Implementation Strategies:**

- Investigate possible locations for satellite parking. (Parking Committee, within two years)
- Investigate possible locations and funding for recreational pier facilities. (Recreation Committee, within two years)
- Investigate additional mooring areas. (Harbor Committee, within five years)
- Support 2000 ATP Pathway Project between Camden & Lincolnville (Town to endorse). (Board of Selectmen, ongoing)

**Local Economy Goal #4:** Study the possibility of hiring a part-time Town Planner, Economic Development Director, or Regional Planner (in cooperation with neighboring towns).

**Implementation Strategies:**

- Investigate available grants and other monies to fund such a position. (Town Administrator, within one year)
- Tap resources of the State's Regional Economic Developer and the C-R-L Chamber's Economic Development Committee. (Town Administrator, ongoing)

## TRANSPORTATION

### Inventory & Analysis

#### INTRODUCTION

Lincolnton's road system descends from the wagon trails, logging roads, and arterial byways that connected commerce in centuries past. This system now supports the primary means of personal transportation, the motor vehicle, and provides Lincolnton residents with ready access to other communities, places of work, recreational areas, medical facilities and supports numerous other aspects of modern day life. Although pedestrians and bicyclists must use the same road system, in most places they are not safely accommodated by the town's roads or adjacent facilities at this time.

As in most Maine communities, the maintenance, repair and upgrading of the road system account for the second highest percentage of expenditures in Lincolnton's municipal budget. Proper planning and design of future road improvements and a commitment to the maintenance and implementation of safety criteria, as well as to the liveability of neighborhoods, are essential to maintaining the quality of life of Lincolnton residents.

#### ROADS

##### State Classification of Roadways

The road system in Lincolnton links residents in the community with the rest of Mid-Coast Maine and beyond. State statistics show Lincolnton has 4.01 miles of arterial roads, 18.18 miles of collector roads and 33.86 miles of local roads, with a total length of 56.05 miles of roadway. The Maine Department of Transportation (MDOT) has set up a statewide functional classification of roadways, defined as follows:

**Arterial Highways:** These are roads that MDOT defines as the most important in the state as they are designed to carry significant high-speed long-distance traffic. When improvements or upgrades are necessary to these roads, substantial Federal funding is usually available. The only arterial highway in Lincolnton is U.S. Route 1.

**Collector Highways:** These are defined by the MDOT as roadways that collect and distribute traffic to the arterial highways. As a general rule, they serve places of lower population density. Examples of collector highways in Lincolnton are Routes 173, 52 and 235. The State provides routine maintenance to these roadways, and the town has the responsibility for plowing and sanding. Municipalities are responsible for 30% of the reconstruction cost of these state roads.

**Local Highways:** These roads are defined by MDOT as all roads not in the first two categories. They generally carry low volumes of traffic.

**Town Roadways:** The town of Lincolnville maintains approximately 32.5 miles of public roads of which 20 miles are paved and 12.5 miles are gravel roadway. These are roads that are plowed and sanded under three year contracts let to private bidders. In addition to the traveled ways, there are a number of discontinued and abandoned roads within the town, which are discussed below.

### **Road Maintenance & Improvement Programs**

In anticipation of future road maintenance and repair costs, the Town Administrator and Road Commissioner developed a five-year road management plan for the town starting in 1991. The work resulted in significant benefits to the community in terms of identifying needs, lengths of roads in question, and when funds were to be spent on improvements.

This plan has evolved into a five-year road paving plan that is continuously updated. The example of the current plan shown at the end of this chapter is a descendent of the original road management plan, and is designed to serve the town as a forecast document showing length of road, improvement time frame, and funds to be expended to improve Lincolnville's road system.

The Road Commissioner has identified infrastructure issues dealing with the Lincolnville road system that will require the town's attention in the near future. Lincolnville has four granite bridges, three on Youngtown Road and one on Ducktrap Road that are in serviceable condition at present, but will require attention within ten years. However, as these roads are approximately twenty feet wide, any future widening would be unlikely. Therefore, any work to these locations would be minor in nature, carried out within Lincolnville's routine maintenance budget and not through the capital improvement plan.

Four-foot diameter culverts across Ducktrap and Tucker Brook Roads will also require attention within 10-15 years and a dual four-foot diameter culvert under Slab City Road is being maintained and monitored for serviceability. Any improvements to these would also fall with the Town's routine maintenance budget along with several smaller diameter culverts beneath Lincolnville's roads.

The 13 gravel roads maintained by the town require constant grading and ditching and this must continue until upgrading of these roads can take place. Presently, portions of Masalin, Tanglewood, Whitney, and Brodis Roads are being considered for pavement upgrade. See Road Pavement Program Table at the end of this chapter.

### **Lincolnville's Abandoned and Discontinued Roads**

Like many Maine communities, Lincolnville has miles of abandoned and discontinued roads. Over the years, the status of these roads has created some confusion as to the responsibilities of the Town and the landowners abutting these roads, and the actual status of many roads is not clear. The following distinctions exist between discontinued and abandoned roads. On roads discontinued before 1965, no public easement remains and title to the roadbed reverts

to the abutting property owners. On roads discontinued after 1965, a public easement remains in effect, unless a town votes to specifically relinquish that easement. On roads that were established prior to 1946, there is a presumption of abandonment if a town fails to maintain a road for 30 consecutive years. This abandonment has the same effect as a discontinued road. (*Source: Municipal Roads Manual Maine Municipal Association, 1986*)

## Road Traffic

Over the years, the MDOT has measured the Average Annual Daily Traffic (AADT) at selected sites in Lincolnville. The figures outlined in the following table illustrate the increase in traffic counts over the measuring periods.

Dates	Site	Site	Site	Site
	#1@ L'Beach	#173@ Beach	L'@ Center	#52 near Northport
1983	5180	980	1520	675
1986	5600	900	***	790
1987	6310	790	1940	1070
1995	6960	940	1510	2270
1997	***	1010	1570	2240
2000	7390	920	2150	2020
2002	7790	1290	2390	2170
	50% increase	3% increase	55% increase	150% increase

*Source: Maine Department of Transportation*

These figures show a steady increase of traffic at the measuring sites, reflecting similar increases in other mid-coast communities. On Atlantic Highway (US Route 1) at Lincolnville Beach, AADT volume increased 50% from 1983 to 2002, the latest figures available. The increase in traffic volume at Lincolnville Center and along Route 173 remained fairly steady from 1983 to 1997, but jumped by over 50% through 2002. Route 52 has shown a tremendous increase in volume of well over 100% since 1987. This increase exceeds 150% when measured from 1983. This is attributable to Routes 52 and 235 being used as an inland bypass for Atlantic Highway (US Route 1) and a commuter route between the employment centers of Belfast and Camden.

The increase in traffic during this period reflects two realities of life in Mid-Coast Maine. First, Lincolnville and surrounding towns have become very popular communities in which to live. This is evidenced by the 85% increase in population since 1970 and a 13% increase since 1990 when this plan was last drafted. Many surrounding communities experienced similar growth during that period. In addition, Mid-Coast Maine continues to grow in popularity as a tourist destination.

In addition to AADT, a roadway's "level of service" or LOS is also measured by the MDOT. LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. Traffic congestion lowers a roadway's level of service. In Lincolnville, the majority of roadways are ranked as LOS A or B, the best of operating conditions, with the exception of Atlantic Highway (US Route 1), which approaches the maximum acceptable volume near Camden. See the Transportation Road Network Map at the end of this chapter.

## **Traffic Safety**

Many factors contribute to traffic safety. In the context of a comprehensive plan, it is important to analyze the data provided by the MDOT and the input of community officials and citizens who have first-hand knowledge of road hazards in their communities.

The MDOT has a system for identifying and computerizing all reported accidents located on public roads throughout Maine. During the three-year period from January 1998 to December 2000, there were a total of 211 accidents reported in Lincolnville. A total of 157 were on Atlantic Highway (US Route 1) and the collector roads and another 54 reported on all other roads in the town. This compares unfavorably with a three-year period studied between 1987 and 1989 where a total of 161 accidents were reported. However, the latest traffic summary data covering January 2001 to December 2003 shows a total of 122 accidents reported. A total of 99 were reported on Atlantic Highway (US Route 1) and the collector roads and 23 reported on all other roads. It is hoped that this downward trend will continue through the next study period. MDOT identifies some problem areas, for example, Moody Mountain Rd., Youngtown Rd., and Slab City Rd. The section of Route 52 from the Camden town line to the Youngstown Rd. and the section of Route 52 from the Center to Slab City Rd. also continue to have a higher accident rate. Moreover, the combined links on Atlantic Highway (US Route 1) from the Camden town line to Ducktrap have the highest number of accidents of any roads in Lincolnville. The latest period studied also shows no fatal accidents and only four accidents resulting in incapacitating injuries occurring on Lincolnville's roads.

Conversations with Lincolnville's Police Chief, Road Commissioner and other concerned citizens confirm the dangerous nature of that stretch of Route 52 from the Camden town line to the Youngtown Road intersection. Also of concern are the intersection of Routes 52 and 235 in Lincolnville Center and the intersection of Slab City Road and Route 173. The Police Chief also expressed concern about school buses stopping at Slaughter House Hill on Route 52 and traffic cresting the top of the hill unable to see the stopped bus. A "School Bus Stop Ahead" sign is proposed for this area.

A 1995 review by the MDOT of speed limits along the Atlantic Highway (US Route 1) corridor resulted in a lowering of the speed limit from 35 mph to 30 mph through the Lincolnville Beach area and from 50 mph to 45 mph through the Ducktrap Village area;

however, concern is still expressed about the speed of vehicles along these sections of road. The 1998 T-2000 plan called for 25 mph through the Beach and 35 mph through Ducktrap.

## **Parking Issues**

Generally speaking, parking is increasingly a concern of Lincolnville residents. An inventory of parking sites at Lincolnville's beaches and ponds is contained in the Recreational Resources section of this Plan. At other public facilities such as the school, Town Office, and Post Offices there is adequate off-street parking for most public functions. When there is a large turnout for a public event however, parking occasionally overflows onto the adjacent roadway. Most commercial establishments in Lincolnville provide adequate off-street parking for automobiles. Some businesses, however, do not have adequate space for delivery trucks.

At a public meeting on transportation issues during the mid-1980's, several issues arose concerning parking in Lincolnville. The first concern involved parking along Route 52 near the "Ledges", adjacent to Megunticook Lake. In this area, the road is narrow and the road shoulders are clearly inadequate to park vehicles safely. It is interesting to note that this is the same stretch of road identified by the State as having had an unacceptable Critical Rate Accident Factor. The second problem area exists at Lincolnville Beach. In winter months, parking is not a problem, but parking capacity, especially on summer weekends, is inadequate. The vehicles of day-trippers and commuters to Islesboro and Island residents often overwhelm the State and local parking facilities available at the Beach. The construction of another parking area at the ferry terminal in 2000 alleviated this situation to some extent, but is filled to capacity at the height of the summer season. A third area of concern is Breezemere Park in the Center. With the new bandstand and grading completed in 2004 in addition to the boat ramp, swim float, and picnic facilities, use of this park has increased significantly. During concerts and special events, the demand for parking exceeds capacity.

Establishment of Access Management and Commercial Site Plan Review within the Land Use Ordinance help guide future development in Lincolnville and can help in providing for safe access and adequate parking.

In 2005, the Recreation and Harbor Study Committees both recommended that the Board of Selectmen appoint a Parking Committee to address these issues.

## **Ordinances and Regulations Concerning Roads and Parking**

In 1986, an ordinance was passed prohibiting overnight parking in the municipal parking lots of the town. This was in response to the overnight parking of trucks at the Beach parking lot.

At the March 1990 Town Meeting, residents voted to require that private roads must be in compliance with the road design standards contained in the Lincolnville Subdivision Ordinance before such a way shall be accepted by the Town. This vote clearly puts the

responsibility on residents on these private roads to bring them up to town standards before consideration will be given to accepting them as town roads.

In the summer of 1991, town officials posted certain sections of town roads as *No Parking Zones* and empowered town law enforcement personnel to issue parking citations to violators. There have been no further regulatory ordinances pertaining to roads or parking since that time.

### **Route 1 Reconstruction and Inland Bypass**

The reconstruction of Atlantic Highway (US Route 1), which has been essentially unchanged since 1932, has been the focus of a continuing effort between residents and the MDOT to find a mutually acceptable design since 1985. When a 1989 effort to bypass coastal Atlantic Highway (US Route 1) in our area failed, town efforts focused on the historic and scenic aspects of Atlantic Highway (US Route 1), through Lincolnton. This four-mile stretch is one of the remaining relatively unchanged segments of Atlantic Highway (US Route 1) on the Eastern Seaboard. The Route 1 Advisory Committee, appointed in 1995, along with consultant Brian Kent, have been working with the MDOT to design a road that meets the requirements of traffic flow while accommodating a commercial and residential neighborhood. The unified front presented by the Board of Selectmen and the Route 1 Advisory Committee has resulted in a cooperative effort with MDOT to create a road in tune with the needs of the community, if the Committee's design is implemented.

In 1998 the T-2000 Plan, a joint initiative of the then-governor and MDOT commissioner, became the model for Lincolnton's 4.1 miles of Atlantic Highway (US Route 1). This design incorporates traffic calming elements for the whole corridor, such as narrower travel lanes and shoulders, landscaping, mountable curbs, grass esplanades and gateways. The narrower roadway minimized the need for the taking of right-of-ways from road abutters, helping to preserve the character of the area and slowing traffic through the town. In addition, the needs of pedestrians were addressed with rebuilt sidewalks through the village areas, strategically placed crosswalks and a multi-use path. Shuttle bus connections linking Beach businesses and the Ferry terminal to future Rockland rail and ferry lines are also part of the T-2000 Plan. Lincolnton currently has no bicycle paths.

In 1999 the first section of the Atlantic Highway (US Route 1) reconstruction was completed with the new Ducktrap Bridge. The Route 1 Advisory Committee worked closely with the MDOT for many months, to ensure that the new bridge reflected the historic design of the old one.

The width of the road had been a major point of debate between MDOT, Federal Highway Administration (FHA) and the town for many years. The town's approval of the Access Management Ordinance in 1999 was a major factor in MDOT's confidence in the town's commitment to planning a better road. Through the Committee's persistence, an agreement was reached for a 34' roadway --11' travel lanes, 6' shoulders (4' paved and 2' gravel) for the section from Route173 to Ducktrap Bridge. The paved shoulder in this section will

provide a much-needed bicycle lane.

The process of a town committee working with state agencies and public utilities to ensure that new infrastructure meets the needs and desires of the residents is important and should be standard practice. As other state roads are slated for reconstruction the town needs to be involved in the process of design and planning from the beginning. Looking to the future and at the other state roads in town, Lincolnville can impact the way these roads are improved through this MDOT-Town collaboration.

## **PUBLIC TRANSPORTATION**

It should be noted that public transportation is limited in the Mid-Coast area.

**Bus Service:** The Waldo County Committee for Social Action provides bus transportation for residents of Lincolnville. This “shopper’s run” service is scheduled twice weekly on Wednesday and Friday to Belfast. Reservations are required. Their vehicles are wheelchair accessible and they do provide on-call transportation using volunteer drivers to medical facilities and Doctor’s office appointments. Medicaid covers costs for this transportation and programs are available to cover transportation costs if the individual is uninsured.

Concord Trailways provides commercial bus service to coastal Maine and provides Lincolnville with a “flag” service from the new Beach post office. Service is north to Bangor and south to Portland and Boston with connecting service from Boston to their entire system.

**Ferry Service:** The MDOT operates regular ferry service from Lincolnville Beach to Islesboro. A more detailed discussion of the terminal and supporting facilities is found in the Marine Resources section of this plan. A new parking and loading queue area, administration and ticket office were constructed in 2001 at the ferry terminal.

**Air Service:** Lincolnville residents are served by the Knox County Airport located in Owls Head. U.S. Airways Express provides five scheduled daily flights to Boston and as well as one scheduled daily trip to Augusta and Bar Harbor. There are five charter services operating from both Knox County and Belfast Municipal Airports. The Belfast airport has a federal and state approved and funded Master Plan in effect and is expected to experience growth in the next ten years.

**Taxi Service:** A taxi service in Camden and one in Belfast serve Lincolnville. Fares vary with the distance traveled.

**Limo Service:** Residents of Lincolnville are also served by an airport limousine service in Camden. This service provides transportation to both the Portland Jetport and Bangor International Airport. It also connects residents with the Portland bus and Amtrak train terminals. A one-way fare for this service averages \$50.00.

## **Goals & Implementation Strategies**

**State Goal:** To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development, including adequate major thoroughfares, secondary routes, pedestrian ways and parking facilities.

### ***What has been achieved since 1993 Comprehensive Plan:***

In order to maintain and improve the existing system of local roadways, the town developed a five-year road maintenance and repair plan and the Site Plan Review Ordinance includes impact on existing roads and intersections (section 18.11.2). To maintain Atlantic Highway (US Route 1) and State Routes 52, 173 and 235 as safe, efficient and adequate regional arterial routes without destroying the unique rural historic and scenic character of the town, the following was achieved: Performance standards for new development along each route were developed through Access Management standards for Atlantic Highway (US Route 1) and Route 52, approved by the town in 1998 and 1999 respectively and continued for routes 173 and 235 in 2000-2001; The Route I Advisory Committee with its T-2000 Plan has been working with the State to maintain the existing Atlantic Highway (US Route 1) ROW and road width & improve road bed; The Town designated the Ducktrap area of Atlantic Highway (US Route 1) a historic village area in February 2002; and, the State replaced the Ducktrap Bridge with a new bridge designed to have the same appearance as the original.

**Transportation Goal #1:** To maintain and improve the existing system of local roadways.

#### **Implementation Strategies:**

- Continue the five-year road maintenance and repair plan. (Road Commissioner, ongoing)
- Identify and prioritize state and local roads that need reconstruction. (Road Commissioner and Town Administrator, ongoing)
- Encourage neighborhood input early in the upgrading process. (Board of Selectmen, ongoing)

**Transportation Goal #2:** To maintain Routes 1, 52, 173 and 235 as safe, efficient and adequate regional arterial routes without destroying the unique rural historic and scenic character of the town through which they pass.

#### **Implementation Strategies:**

- Discourage the creation of any new State roads in Lincolnville. (Board of Selectmen, ongoing)

- Complete the T-2000 planning process for Atlantic Highway (US Route 1). (Board of Selectmen, Route One Advisory Committee and MDOT, within one year)
- Encourage the State to reduce the speed limit on Atlantic Highway (US Route 1) through Lincolnvile as specified in the T-2000 Plan. (Board of Selectmen, ongoing)
- Discourage the State from upgrading current feeder roads (Routes 53, 173, and 235) to handle larger traffic volume at greater speeds and when making any improvements to keep travel lane widths at 11' with 3' shoulders. (Board of Selectmen, ongoing)
- Encourage the State to correct the dangerous intersections involving State routes while preserving significant historic structures. (Board of Selectmen, ongoing)
- Encourage advisory committee(s) on each State road to work with town and/or MDOT officials as appropriate to plan for their roads. (Board of Selectmen, ongoing)
- Encourage the State to enforce speed and weight limits on State roads in Lincolnvile. (Board of Selectmen, ongoing)
- Lobby to raise weight limit on the Interstate and to lower weight limits on arterials. (Board of Selectmen, ongoing)
- Encourage an updated AADT Study. (Board of Selectmen, within two years)

**Transportation Goal #3:** Create policy to address the process for the Town taking over private roads.

**Implementation Strategies:**

- Identify the distinctions between town and private roads and create review criteria to determine whether a proposed take over should go to town vote. (Board of Selectmen, ongoing)

**Transportation Goal #4:** Map and inventory roads considered to be discontinued to ascertain the status of the town owned easement.

**Implementation Strategies:**

- Review the existing inventory to assure that all roads are included and mapped. (Town Administrator, within two years)
- Develop policy to deal with the disposition of discontinued roads. (Board of Selectmen, within three years)

**Transportation Goal #5:** Work to assure that Lincolnvile has adequate parking facilities.

**Implementation Strategies:**

- Appoint a Parking Committee. (Board of Selectmen, within one year)
- Investigate acquisition of additional land within walking distance of public facilities. (Parking Committee, within two years)

- Encourage car pooling or busing among Islesboro commuters. (Board of Selectmen, ongoing)
- Encourage use of shuttles to off-site parking for events held at Breezemere Park. (Board of Selectmen and Event Organizers, ongoing)
- Encourage creative parking solutions that do not require the paving of large areas of land. (Parking Committee, ongoing)
- Increase parking at the Beach and at Breezemere Park. (Parking Committee, within two years)

**Transportation Goal #6:** Harmonize Town Access Management Standards with those of the State.

**Implementation Strategies:**

- Review State access management requirements to ensure that they meet Lincolnville’s safety requirements. (CEO, within one year)
- Require traffic studies when appropriate to ensure safety and smooth traffic flow. (Planning Board, ongoing)

**Transportation Goal #7:** Upgrade Town roads as funding becomes available to provide safe, efficient and adequate local roads.

**Implementation Strategies:**

- Catalogue conditions of local roads. (Road Commissioner and Town Administrator, ongoing)
- Develop priority ranking to upgrade roads to meet Goal #7. (Road Commissioner and Town Administrator, ongoing)
- Incorporate funding requests into the Capital Improvement Plan. (Road Commissioner and Town Administrator, ongoing)

**Transportation Goal #8:** Increase regional public transportation options.

**Implementation Strategies:**

- Investigate ways for Lincolnville to participate with other towns in regional bus transportation, possibly contracting with a private company. (Town Administrator, within two years)

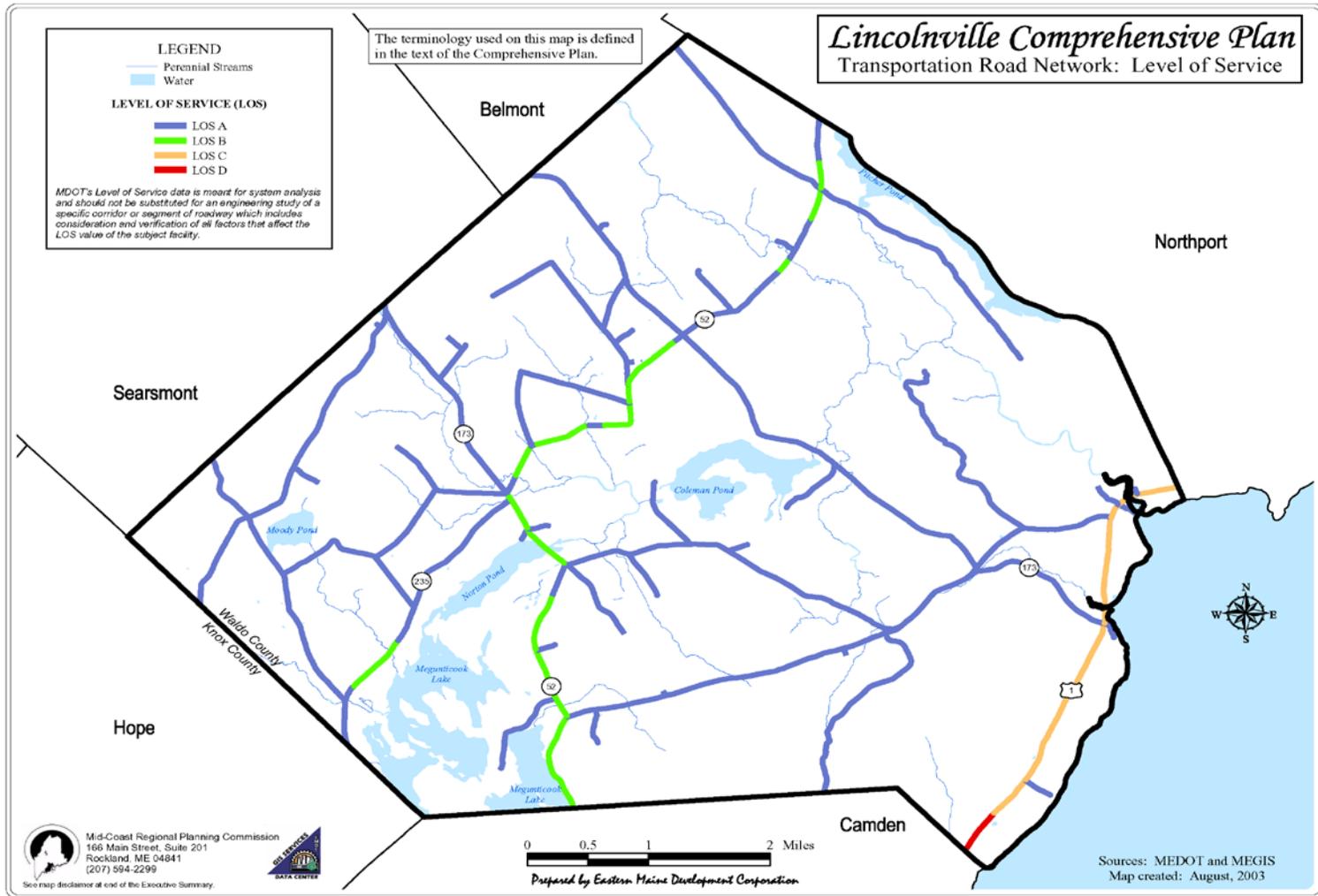
# ROAD PAVEMENT PROGRAM

ROAD/ROAD SEGMENT NAME	DESCRIPTION	LENGTH	LAST PAVED	YEAR								
				2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014
Ducktrap Rd - Segment A	Beach Road to Tanglewood Road	0.6	2004									20,300
Ducktrap Rd - Segment B	Tanglewood Road to Atlantic Highway	0.75	2000					25,400				
Fernald's Neck Rd - Segment A	Camden Rd to end of pavement	0.4	2000									
Fernald's Neck Road	Camden Road to Nature Conservancy	0.9										
Greenacres Road	Belmont Town Line	2.02	2003									68,400
Heal Rd - Segment A	Main St to Proctor Rd	0.42	2001						14,200			
Heal Rd - Segment B	Proctor Rd to Martin Corner Rd	0.81	1996	31,850								
High Street	Searsmont Road to Hope Town Line	3.24	1997			92,100						
Howe Point Road	Atlantic Highway to end of pavement	0.12	2001						4,100			
Martin Corner Rd - Segment A	Hope Road to Heal Road	0.56	2001						19,000			
Martin Corner Road	Hope Road to Moody Mountain Road	1.46										
Masalin Rd - Segment A	Tucker Brook Rd to 90 degree Turn	0.8	2002							27,100		
Masalin Road	Tucker Brook Rd to Sewall's Drive	1.28										
Moody Mountain Rd - Segment A	Hope Rd to Martin Corner Rd	1.38	1995	56,500								

ROAD/ROAD SEGMENT NAME	DESCRIPTION	LENGTH	LAST PAVED	YEAR								
				2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014
Moody Mountain Rd - Segment B	Martin Corner Rd to Searsmont Line	1.13	2000					38,300				
Moody Mountain Road	Hope Rd to Searsmont Town Line	2.51										
North Cobbtown Rd - Segment A	Belfast Rd to beyond Bridge	0.47	2003								16,000	
North Cobbtown Rd - Segment B	Bridge Only	0.06	2003								2,100	
North Cobbtown Road	Belfast Rd to Tenth Ave	2.31										
Norton Pond Road	Main Street to narrow pavement	0.11	2002							3,800		
Proctor Road	Heal Road to Silverio Drive											
Proctor Road - Segment A	Heal Road to end of pavement	0.22	2001						7,500			
Sand Hill Road	Beach Road to Richards Road	0.67	2004									22,700
Sand Hill Road - Segment A	Beach Road for 100 feet	0.02	2004									700
Slab City Road	Beach Road to Belfast Road	3.42	1998			119,000						
South Cobbtown Rd - Segment A	Atlantic Highway to end of pavement	0.06	1999				2,100					
South Cobbtown Road	Atlantic Highway to Gautschi Property											
Stan Cilley Road	Belfast Road to end of pavement	0.46	2001						15,600			
Thurlow Road	Main Street to Youngtown Road											
Thurlow Road - Segment A	Main Street to end of pavement	0.46	2002							15,600		

ROAD/ROAD SEGMENT NAME	DESCRIPTION	LENGTH	LAST PAVED	YEAR								
				2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014
Town House Rd -Segment A	Belfast Rd to end of pavement	0.4	2001							13,600		
Town House Road	Belfast Road to Joy Road											
Tuckerbrook Rd - Segment A	Belfast Rd to Masalin Rd	0.59	1996	17,360								
Tuckerbrook Road	Belfast Road to Greenacre Road	1.1										
Vancycle Road	Belfast Road to Gould Road	0.4	1999				13,600					
Wentworth Rd - Segment A	Main Street to end of pavement	0.04	2001							1,400		
Wentworth Road	Main Street to Boetsch Drive	0.16										
Whitney Road	Atlantic Highway to Blair Drive	0.23	2004									7,800
Youngtown Road	Camden Road to Beach Road	2.81	1999				95,200					
Net Projected Cost Per Year				105,710	92,100	119,000	110,900	63,700	75,400	46,500	86,500	51,500
Net Cost Plus 10%				116,281	101,310	130,900	121,990	70,070	82,940	51,150	95,150	56,650

# Map: Lincolnville Transportation Network



## RECREATIONAL RESOURCES

### Inventory & Analysis

#### INTRODUCTION

Lincolntonville is blessed with a variety of local recreational resources and has access to even more opportunities in neighboring communities from Belfast to Rockland. Physical resources within the town of Lincolntonville include man-made facilities such as the ballpark behind the former school, and natural areas such as Tanglewood 4-H Camp and Camden Hills State Park. Recreational support groups within the town include the Recreation Commission, Little League, Snowmobile Club, and the Community Center Board of Directors. In addition, there are regional facilities that serve the recreational needs of Lincolntonville residents.

#### RECREATIONAL FACILITIES WITHIN LINCOLNVILLE

##### **Salt Water Facilities**

Although possessing a relatively short coastline, Lincolntonville has two public beach areas. These areas, while included in the recreational inventory of the town, will also be described in the Marine Resources section of this plan.

**Lincolntonville Beach:** Lincolntonville's sandy public beach, spans 177 feet and drains out to flats at low tide. The harbor provides limited mooring for commercial boats and leisure craft. Approximately 30 recreational boats were moored in the Harbor during the summer of 2002. According to the Harbormaster, approximately 50% of these boats belonged to out-of-town residents. There has been a large increase recently in the numbers of recreational boaters utilizing the facilities on weekends from early spring to late fall. Many of these boats are traveling to Warren Island State Park located between the western tip of Islesboro and Seven Hundred Acre Island. As in most coastal towns, there is a mooring waiting list of about five years before a space becomes available.

There is parking for 75 to 100 vehicles in a lot shared with the Lobster Pound Restaurant. For a number of years the town has provided portable bathrooms at the beach and is currently negotiating to purchase land for more permanent structure(s). An Eagle Scout project in 2000 added to the beautification of the beach with wooden benches and trash containers. (Please refer to the Marine Resources Inventory for more information.) Beside the ferry/loading area is a sandy beach, purchased by the State in 1990 and now referred to as State Beach. This can be used for recreation but there is a fee to park.

Small boat rentals are available at the pier as well as fresh and salt water kayak rentals and instruction. The freshwater lakes and ponds of Lincolnville are popular summer attractions for boating and fishing with bass being the game fish of choice.

**Ducktrap:** Located approximately one mile north of Lincolnville Beach, this stone beach, part of the Camden Hills State Park, provides very shallow water and a low tide pool for swimming and a tranquil spot for family picnics and outings. An informal parking area is available. Shellfishing is currently prohibited due to pollution of the beds. The water is tested periodically by the State. During the spawning season, the Ducktrap River has a run of genetically independent Atlantic sea-run salmon. Under the supervision of the Harbormaster, the abutting private Harbor Condo pier has seen an increase in use in recent years with six-plus boats moored there in the summer.

### **Fresh Water Facilities**

Lincolnville has an abundance of ponds and lakes that provide a variety of recreational opportunities. Within the town boundaries are Coleman, Norton and Moody Ponds. Lincolnville shares Pitcher Pond with Northport, Levenseller Pond with Searsmont, and Megunticook Lake with Camden and Hope. All have public access areas except for Coleman Pond. Jet-skis are prohibited on all ponds.

**Norton Pond (Breezemere Park) Recreation Area:** This recreation area is adjacent to Lincolnville Center and contains approximately 146 feet of frontage on the pond. A parking area is available and a portable toilet and seasonal trash removal are provided. There are picnic tables but no cookout pits. The pond provides a swimming beach and float and is utilized by a commercial kayaking group as well as the YMCA. A new ramp has been constructed to provide boating access to the pond with an adjacent float to aid the launching process. As part of its Bicentennial Celebration in June 2002, Lincolnville dedicated a new bandstand at Breezemere Park, made possible by the generosity of townspeople, area business sponsors and fundraising efforts of the Lincolnville Band.

**Levenseller Pond:** Although not an official recreation area, the turnouts along Route 173 at the Searsmont border provide popular access to this pond. There are no picnicking or other facilities. Approximately six cars can park at each turnout.

**Pitcher Pond:** Pitcher Pond is accessible from one access area owned by the Pitcher Pond Improvement Association, however access to the boat launch for motorized watercraft is controlled due to the threat of invasive aquatic plants. The public is invited to contact the Pitcher Pond Improvement Association for the gate lock combination at 1-877-878-3985. An Association Representative will return your call and provide you with information about preventing invasive aquatic infestation. Carry-in watercraft may by-pass the gate at all times. Parking is limited.

**Coleman Pond:** There are no public access areas to this pond.

**Moody's Pond:** Although Moody's Pond is surrounded by private land, there is limited public access for fishing via a footpath through conservation land. There is no provision for parking.

**Lake Megunticook:** Lake Megunticook is a popular recreation spot with several public beaches and access areas, in both Camden and Lincolntonville. Fernald's Neck Preserve in Lincolntonville provides walking trails and access by foot to the lake. The lake can also be accessed via Norton Pond.

### **School Recreational Facilities**

**Soccer Field:** This grass field, adjacent to the school site, was built in 1995. It is approximately 65 yards wide by 100 yards long. Regulation goals were bought in 2001.

**Baseball Field:** This fenced field, located behind the school site, is approximately 300 feet deep, with 90 feet between the bases. Bleachers and dugouts were built in 2001.

**Creative Playground:** Formerly located adjacent to the school site, this facility was constructed by a community group in 1989, but was removed in Spring 2004. The new school design includes plans for two playgrounds; one for younger elementary school students and one for the upper grades.

**Outdoor Basketball Court:** This court, built in 1998, has an asphalt surface and contains six hoops of regulation height. It will be relocated as part of the new school design.

**Little League Baseball/softball Field:** Built in 1995, this fenced field has bleachers shared with soccer field, dugouts with storage area and a "Green Monster" kicking wall in the outfield.

**Cross-Country Running Trail:** This trail begins at the end of Lynx Lane and continues out through the Town Woods.

**Tennis Courts:** An area was cleared in 2000 and plans are underway by the Recreation Committee to complete tennis courts in the near future.

### **Other Recreation Facilities**

**Lincolntonville Center Community Building:** The Lincolntonville Center Community Building is operated by a non-profit corporation of townspeople to serve the recreational and social needs of the people of Lincolntonville. This wood framed structure has a tile floor. The building does not have kitchen facilities. Over the years, the Community Center has been the scene of a wide variety of cultural and athletic events. Many townspeople have used the

building for wedding receptions and parties. The School and Youth Basketball Leagues have used the facilities for practices for many years but are unable to hold games there because of the limited visitor seating area. Also, there are no locker, changing or shower facilities. The building is usable for informal indoor sports such as basketball, volleyball and soccer. The Girl Scouts and Cub Scouts also use the Community Center for their meetings and banquets.

**Tanglewood:** Lincolnville has within its borders a special place to learn, reflect and relax in natural settings. This environment provides a unique setting for such outdoor activities as hiking, cross-country skiing, and snowshoeing. Tanglewood is a large tract of approximately 950 acres located on the southwest side of Ducktrap River. The land is owned by the State of Maine, Department of Conservation, and leased to the University of Maine. Tanglewood 4-H Camp and Learning Center is a program of the University of Maine Cooperative Extension and its mission is to teach Maine youth and adults to be effective and caring citizens of the earth through affordable environmental education and nature-based experiences. Outdoor facilities include:

- *Hiking, Snowshoe, and Cross-Country Ski Trails:* There are approximately 10 miles of maintained trails that meander through mature forest and along a special section of the Ducktrap River ecosystem.
- *TREES Trail* is a self-guided path through the Yankee Woodlot forest management demonstration site. It leads visitors on an exploration of forest ecology and signs explain how to sustainably manage a forest. Guided tours are available upon request.
- *Snowmobile Trails:* Part of the Lincolnville snowmobile trail system goes through Tanglewood along Tanglewood and Whitney Roads.
- *Playing Field:* Tanglewood has a grass playing field and asphalt surfaced basketball court for use by campers and registered visitors.

**Camden Hills State Park:** Managed by the Bureau of Parks and Recreation, this park contains 5,532 acres within the towns of Lincolnville and Camden. It is open to the public for camping, picnicking, hiking and hunting in season. Rock climbing has become a popular sport on the cliffs of Mount Megunticook along Route 52 in Camden. There is an extensive trail system throughout the park for hiking, including the trailhead for Bald Rock on the Youngtown Road which provides for plenty of parking.

**Fernald's Neck Nature Conservancy Preserve:** This preserve and the nearby Hattie Lamb Fernald Preserve contain almost 200 acres of land owned by the Nature Conservancy. Open to the public, it has well-maintained trails for hiking with maps available at the trailhead. This land contains a number of unique habitats, including a bog, swamp, fields and woods. Swimming in summer and ice-skating in winter on Lake Megunticook are accessible through this preserve. Pets are not permitted.

**Ducktrap River Preserve:** The Coastal Mountains Land Trust has completed 26 conservation projects in Lincolnville, 496 acres by conservation easements and 1,062 acres as the Ducktrap River Preserve. The Preserve is open to the public for hiking, snowshoeing, cross-country skiing and other activities that have low environmental impact. The Preserve

is also open to hunting of upland game and waterfowl, and provides access for fishing on the Ducktrap River.

**Other:** Many private landowners continue to allow traditional public access to and use of their properties for hunting, fishing, hiking, snowshoeing, cross-country skiing and snowmobiling.

## **RECREATIONAL SUPPORT GROUPS AND OTHER INFORMATION**

One of Lincolnville's greatest resources is the number of volunteers who contribute time and materials to provide play areas for Lincolnville youth and adults. In addition to physical facilities, the town has a number of municipal committees and organizations which play a large role in enhancing the recreational programs and needs of the community.

**Recreation Committee:** The mandate of this Committee, as outlined in the Town Charter, is to advise the municipal officers on matters of recreation and to supervise town recreation programs. The members maintain a town recreational facilities inventory and needs plan and a site location plan for proposed improvement and construction of facilities. It is through the hard work of this committee and its volunteers that Lincolnville is so well endowed with athletic facilities.

**Boy Scouts/Cub Scouts.** The Lincolnville Cub Scouts have an average participation of 15 boys from age's six to eleven. Pack meetings are held monthly in the Center Community Building on the third Wednesday of the month. Cub Scouts use Norton's Pond, Tanglewood, Camden Hills State Park and Lincolnville Beach for hiking, camping and picnics. The Pinewood Derby is held each winter at the Center Community Building. The Lincolnville Boy Scouts have recently disbanded and joined the Camden troop because of the small number of local active scouts. It is hoped the Boy Scouts will return to Lincolnville in the near future.

**Girl Scouts:** The Lincolnville Girl Scouts have an average of 45 girls ranging in age from five to fifteen. There are presently Daisy, Brownie, Junior and Cadets troop. Girl Scouts meet at various locations around town, including the Center Community Building, and at the present Lincolnville School in Northport. The troops use Tanglewood and the various trails at Camden Hills State Park for hiking and Lincolnville Beach for picnics and various badge requirements.

**Little League:** The Lincolnville Little League is a member of the Knox Suburban League which is affiliated with Little League Baseball in Williamsport, Pennsylvania. Children ages 5 thorough 12 participate in Tee-Ball (2 teams), minor league baseball (2 teams), major league baseball (1 team) and softball (1 team). There are currently 80 children from town participating at various levels. Managers, coaches and umpires are all volunteers. Lincolnville Little League is supported by participation fees and sponsorships from local business owners. In 2001, three Lincolnville boys were members of the Camden Babe Ruth

League team, which is made up of boys ages 13 through 15 from Camden, Rockport and Lincolnville.

**Mountain Goats Snowmobile Club:** The Lincolnville club was founded in 1969 and many of its original members continue in active roles today. The Mountain Goats maintain approximately 35 miles of trails and bridges on private and state park land connecting to Hope, Camden, Searsmont and Northport. The 2004-2005 membership totaled between 20 - 25 families and local businesses. The club held its first annual Winter Festival in February 2002 at Norton's Pond, with much of the day's proceeds going to a family with an emergency need. Other fund-raising efforts support the Pine Tree Camp for Crippled Children and a \$300 scholarship for a deserving Lincolnville CHRHS senior. The Mountain Goats post their club information on a local snowmobile web site: [www.sledmaine.com](http://www.sledmaine.com).

**Snowmobile Registration:** In 2004-2005, 173 snowmobiles were registered in Lincolnville, with fluctuating numbers for the past five years averaging 167 per year. The resident snowmobile registration fee for 2004-2005 is \$34.00 for renewals and \$36.00 for temporaries.

**All-Terrain Vehicle Registration:** In 2004-2005, 68 ATVs were registered in Lincolnville, also with fluctuating numbers for the past five years averaging 69 per year. There is a growing awareness of the negative environmental impact of these vehicles and the need to operate them responsibly. The resident ATV registration fee for 2004-2005 is \$34.00 for renewals and \$36.00 for temporaries.

**Boat Registration:** As of March 31, 2005, 381 boats were registered in Lincolnville, with the largest number used in fresh water. Many boats are trailered and also used in waters outside Lincolnville. The town retains the excise tax on boats, which is based on the boat's age, length and engine horsepower. The revenue from this tax for the fiscal year 2004-2005 was \$6,891.80, of which \$6,000 was used for harbor accounts.

**Hunting and Fishing Registrations:** Many Lincolnville residents are active outdoor sportsmen. For 2004-2005 the number of licenses issued for hunting and fishing, in a variety of combinations, was 522, below the past five-year average of 580.

## **REGIONAL RECREATIONAL FACILITIES**

In assessing the recreational opportunities for Lincolnville residents it is important to consider the numerous regional resources available in nearby towns, some of which are listed below.

**Belfast:** Belfast has several nicely maintained public parks, the largest being City Park on Northport Avenue. This park contains a baseball field, paved basketball court, two tennis courts, a swimming pool, public restrooms and a creative playground. Belfast Harbor provides mooring and marina facilities for a variety of boaters and charter boats. Belfast has an active curling club and its own curling rink. Local skateboarders now have a park. There

are several theatre troupes that have performances year round, such as the Belfast Maskers and the National Theater Workshop for the Handicapped. The Waldo County YMCA has a variety of programs that are now operated from their new facility on Lincolnville Avenue. Belfast Free Library, newly renovated, operates six days a week and provides many free programs including a foreign film series. Belfast has a popular multi-screen art deco movie theatre.

**Camden:** Camden has a multi-purpose harbor with both private and public facilities to meet any mariner's needs. Lincolnville is fortunate to be close to Camden and its fine programs of recreation, leisure and cultural activities, which are available for various nominal fees. Camden's Parks and Recreation Department oversees the Ragged Mountain Recreation Area, a 260-acre multi-use facility. Best known as a local ski area and the home of the annual U.S. Toboggan Championships, the Camden Snow Bowl has a certified ski school, three ski lifts, eleven trails, a toboggan chute, tubing area, lodge and snowmaking equipment. During the summer, the facilities include two tennis courts, a ball field, a soccer ramp, picnic sites, horseshoe pits and an unimproved launching ramp to adjacent Hosmer Pond. The ski area maintains a certified ski school, two t-bars and a chairlift. Fourth-graders from Lincolnville and surrounding towns are offered three sessions of free ski instruction and equipment rental. Camden also has an active sailing program in summer, and a state-of-the-art skateboard park constructed by a private sponsor. The library is a modern, well-stocked and well-staffed facility which offers programs of current events and computer classes, lectures and concerts. The adjacent Bok Amphitheater, with its lovely setting overlooking the harbor, is a popular site for musical and theatrical performances. Other concert venues include the recently renovated Camden Opera House and Strom Auditorium in the new regional high school. In the summer weekly afternoon concerts are held at Laite Beach. A new local opera company gave performances in 2001-2002 and the civic theatre flourishes. Movies are shown year-round in the intimate second floor Bayview Street Cinema. Camden receives international attention from its annual Camden Conference which covers a different global topic each year.

**Rockport:** Rockport has boating facilities, including a public launching ramp, two public golf courses, a bowling alley, an opera house with the year round Bay Chamber Concert Series of renowned performers, as well as local musical groups, and a well endowed library. In 2001 the Midcoast Recreation Center opened as a commercial site for indoor ice-skating, hockey, tennis and other physical fitness programs. The Penobscot Bay YMCA was completed in late fall of 2002 at its site on Union Street, replacing the former YMCA in downtown Camden.

**Northport:** Northport has a public nine-hole golf course. In addition, the Durham State Forest, located on Rocky Road west of Route One, is open to the public. There are no facilities. At Bayside, there is mooring and dock space along with a public swimming area. Further, the Blue Goose Hall was completely renovated in 1999 and now is a popular site for auctions, chemical free dances, and private functions.

**Hope:** Knox County Fish and Game Association has a public launching ramp on Alford Lake.

## **Goals & Implementation Strategies**

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

### ***What has been achieved since 1993 Comprehensive Plan:***

Lincolnvile residents have extraordinary opportunities to enjoy a variety of recreational pursuits year-round. It is important to note that nearly all recreation goals set forth in the former Town of Lincolnvile Comprehensive Plan have since been accomplished:

**Recreational Areas:** The goal to ensure that the peninsula at the end of Ducktrap Lane (Howe Road) remains in its present natural state was achieved as this area remains unchanged and is part of the Camden Hills State Park. The goal of continued free access to those portions of the Camden Hills State Park located in Lincolnvile by Lincolnvile residents has been achieved. Town residents participated in the Tanglewood planning process to achieve a 40-year plan. In addition, the snowmobile club met its goal of completing the new bridge over the Ducktrap River at Tanglewood.

**Recreational Facilities:** The goal to plan for a future gymnasium facility at the School has been achieved in the plans for the new school. In addition, the Recreation Committee goals of 1) the construction of two regulation size tennis courts, with fences, at the cost of \$45,000, with all monies raised and allocated; 2) Breezemere Park (Norton Pond area) improvements in addition to the completed terracing and resolution of drainage issues; and 3) Playing fields improvements are in the present Capital Needs Plan and will be carried over below.

With Lincolnvile residents and visitors placing such a high value on sports and recreation, it is conceivable that today's goals will also be realized in the not to distant future.

**Recreational Goal #1:** Ensure that peninsula at the end of Ducktrap Lane (Howe Road) remains in its present natural state.

### **Implementation Strategies:**

- Investigate status of property purchased by DOT through eminent domain to facilitate the building of Ducktrap Bridge (vicinity of Atlantic Highway US Route 1 down to the Ducktrap park area.). (Board of Selectmen, within one year)
- Cooperate with the neighbors of Ducktrap Village and the Coastal Mountains Land Trust. (Board of Selectmen, Comprehensive Plan Review Committee, ongoing)

**Recreational Goal #2:** Encourage and assist Harbor Committee to facilitate Beach Area/Harborfront improvements. *See also Marine Resources Goals & Implementation Strategies Section and Local Economy Chapter.*

**Implementation Strategies:**

- Construct a breakwater to accommodate public saltwater fishing. (Board of Selectmen and Harbor Committee, within five years)
- Install additional moorings. (Board of Selectmen and Harbor Committee, within five years)
- Assure adequate parking facilities. (Parking Committee, ongoing)
- Construct permanent toilet facilities at the Beach. (Board of Selectmen and Beach Bathroom Committee, within three years)
- Investigate possibility of constructing a breakwater from Frohock Point. (Board of Selectmen, within five years)
- Maintain guest moorings for public use. (Harbor Committee, ongoing)
- Create more dinghy storage in the harbor area. (Board of Selectmen and Harbor Committee, within five years)

**Recreational Goal #3:** Create and maintain improvements to Breezemere Park (Norton Pond area).

**Implementation Strategies:**

- Maintain recreational potential of water quality at park. (Recreation Commission, ongoing)
- Investigate leech mitigation options in swimming area. (Recreation Commission, within two years)
- Construct permanent toilet facilities at the park (e.g. composting, etc.). (Recreation Commission, within two years)
- Maintain oversight of the use of the bandstand. (Bandstand Trustees, ongoing)
- Monitor and periodically review commercial use of the Breezemere Park boat launch. (Recreation Commission, ongoing)
- Discourage use of boat launch facility by tanker trucks for water collection/encourage use of nearby culvert instead. (Board of Selectmen and Inland Harbor Master, ongoing)
- Work to enhance and expand parking options for the Park, including existing town sites and those with potential for being acquired by the town. (Parking Committee, within two years)
- Maintain public access to Park in a manner consistent with the size and scope of Norton Pond while preserving and maintaining a small park atmosphere. (Recreation Commission, ongoing)
- Explore public land acquisition for future expansion of the park. (Board of Selectmen, ongoing)

**Recreational Goal #4:** Strengthen the charge of the Recreation Committee to make recommendations and develop a process to implement those recommendations.

**Implementation Strategies:**

- Continue to set aside funds each year for the Recreation Commission to prioritize and further its goals. (Budget Committee and Capital Needs Committee, ongoing)
- Research grants and alternative funding sources. (Recreation Commission and Town Administrator, ongoing)

**Recreational Goal #5:** Enhance recreational facilities / create additional recreational opportunities in school vicinity.

**Implementation Strategies:**

- Construct a cinder or stone dust running track (1/5 mile circumference) around the soccer field. (Recreation Commission, within two years)
- Construction of two regulation size tennis courts with fences. (Recreation Commission, within one year)
- Playing fields improvements, including construction of permanent toilet facilities. (Recreation Commission, within two years)
- Construct a second ball field. (Recreation Commission, within two years)
- A sledding hill for small children. (Recreation Commission, within three years)
- Winter skating rink for school use. E.g. clear forested wetlands to create a vernal pool for study in spring and to skate on in winter. (Recreation Commission, within five years)

**Recreational Goal #6:** Initiate summer programs to utilize our enhanced facilities.

**Implementation Strategies:**

- Construct a pathway from the school to Norton's Pond. (Recreation Commission, within two years)
- Create a Lincolnville Summer Youth Recreation Program. (Recreation Commission, within two years)

**Recreation Goal #7:** Encourage opportunities for public access to Lincolnville's lakes and ponds as appropriate for the size, depth, shape, flushing rate, water quality and vulnerability to invasive aquatic plant species while also considering the relationship of the lakes and ponds to the Ducktrap River and its endangered Wild Atlantic Salmon population.

**Implementation Strategies:**

- Advise the Board of Selectmen on infringements upon existing public access points and the merits of potential additional public access points. (Lakes & Ponds Committee, ongoing)
- Advise the Board of Selectmen on opportunities to enhance, improve and maintain existing public access. (Lakes & Ponds Committee, ongoing)
- Encourage the acquisition of land to create, improve, and enhance public access as appropriate and necessary. (Board of Selectmen and Lakes & Ponds Committee, ongoing)
- Encourage that each lake or pond be considered individually regarding public access. (Board of Selectmen and Lakes & Ponds Committee, ongoing)
- Encourage the creation of protective and enforcement measures to safeguard the existing native ecological balance for fish, plants, and water quality. (Board of Selectmen and Lakes & Ponds Committee, ongoing)

## **WATER RESOURCES**

### **Inventory & Analysis**

#### **INTRODUCTION TO WATER RESOURCES**

The water resources of a town, its lakes and ponds, rivers and streams, wetlands, and groundwater, provide immeasurable value to a community. The following is an inventory of the water resources of Lincolnville. In the interests of clarity, we have divided our inventory into the following sections: lakes and ponds, rivers and streams, sand and gravel aquifers. We conclude with a review of the groundwater resources of Lincolnville. Wetlands will be covered in the “Critical Natural Resources” Chapter of this plan.

The topography of Lincolnville began to take its current shape approximately 20,000 years ago, as glaciations created by the last Ice Age pushed south from Canada. This vast ice sheet scoured the soil and its weight depressed the land. With the advent of warm weather, roughly 13,000 years ago, the glaciers retreated, the sea flooded inland, and eventually the land rebounded to its former position. It was during this process that the topography of Lincolnville, as we now know it, was formed. Fissures and faults in bedrock provide the source of much of our drinking water. The submersion of the land under sea level resulted in the deposit of hydric mineral soils composed of silts and clays, which formed the basis for many of Lincolnville’s present wetlands. Glacial action helped to shape our lakes and ponds, as well as contributing the sand and gravel to our aquifers. See also the Water Resources Map at the end of this Chapter.

#### **LAKES AND PONDS**

**Watersheds:** A watershed defines the water source of water body. As water falls to earth in some form of precipitation, much of it flows downhill to a stream, lake or wetland. Land area from which water flows directly into a lake, stream, or wetland which enters a lake, defines the watershed for that water body.

All or part of the watersheds for nine lakes and ponds in the Mid-Coast area are located in Lincolnville. The following table ranks the lakes and ponds based on the number of direct drainage acres in Lincolnville.

## Lincolnvillev's Watersheds

<b>Lake Name</b>	<b>Drainage area in L'ville</b>	<b>% of drainage area</b>
Norton Pond	5228 acres	97.5 %
Megunticook Lake*	2513	67
Megunticook Lake*	1176	20
Coleman Pond	1225	100
Pitcher Pond	644	14.5
Moody Pond	457	100
Sennebec Pond	303	1
Knight Pond	49	6
Tilden Pond	59	1
Levenseller Pond	32	12
<b>Totals</b>	<b>11686 acres</b>	<b>N/A</b>

\*DEP has divided Megunticook into two watershed basins.

*Source: Maine Dept. of Environmental Protection*

The table above illustrates several important points. First is the interconnectedness of these watersheds to a number of towns in the Mid-Coast region. Surprisingly, they are shared with 10 other Mid-Coast communities. For example, the Tilden Pond watershed covers parts of Belfast, Belmont, Lincolnvillev, Northport and Searsmont. Land-use decisions made in one town can have far-reaching effects on the water quality of a pond in a neighboring community.

The second fact that bears close examination is that lake watersheds cover almost half of Lincolnvillev's 25,000 acres. Precipitation in the remaining area flows into rivers and streams running directly into the ocean. Land use activities within these watersheds can, and do, have far-reaching implications on the water quality of individual lakes.

**Water Quality of Lakes and Ponds:** The following section begins with a general overview of water quality, as defined by the State Department of Environmental Protection, and concludes with a discussion of the water quality for the lakes and ponds located entirely or partially within Lincolnvillev. Megunticook Lake and Norton, Coleman, Pitcher, Moody and Levenseller ponds are discussed in narrative form and have their vital statistics outlined in a table.

The Water Quality Bureau within the Maine DEP has developed a profile on many of the lakes in Maine, including all those located within Lincolnvillev. Water quality categories were developed for use in the Phosphorus Control Program, administered by the Bureau.

Water quality was defined in six categories ranging from “Outstanding” to “Poor/Non Restorable”. An outstanding lake is very clear, with a Secchi Disk visibility of over 30 feet. These lakes have very low algae levels and phosphorus concentrations in the 2-5 ppb (parts per billion) range. At the other end of the scale, a poor non-restorable lake would have poor visibility and a history of extreme algae blooms in the summer.

All of Lincolnville’s lakes and ponds (Megunticook, Coleman, Pitcher, Moody, Levenseller and Norton) are in the “Moderate/Sensitive” category. Clarity is in the 3-8 meter range and they have moderate algae counts. These water bodies are at risk for developing extreme algae blooms because of seasonal fluctuations in flush rate and nutrient levels.

### Statistical Data for Lincolnville's Lakes and Ponds

Name of Lake/Pond	Surface area in acres	Vol. in acre/ft	Mean Depth	Flush rate Per/yr.	Phos. Coefficient	Water quality category	Most recent State Test
Norton	101.3	2549	28	4.3	41.87	Mod/Sensitive	2000
Megunticook Basin 1	837.7	17047	23	2	17.61	Mod/Sensitive	2000
Basin 2	311.3	5778	23	3.8	28.86	Mod/Sen	2000
Coleman	202.6	2542	14	1.1	14.83	Mod/Sen	2000
Pitcher	360.8	4670	16	2.4	6.48	Mod/Sen	2000
Moody	64.2	817	15	12	5.07	Mod/Sen	1990
Leven-seller	37.1	203	6	2.7	.30	Mod/Sensitive	1985

*Source: Maine Dept. of Environmental Protection*

The State Legislature has one classification system for all great ponds. Class GPA waters shall be suitable for drinking water after disinfection, recreation and fishing. Waters with this classification shall have a stable or decreasing eutrophic state. The number of e-coli bacteria may not exceed a mean of 29 per 100 milliliters. All of Lincolnville’s ponds fall into this category. [Standards for Classification for Lakes and Ponds: 38 MRSA 465-A].

In 1999, town voters approved a ban on Jet Skis (personal watercraft) covering Norton, Coleman, Pitcher and Moody Ponds and Megunticook Lake. This will assist in maintaining water quality by removing a source of engine fuel pollution.

**Phosphorus and Development:** The quality of our lakes and ponds depends in part on their phosphorus content, which controls the level of algae production in a water body. Algae are microscopic plants which grow suspended in the open water of the lake or in concentrated clumps around the shallow lakeshore. The abundance of algae in the lake determines the

clarity of the water as well as the amount of well oxygenated, cold water available to cold water fish species (trout and salmon) in the summer months. Low phosphorus concentrations yield clear lakes with plenty of deep, cold water oxygen. Higher phosphorus concentrations cause lakes to be cloudy and oxygen may be severely depleted or eliminated from the deep, cold water in summer months. Very high concentrations cause dense blooms of blue-green algae, which turn the water a murky green and accumulate in smelly, decaying scum along the shoreline.

Phosphorus is typically associated with soil particles and organic matter and it gets into our lakes and ponds in a variety of ways, including through the dissolved phosphorus in rainwater and through groundwater from septic systems around the shoreline. Most of a lake's phosphorus comes from stormwater runoff draining from the lake's watershed to the lake in tributary streams and drainage ways. The amount of phosphorus in the lake depends on what the stormwater runs over on its way to these streams and drainage ways. If the watershed is forested, the phosphorus content will be low because the forest effectively absorbs phosphorus and does not readily release it into the stormwater. However, stormwater draining from developed land - residential, commercial, or industrial - contains a lot of phosphorus. Since the portion of stormwater phosphorus that supports algae growth tends to be associated with small, lightweight soil particles, it is carried very easily and efficiently by stormwater and can be delivered to the lake from anywhere in the watershed. Therefore, in general, the more developed a lake's watershed is, the higher its phosphorus concentration will be.

For lakes with developed or developing watersheds, there are two ways to keep phosphorus low and water quality high: 1) Minimize the existing sources of phosphorus to the lake, particularly from soil erosion in the watershed and from inadequate shoreline septic systems; and 2) Minimize new additions of phosphorus to the lake that will result from residential and commercial growth in the watershed. The DEP provides resources to assist a community in identifying and resolving phosphorus problems. In addition, the DEP has developed a standard by which to limit the amount of phosphorus that a proposed new development can add to a lake and a means by which the development can be designed and evaluated to insure that it meets the standard for that particular lake. It primarily addresses the long-term increase in stormwater phosphorus that occurs when land is converted from forest or field to residential, commercial or industrial development. It does not address the short-term, often catastrophic, increase in stormwater phosphorus which can result from unmitigated soil erosion during the construction process. While the standards will greatly reduce potential long-term impacts on lake water quality, they do not totally prevent phosphorus contribution from the new development, and their implementation alone will not be sufficient to prevent a decline in water quality. To insure that water quality is maintained, new development standards should be applied in conjunction with efforts to reduce or eliminate the already existing sources of phosphorus in the watershed. *Source: Maine Dept. of Environmental Protection.*

**Phosphorus Allocations:** The table below provides information for all of the lakes and ponds that have at least part of their direct watershed in Lincolnville. The last column indicates an estimated per acre phosphorus allocation, in pounds of phosphorus per acre per year for each lake watershed in town. This allocation serves as a standard for evaluating new development proposals. It is applied to the area of the parcel of land being developed to determine how much the development should be allowed to increase phosphorus loading to the lake.

**Per-Acre Phosphorus Allocations for Lincolnville Lakes and Ponds**

<b>LAKE</b>	<b>DDA</b>	<b>ANAD</b>	<b>AAD</b>	<b>GF</b>	<b>D</b>	<b>F</b>	<b>WQC</b>	<b>LOP</b>	<b>C</b>	<b>P</b>
Coleman	1225	125	1100	0.25	275	14.83	Mod-sensitive	M	1.00	0.054
Knights	49	3	46	0.2	9	0.48	Mod-sensitive	M	1.00	0.052
Levenseller	32	5	27	0.25	7	0.3	Mod-sensitive	M	1.00	0.044
Megunticook Basin 1	1176	240	936	0.25	234	17.61	Mod-sensitive	H	0.75	0.056
Megunticook Basin 2	2513	250	2263	0.25	566	28.86	Mod-sensitive	H	0.75	0.038
Moody	457	85	372	0.25	93	5.07	Mod-sensitive	H	0.75	0.041
Norton	5228	700	4528	0.25	1132	41.87	Mod-sensitive	H	0.75	0.028
Pitcher	644	60	584	0.255	149	6.48	Mod-sensitive	M	1.00	0.044
Sennebec	303	30	273	0.2	55	2.71	Mod-sensitive	H	0.75	0.037
Tilden	59	3	56	0.2	11	0.55	Mod-sensitive	M	1.00	0.049

- DDA:** Direct land drainage area in town in acres
- ANAD:** Area not available for development in acres
- AAD:** Area available for development (DDA - ANAD)
- GF:** Growth Factor
- D:** Area likely to be developed in acres (GF x AAD)
- F:** lbs. phosphorus allocated to town's share of watershed per ppb in lake
- WQC:** Water Quality Category
- LOP:** Level of Protection (h=high (coldwater fishery), m=medium)
- C:** Acceptable increase in lake's phosphorus concentration in ppb
- P:** lbs. per acre phosphorus allocation (FC/D)

*Source: Maine DEP 2004*

## **Threat of Invasive Aquatic Plant and Fish Species**

Lincolntonville has recognized the increasing threat of invasive aquatic plant and fish species to Maine's lakes and ponds and has instituted a Committee dedicated to developing an education and prevention program and response plan in the event an infestation is discovered. See *Lakes and Ponds Committee*, below.

When a non-native plant is introduced and becomes established, there is a danger that it will grow unchecked. Because the plant is foreign, there is no natural predator to curb its growth. Vast mats of vegetation can completely displace all other plants; motorboat propellers clog; swimming is near impossible. The water quality rapidly deteriorates from dying or dead plant matter, the oxygen levels drop, and fish spawning grounds are destroyed. The lake begins to smell unpleasant. Property values for waterfront owners decline.

At this time, there are no known effective methods of eradicating invasive aquatic plants that are safe to the environment and financially feasible. Prevention of "hitchhiking" plant particles from entering uncontaminated lakes and ponds can only be achieved by the complete removal of all plant particles from trailers, boats, motors, propellers, anchors and fishing gear.

**Norton Pond and Megunticook Lake:** Although Norton Pond occupies only 133 acres, it drains an area of more than 5,000 acres. Many people consider Norton Pond and Megunticook Lake a series of long fragile ponds. Water is flushed through Norton Pond more than four times a year, quadruple the flush rate of Coleman Pond. The water level of Norton and Megunticook rose substantially in the mid-1800s when owners of the woolen mills dammed the Megunticook River near Molyneaux Road in Camden. A total of 98 cottages are located along the shores of Norton Pond, many very close to the water. Approximately 21% of the cottages are occupied year-round.

Megunticook Lake drains more than 27 square miles in Camden, Hope and Lincolntonville. Approximately one-third of the lake surface is in Camden, a small wedge in Hope, and the remaining 545 acres are in Lincolntonville. There are 74 homes and cottages located along the Lincolntonville shoreline. Approximately 28% are year-round. The Lake also receives the water flushed from Norton Pond. In recent years, boats of all types and sizes have proliferated on the Lake.

The robust real estate market, which has continued since the 1980's, resulted in a substantial number of building permits being issued for new structures, and the renovation and winterization of many older cottages on both Norton Pond and Megunticook Lake.

Norton Pond and Megunticook Lake support a variety of fish, including large and small mouth bass, hornpout, pickerel, white and yellow perch, brown and rainbow trout. Other species include turtles, eels, salamanders and fresh water clams. Fishing is a popular year-

round sport. The lakes are stocked twice a year by the Department of Inland Fisheries and Wildlife in cooperation with local conservation organizations.

**Coleman Pond:** This narrow, horseshoe-shaped pond, located in the Ducktrap River watershed, is 153 feet above sea level and drains 1200 acres, all within Lincolnville. Although it has a surface area of 223 acres, its mean depth is only 14 feet. Its typical width is 700 feet. Of approximately 90 landowners, one third are year-round residents. The flush rate of slightly greater than once a year makes this pond very susceptible to algae growth. At the northeast end there is a four-foot three-inch dam built in 1925. There is a single small, forested island in the north arm of the pond that is used annually by loons as a nesting site. Coleman Pond is fed by springs and two streams. Water flows from the pond into Andrew's Brook, then into Black Brook (itself used intermittently by salmon for spawning and as fry habitat), and then into the Ducktrap River. Water also flows into wetlands southwest of the pond; the wetlands empty into Norton's Pond and Lake Megunticook.

The Coleman Pond Association is very concerned about the introduction of invasive aquatic plant species such as Eurasian milfoil and Hydrilla. These plants would spread very quickly if introduced due to the shallowness of the pond. The Association attempts to educate the lakeside residents and renters about the dangers of invasive aquatic plants through the distribution of a booklet entitled: "A Handy Guide for Shoreside Residents and Visitors to Coleman, Pitcher and Tilden Ponds in the Ducktrap Watershed." In addition, the Association publishes a bi-yearly newsletter and holds an annual meeting. The lack of a public boat launch on Coleman Pond offers some protection from invasive aquatic plants.

The Coleman Pond Association supports Camden Partners in Monitoring, a volunteer group of high school students who test the water for fecal coliform bacteria, dissolved oxygen, pH, transparency, and temperature. CPM collects data at three sites bi-weekly between May and October and has done so for eleven years. They present a yearly report to the Association. They have found that there is a dramatic depletion of dissolved oxygen during late summer, the result of bacterial breakdown of organic matter.

Good water quality is vital to the residents of Coleman Pond for swimming, fishing, recreation and to preserve property values. Water quality is of the utmost importance to the Ducktrap River, one of only eight rivers in Maine in which endangered wild Atlantic salmon spawn and into which water flows from Coleman Pond via Andrews and Black Brooks

**Pitcher Pond:** This serpentine pond stretches for more than two miles in a cleft formed between the towns of Lincolnville and Northport. Its water surface covers 367 acres. Situated at an elevation of 204 feet above sea level, its watershed is located in parts of Lincolnville, Northport and Belfast. It provides one of the three major sources of water to the Ducktrap River. Its water quality indexes are similar to the other ponds, resulting in a rating of Moderate/Sensitive.

The pond is managed for warm water species of fish, similar to the other ponds in Lincolnville. At Kendall Brook dam, a fishway has been built to support the Alewife population. The potential Alewife population for the Pitcher Pond area is 165,550 pounds.

At the present time, there are approximately 120 cottages on the pond, 84 of which are located in Lincolnville. As with other shorefront property in the Mid-Coast region, approximately 90% is being used on a seasonal basis. The cumulative impact of this development could have a deleterious affect on the water quality of the Pond. Another concern of some property owners is the sedimentation being introduced into the Pond from Sucker Brook in Northport. The Pitcher Pond situation graphically illustrates the need for communities to work together on water quality issues.

**Moody Pond:** This pristine pond and its watershed lie entirely within Lincolnville. The pond has an elevation of 348 feet. With a mean depth of 15 feet and a surface area of 61 acres, it is the smallest pond in town. It drains into Marriner Brook, which flows into Megunticook Lake. Inland Fisheries and Wildlife manages the pond for both warm water and cold-water species of fish. Moody Pond is very special in that it has no developed shore frontage. At present four families own the shorefront around the pond. As of 2004, approximately 1200 feet of shore frontage was under conservation easement.

## **STREAMS AND BROOKS**

One of the most important natural resources of Lincolnville is the network of small streams that flow to the wetlands and ponds in town.

**Megunticook and Norton Pond Tributaries:** Five streams in Lincolnville drain a substantial portion of the 9,000 acres of this watershed located in Lincolnville. Clockwise from the West they are: Baird, Wiley, Marriner, Meservey and Brackett Brooks. All of these brooks have their origin in the ring of hills surrounding the Lake. Most have a fairly steep gradient for a distance of 1.5 to 3 miles before leveling off in lowlands. With high levels of dissolved oxygen and cool water temperatures, they provide an excellent habitat for Eastern brook trout. This sensitive fish is an accepted indicator of high water quality. The maintenance of these brooks as sources of clear, cool, highly oxygenated water is critical to the water quality of Megunticook Lake.

Meservey Brook, the largest of these five tributaries, deserves special mention. It actually consists of eight lesser tributaries, which drain the heart of Lincolnville. An indication of the size of the drainage area can be witnessed at Pond Bridge during periods of very heavy rains. It has been reported that flow from this stream has coursed over the roadway, at the ridge, to a depth of 18 inches. The heart of this system is a 500-acre wetland known locally as "The Meadow," which stretches from the "Center" to Coleman Pond. It is the largest Resource Conservation District in Town. It acts as a huge sponge during times of flooding, helping to

stabilize the entire Norton Pond and Megunticook Lake system. Collectively, Meservey Brook and its tributaries run for almost 12 1/2 miles.

In conclusion, these five tributaries and their smaller feeder streams are an integral part of the Megunticook Lake and Norton Pond watersheds. It is imperative that their water quality remains high.

**Ducktrap River and its Primary Tributaries:** The Ducktrap River begins at Tilden Pond in Belmont and flows 9.8 miles to the gravel bar at Ducktrap Harbor. The tide reaches up the river one mile from the harbor. The river has three primary tributaries: Kendall, Black, and Tucker Brooks, which total 9.4 miles in length. The watershed of the Ducktrap River and Harbor is 36 square miles in area, almost entirely a rural landscape of forests, farms, and residences near the roads. The area near the harbor and beside the lowest portion of the river, site of the historic village of Ducktrap, is more densely developed with residences.

The river has a population of wild Atlantic salmon, listed under the Federal Endangered Species Act, which are managed by the U.S. Fish and Wildlife Service, National Marine Fisheries Service, Maine Atlantic Salmon Commission, and the Ducktrap Coalition. This 26-member coalition conducts a broad-based conservation program throughout the watershed, working cooperatively with landowners. In addition to the salmon population, the relatively undeveloped character of the watershed provides excellent habitat for a broad range of wildlife, and the water quality rating of the river, AA, is the highest rating determined by the Maine Department of Environmental Protection.

As of August, 2004, the partner organizations of the Ducktrap Coalition hold 83% of the land along the river and 48% of the land along the three primary tributaries (Sucker, Kendal and Black Brooks) in conservation. These conservation lands protect the water quality of the river and brooks, conserve wildlife habitat, and provide opportunities or public access to natural lands.

**Ocean Flowing Brooks:** Two small brooks drain directly into the ocean. Frohock Brook drains the area between Frohock Mountain and Pendleton Hill, running almost parallel to Route 173. Just before reaching Route 1, it broadens out into a high salt marsh vegetated primarily with Spartina patens, salt meadow grass. This brook occasionally has runs of sea-run brook trout. Great Brook, also known as Clay Brook, drains the South side of Bald Rock and Garey Mountain. It also has occasional runs of sea-run brook trout.

## **SAND & GRAVEL AQUIFERS**

As the last Ice Age retreated, large deposits of unconsolidated material were left by glacial action. This overburden consists of till, sand, gravels and clays. The sand and gravels are derived from non-calcareous, crystalline bedrock. Where the overburden is sand and gravel, the possibility for substantial groundwater deposits exists.

The Maine Geological Survey has mapped sand and gravel aquifers in identifying three sand and gravel aquifers in the northern corner of Lincolnville. As one would expect, all the identified sites coincide with old sand and gravel pits.

One site is located near the northern end of Pitcher Pond and straddles Route 52. A second site borders the Ducktrap River and is located on the Northwesterly side of Route 52. The third identified sand and gravel aquifer is located to the northwest of Clark's Corner between Green Acre Road and Tucker Brook.

Information from the Maine Geological Survey indicates that the yield from the first two sites is between 10 and 50 gallons per minute. It is important to note that the close proximity of one of the aquifers to Pitcher Pond is a good indication of a hydrological connection between the Pond and that aquifer. Where glacial sand and gravel deposits are exposed to the ground surface, recharge to the ground may be as high as 59% of the precipitation falling to earth.

*Note: See the Water Resources Map at the end of this Section.*

## **GROUND WATER**

One of the most important water resources in Lincolnville is its ground water. Simply defined, ground water is all water found beneath the land surface. Ground water is stored in both the overburden and bedrock. Overburden consists of either till (a heterogeneous mixture of clay, stone, sand and gravel) or in glaciofluvial deposits (sand and gravel). The surficial geology map for Lincolnville shows overburden depth ranges from 0, where the bedrock protrudes from the ground, to greater than 50 feet in some areas.

Bedrock in the Lincolnville area consists primarily of igneous rocks (including granite, diorites and pegmatites) and metamorphic rocks (including schist, gneiss quartzite and argillite). Over millions of years the actions of volcanic activity, glaciations and extreme temperature and pressure have caused structural deformation to these rocks, resulting in high fracture areas. Well yields in bedrock depend on the permeability of the fractured rock, as well as the amount of water available from the overburden. The Division of Hydrogeology within the Maine Geological Survey has mapped a variety of hydrologic features in Waldo County. An examination of these maps resulted in the following observations: Depths of bedrock wells in Lincolnville range from under 100 feet to over 400 feet, with the vast majority of wells in the 100-300 feet range. The yield of bedrock wells ranges from less than one gallon per minute to more than 100 gpm. High yield zones in bedrock may follow major fault lines. The mineral content of bedrock wells may contain iron, arsenic, and radon gas.

**Special Ground Water Issues:** Ground water is particularly susceptible to contamination. In various places in the State of Maine, a variety of organic and inorganic compounds have infiltrated into the ground water, making it unfit for human consumption. Lincolnville has had some of these problems:

*Salt Pile Contamination:* The Lincolnville salt and sand pile is located on the south side of Route 235. Prior to construction of the new structure, the salt and sand pile was stored in the open. The rain and snow washing down through the pile leached the calcium chloride into the ground. Test pits dug around the salt pile suggest that the plume of sodium chloride is moving east, away from the road. The Town Office has a filtration system to deal with a high salt content in its water. In 1989, the town bought the Brown residence, located next to the school, as part of an out-of-court settlement over the issue of alleged salt contamination of a well.

*Gasoline Contamination in Lincolnville Center:* There are three known sites of gasoline contamination around Lincolnville Center. Leaking gas tanks at the Center General Store have been replaced and the problem seems to be rectified.

In 1979, a gas tank was removed from the house next to Keryn Laite Sr. The plume from that leak caused problems for some time. There are still test wells in Lincolnville Center which are monitored by the Maine Department of Environmental Protection on a quarterly basis.

In 1984, the Dean & Eugley garage removed some tanks that were thought to be leaking. In 1988, contaminated soil was removed along with a waste oil tank located at the garage. Soil tests in 2000-2001 indicated low levels of contamination, which appear to be attenuating. Three underground gasoline storage tanks were emptied after the garage closed in October 1996.

*Millington Properties Contamination:* Waste oil reclamation at two properties on Thurlow Road and Norton Pond Road between 1974-1987 resulted in soil contamination. From 1997-1999, the Maine Department of Environmental Protection (DEP) coordinated the removal of tanks, drums, batteries, and 317 tons of contaminated soil from the Thurlow Road property. During the same period, a 20,000-gallon tank was removed from the Norton Pond Road site containing 17,000 gallons of petroleum-based waste. DEP sampled ground water at test sites in residential wells in 1998-99 showing an absence of “significant contamination.” In 1999, DEP determined that no soil removal was required for the Norton Pond site due to low contaminant levels. As of July 2005, the Town is negotiating to purchase the Norton Pond Road property for a potential parking area for Breezemere Park.

*Salt Water Intrusion at the Beach:* This phenomenon occurs when denser salt water rises into the lense of lighter fresh water. Sections of the Maine coast with bedrock fractures running at acute angles to the ground surface are very susceptible to this type of contamination. Deep wells, which are pumped frequently and are located over fractures running out under the ocean, can have problems with salt-water intrusion. There have been no recent reports to the town about this problem, but the potential remains.

## **Lakes & Ponds Committee**

In Spring of 2004, the Lincolnville Board of Selectmen created a Lakes and Ponds Committee for the purpose of preserving and enhancing the lakes and ponds within or partially within the town boundaries as well as working to maintain and/or create public access to the lakes and ponds for the enjoyment of the public. A further purpose of this committee is to allow for an exchange of ideas as well as act as a resource to existing efforts of the various lakes and pond associations in preserving and enhancing the natural characteristics and water quality of our lakes and ponds.

The Committee is comprised of residents (either permanent or seasonal) of the Town of Lincolnville and one representative from each of the towns (Northport, Searsport, Hope, Camden) who share a water body with the Town of Lincolnville.

Recognizing that the lakes and ponds within or partially within the boundaries of the community represent a valuable community asset culturally, economically, and socially.

## **Goals & Implementation Strategies**

**State Goal: To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas.**

### ***What has been achieved since 1993 Comprehensive Plan:***

Water is the most valuable resource we possess. Whether locked into the ground or flowing through our streams and brooks, wetlands, lakes or ponds, this resource provides a variety of valuable services to our community. With the exception of some cottage owners taking their water from lakes and ponds, almost every household, business, school and other public facility takes its water from the ground. It is imperative that this most valuable of water resources be protected. The Lakes and Ponds of Lincolnville are some of the most important water resources in the community. Their water quality is fragile and care must be taken to ensure that further degradation does not occur. Our streams and brooks serve as the arterial lifelines to our lakes and ponds delivering clean, cool oxygenated water. The 1991 Lincolnville Shoreland Zoning Ordinance took an important first step in recognizing and safeguarding the value of these brooks and streams. It is, however, only a first step.

In an effort to improve water quality in Lincolnville's lakes and ponds, several steps have been taken: 1) Baseline water quality data has been gathered with regular testing for all lakes and ponds, including through the volunteer organization Camden Partners in Monitoring; 2) Appropriate performance standards for construction adjacent Lincolnville's lakes and ponds were developed with the Land Use Ordinance Section 16K: Septic Waste Disposal for the Shoreland Zone; 3) A Water Resources Committee was formed to study soils and groundwater contamination resulting in the 2004 Feasibility Study by Woodard & Curran Engineers, which includes the identification of suitable land for potential community well sites in or adjacent to densely developed areas such as the Beach or Center; 4) The inclusion of other streams in the Shoreland Zone Ordinance; 5) A plan for the protection of identified aquifers was developed and included in ordinances – all of which specifically address the protection of groundwater; 6) A ban on all jet skis/personal watercraft in Lincolnville lakes and ponds in 1999; 7) Phosphorus management is included in the Site Plan Review and subdivision ordinance.

We must acknowledge that inappropriately situated development, poor construction methods, inadequate erosion control, malfunctioning septic systems, leaking gasoline tanks and leaching salt piles all affect the quality of this most precious resource. Careful use of land is essential to maintaining high water quality.

**Water Resources Goal #1:** To maintain and seek to improve water quality in Lincolnville's lakes and ponds.

**Implementation Strategies:**

- Continue to gather water quality data for all lakes and ponds, encouraging collaboration among Lakes and Ponds Associations in the sharing of data. (Board of Selectmen and Lakes & Ponds Committee, ongoing)
- Continue to support the efforts of Camden Partners in Monitoring. (Board of Selectmen and Lakes & Ponds Committee, ongoing)
- Develop appropriate performance standards for construction adjacent to Lincolnville's lakes and ponds such as septic systems to be designed at a greater than minimum design factor. (Water Resources Committee and Land Use Committee, within two years)
- Encourage frequent visits by the CEO to waterfront construction sites to assist contractors and owners in proper siting and erosion control measures. (Board of Selectmen and CEO, ongoing)
- Educate Lincolnville residents in methods of maintaining satisfactory water quality in lakes and ponds. (Lakes & Ponds Committee, ongoing)
- Encourage permanent erosion control measures on existing roads and driveways. (Board of Selectmen and CEO, within two years)
- Encourage the voluntary correction of malfunctioning septic systems on waterfront property through education and a town application to the Small Community Development Grant Program. (Board of Selectmen, Town Administrator and CEO, within three years)
- Continue to require developers to adhere to best management practices for erosion, sedimentation and storm water control through appropriate ordinances. (Land Use Committee, ongoing)
- Develop a plan to prevent the degradation of the lakes and ponds by invasive plant species or other harmful constituents/pollutants (such as failing septic systems, erosion, etc.) or activities (such as the introduction of non-native fish species). (Lakes & Ponds Committee, within one year)
- Recommend opportunities and programs to enhance lake quality. (Lakes & Ponds Committee, ongoing)
- Promote responsible actions through education and information. (Lakes & Ponds Committee, ongoing)
- Work with neighboring towns that share a water body with Lincolnville to protect and maintain water quality. (Board of Selectmen and Lakes & Ponds Committee, ongoing)

**Water Resource Goal #2:** To maintain the water quality in Lincolnville’s streams and brooks.

**Implementation Strategy:**

- Encourage a yearly visual inspection of the major streams serving their water bodies for the purpose of monitoring their condition. (Board of Selectmen and Lakes & Ponds Committee, ongoing)
- Test water quality from each brook and use as a benchmark for future periodic tests. (Board of Selectmen and Lakes & Ponds Committee, ongoing)
- Identify point sources of pollution and erosion and clean up according to performance standards. (Board of Selectmen and Lakes & Ponds Committee, ongoing)

**Water Resources Goal #3:** To implement the State’s phosphorus control management program in great pond watersheds.

**Implementation Strategies:**

- Encourage individual lake associations to keep current on phosphorus mitigation and to test for and research phosphorus problems. (Board of Selectmen and Lakes & Ponds Committee, ongoing)
- Ensure all ordinances follow state phosphorus guidelines. (Land Use Committee, ongoing)
- Continue to monitor phosphorus through the Land Use Ordinances and Commercial Site Plan Review. (Land Use Committee, ongoing)
- Educate the public about phosphorus issues through press releases. (Board of Selectmen and Lakes & Ponds Committee, ongoing)

**Water Resources Goal #4:** To prevent the introduction of invasive aquatic plants and fish such as Eurasian milfoil, hydrilla and other threats to Lincolnville’s lakes and ponds.

**Implementation Strategies:**

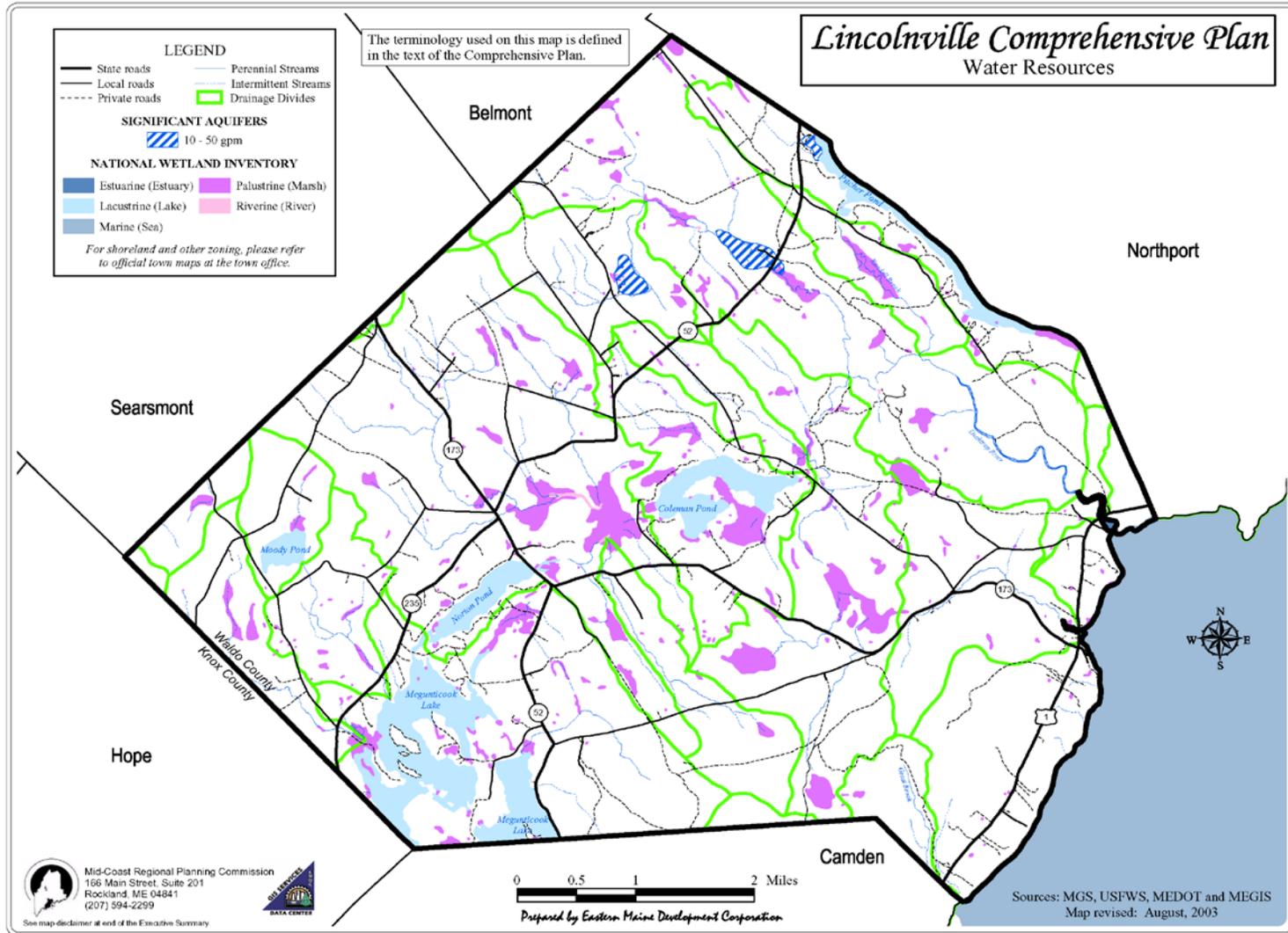
- Develop a plan for the prevention and mitigation of invasive aquatic plants and other threats to Lincolnville’s lakes and ponds. (Board of Selectmen and Lakes & Ponds Committee, within one year)
- Develop an early warning system with integration of State efforts and education of community. (Board of Selectmen and Lakes & Ponds Committee, within one year)
- Develop an action response plan in the event of invasive aquatic plants or other threats are identified in coordination with state guidelines. (Board of Selectmen and Lakes & Ponds Committee, within one year)
- Develop educational materials regarding prevention of invasive aquatic plants and other threats. (Lakes & Ponds Committee, within one year)

**Water Resources Goal #5:** To ensure that the groundwater resources of Lincolnville are adequately protected.

**Implementation Strategies:**

- Develop a database of information on wells in the Center that would assist in an analysis of hydrocarbon infiltration into the ground water and to determine the extent, type and location and source of pollution. (Water Resources Committee, within two years)
- Develop a database of information on wells in the Beach area that would assist in the quantitative analysis of the salt-water infiltration issue. (Water Resources Committee, within two years)
- Continue to explore sources of funding well development to serve as sites for community wells in or adjacent to densely developed areas such as the Beach or Lincolnville Center. (Water Resources Committee, ongoing)
- Encourage the requirement of notification of pesticide/herbicide use within the watershed areas. (Board of Selectmen and Water Resources Committee, within one year)
- Continue to educate the public about regular testing of their wells and other considerations to keep private wells free of contamination. (Water Resources Committee, ongoing)

# Map: Water Resources



## CRITICAL NATURAL RESOURCES

### Inventory & Analysis

#### INTRODUCTION

The natural resources of a community- its scenic views, wetlands, plant and wildlife habitats, and the fish, fowl and animals that live in these habitats and the scenic resources of the area are all part of what makes a town special. The following section will examine the diversity of Lincolnville's natural resources.

#### WETLANDS

The importance of wetland habitats cannot be underestimated. They form an integral part of the natural water system providing a special habitat for a variety of flora and fauna, aiding in flood control, helping to control soil erosion and playing an important role in a variety of other natural functions.

Wetlands serve many functions. Some of the more valuable functions of wetlands are:

- Recharge of groundwater
- Discharge of groundwater
- Flood protection
- Shoreland anchoring
- Sediment trapping
- Nutrient retention & removal
- Food chain support
- Habitat for flora & fauna
- Fire control
- Recreation
- Sites to monitor change
- Preservation of natural heritage

*Source: A Method for Wetland Functional Assessment (Adamus, 1983)*

**Identification of Wetlands:** Maine wetlands are commonly referred to as bogs, marshes, or swamps. Wetlands can be identified in several ways: by soil type, vegetation and degree of flooding. In order for an area to be classified as a wetland, it must meet all three criteria.

Hydric soils are soils that are saturated or flooded for a period of time during the growing season. This flooding interferes with free oxygen access to plant roots, resulting in poor plant growth. In Maine, the Soil and Water Conservation Service has defined wetland soils as being those where the water table is within 12 inches of the surface for two weeks or more

during the growing season. Twelve hydric soils have been identified in Waldo County, many of which are found in wetlands in Lincolnville. See "Hydric Soils Map" at the end of this Chapter.

Another way of recognizing a wetland habitat is through the identification of vegetation. Wetland plants are called "hydrophytes," which means they thrive in an oxygen-poor environment. The State has developed a list of plants that grow in wetlands; the type of wetland can be defined in terms of the various plants growing within it. Among the various plant habitats are salt marshes, inland marshes, bogs, fens, wet meadows, and a variety of forested swamps.

*Source: Maine Wetlands and Their Boundaries (Tiner, 1991)*

The third and perhaps easiest way to identify wetland areas is to study the movement of water. The "hydrology" of a wetland can be identified by flooding or ponding for one week during the growing season, saturation near the surface for more than two weeks or, in coastal regions, periodic flooding by the tide. This type of hydrology promotes the establishment and growth of hydrophytic plants.

**Wetland Maps:** There have been a number of maps created by State and Federal agencies showing wetlands within the town of Lincolnville. The most recent map, The National Wetlands Inventory Map, attempts to show wetlands as small as one to three acres. At the State level, the Geological Survey has produced the Maine Inventory of Freshwater Wetlands Map, which identifies non-forested wetlands of 10 acres or larger. The Department of Inland Fisheries and Wildlife has identified and rated wetland habitats important to various waterfowl and wading birds on a topographical map.

**Regulation of Wetlands:** In 1987, the Maine Legislature passed the Natural Resources Protection Act. Wetlands protected under this law include both coastal and fresh-water wetlands. The fresh water wetlands have to be more than 10 acres in size or, if less than 10 acres, be located adjacent to a surface body of water that, in combination with the wetland, is greater than 10 acres in size. This law, and the rules derived from it, was the model for the wetlands sections in the Guidelines for Municipal Shoreland Zoning Ordinances, as amended, published by the Department of Environmental Protection, and adopted as part of the Lincolnville Land Use Ordinance, as amended.

It is estimated that Lincolnville has more than 250 wetlands. The major wetlands basins are Mullins Bog, which flows into Megunticook Lake, the "meadow" which flows into Norton Pond, and the wetlands associated with Ducktrap Stream and its tributaries. The Lincolnville Conservation Commission has researched and recommended a number of wetland areas for inclusion in the Resource Conservation District of the Lincolnville Land Use Ordinance. These recommendations have been adopted into that Ordinance.

## SIGNIFICANT PLANT HABITATS

Lincolntonville is fortunate to have a wide diversity of natural landscapes. Elevation, soil profiles, and exposure to sun, wind, and salt, all play a part in providing an ecological setting for a host of natural communities. The Natural Heritage Program has defined a “natural community” as “An assemblage of interacting plants and animals cutting across the landscape in which the effects of human intervention are minimal.” For example, the Ducktrap River watershed has a variety of different natural communities within its boundaries: upland bogs with hydric soils and hydrophyte plants, the passage at the base of Ducktrap mountain where the river pitches steeply over exposed bedrock, and the estuarine communities where fresh and salt water mix. These different natural communities combine to form a larger “ecosystem”.

Significant plant habitats include those areas where threatened, endangered or rare plant species live. The two State programs, Natural Heritage and Maine Natural Areas Programs have been merged into one which provides information on the condition and location of rare plant species and areas critical to support those species. Such sites are located throughout Lincolntonville and appear on the map entitled: "Critical Habitats."

In the context of this section, “rare” refers to plant species that meet one of the following four criteria: species at the limit of their range, species with a small natural range, species requiring a habitat scarce in Maine, and finally, species that are declining due to a variety of reasons.

Lincolntonville has a variety of habitats that are very special either because the species found in these locations are rare in this part of Maine or the aggregation of species indicates unique ecological conditions, particularly with respect to soils. Several areas deserve special consideration: Moody Mountain, The bog between Knight and Pitcher Ponds, the wetland between Norton and Coleman Ponds, Black Pond and Megunticook Mountain near the Camden line.

**Moody Mountain:** The flora on Moody Mountain is significant because it differs from the surrounding area. This is primarily attributable to the limestone found in this spot. On the southwest side of the notch and in the hollow and ridge above, the following rare, native plant species are found:

<u>Viola pubescans</u>	downy yellow violet
<u>Dicentra canadensis</u>	Dutchman’s breeches
<u>Hepatica americana</u>	hepatica
<u>Claytonia caroliniana</u>	spring beauty

**Megunticook Mountain:** On the Talus Ledges located below Maiden Cliff and the Millerite Ledges, lime outcroppings also provide an ideal habitat for certain lime-loving species.

**Deny Mountain:** The Eastern slope of this mountain contains limestone. The following lime-loving species live in this habitat:

<u>Ostrya virginiana</u>	hop hornbeam
<u>Ranunculus abortivus</u>	small flowered crowfoot
<u>Hepatica americana</u>	hepatica
<u>Geranium robertianum</u>	herb Robert

As previously mentioned, Lincolnville has approximately 250 wetlands. One of the more special is the bog located between Pitcher and Knights Ponds. This quaking bog is home to various species of plants found in both northern and southern bogs. The following rare species can be found there:

<u>Pogonia</u>	orchid
<u>Calopogon</u>	orchid
<u>Arethusa</u>	orchid
<u>Chamaecyparis thyoides</u>	southern Atlantic white cedar

**Lake Megunticook:** In the cove north of Balance Rock, the following unusual species are found:

<u>Rhexia virginica</u>	Meadow Beauty
<u>Gratiola aurea</u>	Golden Hedge Hyssop
<u>Sagittaria subblata</u>	Arrowhead

**Ducktrap River:** This stream and its tributaries, Black and Kendall Brooks, contain unique natural communities. Much of this land, either because of its inaccessibility or swamp-like nature, has remained relatively undisturbed since colonial times. It serves as a natural preserve for a variety of plant and animal species. Among the uncommon plants found in this environment are:

<u>Trillium cernuum</u>	nodding trillium
<u>Laportea canadensis</u>	wood nettle
<u>Panax trifolium</u>	dwarf ginseng

**Coleman Pond:** The wetland complex at the south side of Coleman Pond, along with adjacent upland areas, support a wide variety of natural communities characteristic of this region in a relatively compact geographical area, as they are relatively undisturbed and represent wetland types typical of this region, free from roads, houses, and other development. In addition, the rare species of Decodon verticillatus has been found near Black Pond.

## SIGNIFICANT WILDLIFE HABITATS

In 1988, the Legislature amended Maine's Endangered Species Act, by adding essential habitat protection. "Essential habitats" are areas that provide physical and biological features essential to the preservation of "Endangered" and "Threatened" species in Maine. Bald Eagle nest sites are the only areas currently designated as "Essential Habitats."

"Significant Wildlife Habitats" are defined by the Natural Resources Protection Act to include habitats for:

- Species on State and Federal Endangered Species lists;
- High- and moderate-value deer wintering areas;
- Shorebird nesting and feeding areas;
- Seabird nesting areas;
- Spawning areas for Atlantic sea run salmon.

As of 2001, the State had 19 wildlife species on its "Endangered Species" list: nine birds, three reptiles, six insects and the wild Atlantic salmon. Endangered species are in immediate danger of eradication. The bald eagle is one of the birds identified. The State has reported that bald eagles occasionally use the Ducktrap River in spring and summer as a foraging area. Nesting bald eagles have also been observed on Megunticook Lake. Moreover, as noted in the Water Resources Section of this Inventory, the Ducktrap River is home to a population of endangered wild Atlantic salmon.

Since 1997, the State had 16 wildlife species on its "Threatened Species" list. These are species that will become endangered if current populations continue to decline. The spotted turtle is one of the "Threatened Species." There was an unconfirmed spotted turtle sighting in Levenseller Pond in 1988. In addition, two rare species of dragonflies make their home in Lincolnville: the Ebony Boghaunter and New England Bluet.

In addition to the endangered and threatened species mentioned above, the Department of Inland Fisheries and Wildlife has developed a species list of mammals, birds, reptiles, amphibians and fish that are likely to be found in Waldo County. The 30 mammals range in size from shrew to moose. Among the less common species observed locally, particularly in the Ducktrap watershed, are fisher, otter, moose, mink, muskrat, black bear and coyotes. There have also been numerous sightings reported of large cats with long sweeping tails believed to be mountain lions.

The Department of Inland Fisheries and Wildlife has identified three deer wintering areas in Lincolnville. Two are located on the southern side of Moody Mountain and one on the southwest slope of Ducktrap Mountain.

**Birds:** In addition to the bald eagle, 57 individual bird species as well as 17 families of the more common types of birds have been identified as likely to be found in Waldo County.

As part of the program studying Significant Wildlife Habitats, the Department of Inland Fisheries and Wildlife has identified 15 Waterfowl and Wading Bird Habitats in Lincolnville. Waterfowl include loons, ducks and geese, while wading birds include bitterns, herons, egrets, ibils, rails, coots and moorhens. These 13 habitats are closely associated with the ponds and wetlands system in Lincolnville. Seven of the habitats are located along the Ducktrap and its tributaries. One is located in the bog between Pitcher and Knight Ponds. One is located in the Quarry Island area of Coleman Pond. Six are located in the wetlands associated with the Norton Pond watershed. Four are located in wetlands associated with the Megunticook watershed.

*Note: Please refer to the “Environmentally Sensitive Areas Map” for the location of Identified habitats In Lincolnville.*

### **Maine Natural Areas Program**

The Maine Natural Areas Program (MNAP) is administered by the State Department of Conservation. The program includes Rare and Unique Botanical Features and Registered Critical Areas as defined by state and federal authorities. The Registered Critical Habitats in Lincolnville are shown on the map compiled by MNAP at the end of this Chapter.

Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. The Maine Natural Areas Program has documented the rare and unique botanical features shown in the table below for Lincolnville. Explanations for the abbreviations used follow this table.

**Rare or Exemplary Botanical Features Documented in the Town of Lincolnville**

<b>Scientific Name (Common Name)</b>	<b>Last Seen</b>	<b>State Rarity</b>	<b>Global Rarity</b>	<b>Legal Status</b>	<b>Habitat Description</b>
<i>SISYRINCHIUM MUCRONATUM</i> (MICHAUX'S BLUE-EYED-GRASS)	1955	S2	G5	SC	Meadows, fields, sandy places, woods.
SPRUCE-FIR-BROOM-MOSS (LOWER ELEVATION SPRUCE-FIR FOREST)	1996	S4	-	-	Red spruce dominated forests of low to moderate elevations. Soils are acidic and usually rocky and well-drained. The herbaceous and bryoid layers are somewhat sparse and depauperate, except for patches of tree regeneration.
SPRUCE-LARCH WOODED BOG (BLACK SPRUCE BOG)	1996	S4	G3/G5	-	Forested sphagnum peatland community dominated by dense, though sometimes patchy, <i>Picea mariana</i> and <i>Larix laricina</i> . Lack of available nutrients makes the trees slow growing and generally under 40 feet tall.
IRONWOOD-OAK-ASH WOODLAND (OAK-ASH WOODLAND)	1996	S3	G3/G5	-	Partly forested to sparsely vegetated slopes and low ridges, with thin soils over loose circumneutral bedrock or talus. Can grade to almost closed canopy on lower slopes.
<i>ALLIUM TRICOCCUM</i> (WILD LEEK)	2002	S3	G5	SC	Rich hardwood forests, usually alluvial.

<b>Scientific Name (Common Name)</b>	<b>Last Seen</b>	<b>State Rarity</b>	<b>Global Rarity</b>	<b>Legal Status</b>	<b>Habitat Description</b>
HARDWOOD RIVER TERRACE FOREST (UPPER FLOODPLAIN HARDWOOD FOREST)	2002	S2	-	-	Mostly-closed canopy forests adjacent to rivers, with sugar maple or red oak usually dominant in a mixed canopy; less frequently, yellow birch or green ash may be dominant. The herb layer is diverse and features a mixture of wetland and upland species.

*Source: State of Maine Department of Conservation*

**State Rarity Ranks**

- S1** Critically imperiled in Maine because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the state.
- S2** Imperiled in Maine due to rarity (6 - 20 occurrences or few remaining individuals or acres) or other factors making it vulnerable to further decline.
- S3** Rare in Maine (on the order of 20-100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- SH** Occurred historically in Maine, and could be rediscovered; not known to have been extirpated.
- SU** Possibly in peril in Maine, but status uncertain; need more information.
- SX** Apparently extirpated in Maine (historically occurring species for which habitat no longer exists in Maine)

**Global Rarity Ranks**

- G1** Critically imperiled globally because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- G2** Globally imperiled due to rarity (6 - 20 occurrences or few remaining individuals or acres) or other factors making it vulnerable to further decline.
- G3** Globally rare (on the order of 20 - 100 occurrences).
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.

*Note: The Nature Conservancy determines global ranks.*

**State Legal Status**

*Note: State legal status is according to 5 M.R.S.A./13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of*

*Maine's endangered and threatened plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.*

- E ENDANGERED:** Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.
- T THREATENED:** Rare and, with further decline, could become endangered; or federally listed as Endangered.
- SC SPECIAL CONCERN:** Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE POSSIBLY EXTIRPATED:** Not known to currently exist in Maine; not field verified (or documented) in Maine over the past 20 years.

### **Federal Status**

- LE** Listed as Endangered at the national level.
- LT** Listed as Threatened at the national level.

### **SCENIC VIEWS**

Among Lincolnville's most valuable and important resources are its scenic resources. Lincolnville's identity; how it sees itself as a community and how it is seen by the many visitors who pass through it, has much to do with the extraordinary quality and number of scenic views within its boundaries. Breathtaking panoramas of the bay and islands can be viewed from the mountains. The mountains and hills, next to ponds, lakes and rivers, are the backdrop to a countless variety of significant views. The views can be from the roads, by the side of a lake or river, along one of its beaches, or looking inland from a boat on the bay. Note: Please refer to the "Scenic View Map" for the locations of Lincolnville's identified scenic views.

## **Goals & Implementation Strategies**

**State Goal: To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.**

### ***What has been achieved since 1993 Comprehensive Plan:***

The preservation of critical natural areas in Lincolnton is important in maintaining the Town's rural character and much has been done to achieve this since 1993 in the way of mapping and future land use controls. There are resource protection districts; there are natural resource controls in the Shoreland Zone and Site Plan Review sections of the Land Use Ordinance, and the subdivision ordinance is currently under revision.

In addition, the Ducktrap River waterway is a unique and valuable resource to the town of Lincolnton and much has been done to establish a wildlife corridor around it. Due to efforts of the Coastal Mountains Land Trust, the Ducktrap Coalition, and Lincolnton's Conservation Commission, the Ducktrap River is 83% protected with its streams and tributaries 48% protected, including Black, Tucker and Kendal Brooks. In addition, significant progress has been made to establish a trail system within this corridor and additional trails along the river are planned. Moreover, while new road construction is not allowed in Resource Protection zones, the corridors outside those zones remain unprotected to such construction.

Much has been done to protect wetlands for health, safety and welfare of the citizens of Lincolnton as these were identified and mapped in detail by the state. This provides valuable guidance to local landscapers.

The process of mapping significant and scenic views is ongoing. Better methods of inventorying and mapping scenic views are still developing. Yet the importance of collecting this data should not be diminished, as they are one of Lincolnton's most valuable assets and must be preserved. For example, the approval in 2001 of the proposed development at Munroe's Field along Route 1 was contingent upon the inclusion of a scenic view easement in the plan. However, this limited easement is not a good example of scenic view preservation and it underscores the need for better methods. Some standards regarding scenic views are included in Site Plan Review and will also be included in the new subdivision ordinance. Efforts to protect Lincolnton's scenic views are ongoing.

**Critical Natural Resources Goal #1:** To preserve identified critical natural resource areas.

**Implementation Strategies:**

- As future critical natural resource areas are identified, they should be inventoried, mapped and appropriately protected. (Conservation Commission, ongoing)
- Continue to strengthen critical natural resource area preservation measures in Land Use and Subdivision Ordinances. (Board of Selectmen and Land Use Committee, ongoing)
- Map trees of historic significance. (Tree Warden, ongoing)

**Critical Natural Resources Goal #2:** To continue to establish and maintain a wildlife corridor around Ducktrap River and mountain.

**Implementation Strategies:**

- Provide access to traditional outdoor recreational opportunities on private protected properties and the creation of conservation easements and purchase of lands for conservation by member organizations of the Ducktrap Coalition along the corridor and mountain. (Recreation Commission, Land Trusts, ongoing)
- Continue to discourage through roads in the Corridor. (Land Use Committee, ongoing)
- Using the same strategies as those used to establish the wildlife corridor, protect streams and tributaries flowing into the Ducktrap River. (Land Use Committee, Conservation Commission, Land Trusts, ongoing)
- Support the River Keepers in their efforts to monitor the Ducktrap River. (Conservation Commission, ongoing)

**Critical Natural Resources Goal #3:** Continue to protect wetlands for the health, safety and welfare of the citizens of Lincolnville.

**Implementation Strategies:**

- Make available new data from the Water Resources Committee Feasibility Study on the wetlands mapping, including recommendation for future well sites. (Water Resources Committee, within six months)
- Continue to monitor wetlands for the health, safety and welfare of the citizens of Lincolnville. (Water Resources Committee and Conservation Commission, ongoing)
- Assure that the mapping is consistent with existing data as provided through the Feasibility Study and state agencies. (Water Resources Committee, Conservation Commission and CEO, ongoing)
- Make wetlands map available to property owners and developers and encourage them to note these areas on their plans. (CEO, ongoing)

**Critical Natural Resources Goal #4:** To protect the citizens of Lincolnville from any future public or private nuisance which may result from the extraction of mineral deposits.

**Implementation Strategies:**

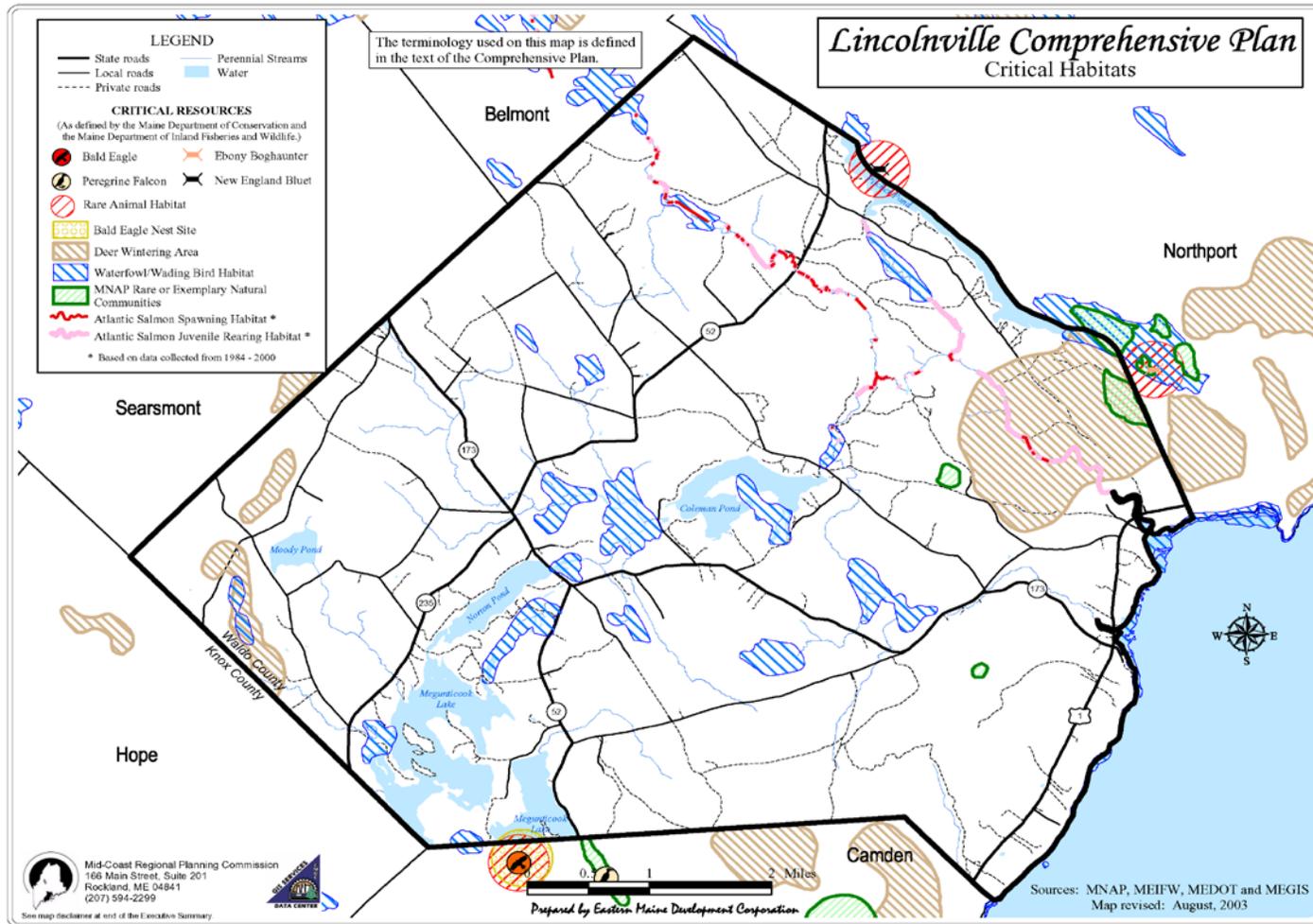
- Encourage the development of standards for the extraction of mineral deposits from Lincolnville soils. (Land Use Committee, within two years)

**Critical Natural Resources Goal #5:** To protect significant scenic views.

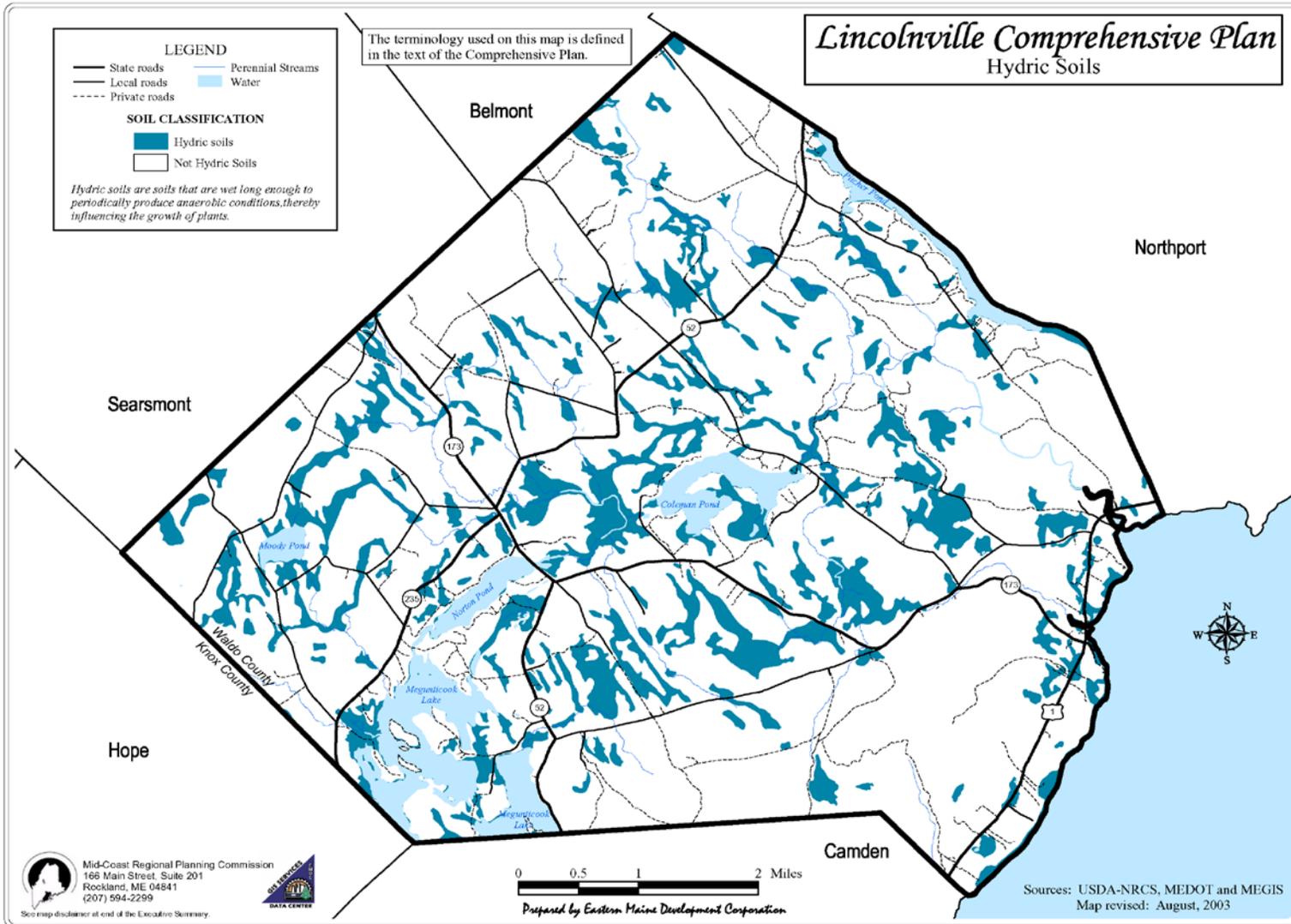
**Implementation Strategies:**

- Catalogue the present inventory shown on the Scenic Views Map and create a textual description of the scenic views in accordance with state procedure. Add to the Inventory Section of this Plan. (CEO, Conservation Commission and the Comprehensive Plan Review Committee, within one year)
- Continue to identify, inventory, and map additional scenic views. Create separate overlay maps to inventory the views. As methods of mapping and inventorying scenic views improve, the maps should be improved and brought up to date. Views from the major roadways should be included with views from the mountains and hills; significant views of ponds, lakes, and rivers; views of the bay from strategic vantage points; and significant views of the historic village areas; each as separate overlay. (Conservation Commission and Comprehensive Plan Review Committee, ongoing)
- Create standards that will limit or reduce the impact of development in the high priority scenic corridors. (Land Use Committee, within one year)
- Recommend scenic easements of high priority views. (Planning Board, ongoing)

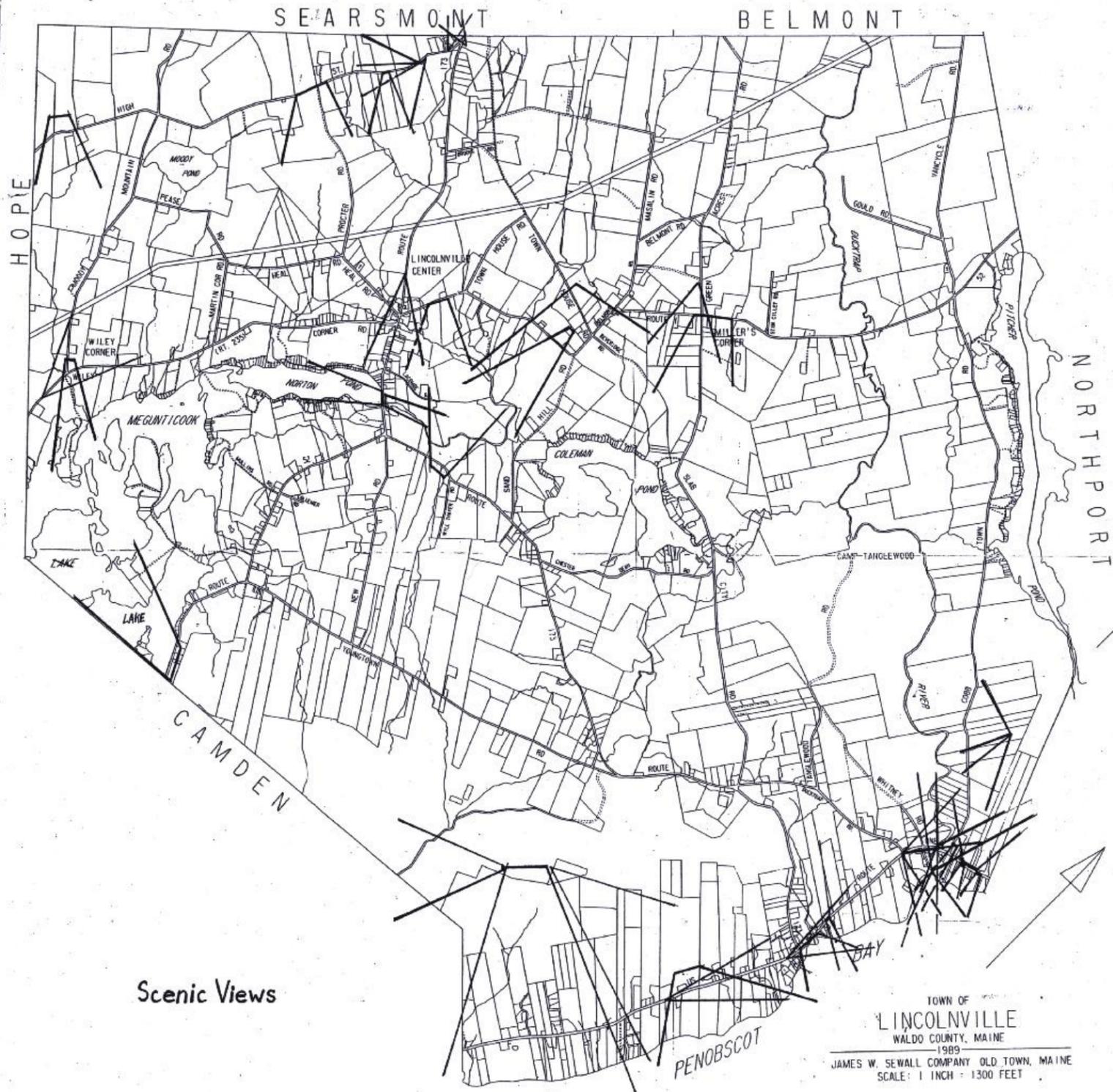
# Map: Critical Habitats



# Map: Hydric Soils



Map: Scenic Views



TOWN OF LINCOLNVILLE  
COMPREHENSIVE PLAN  
CRITICAL NATURAL RESOURCES: INVENTORY--SCENIC VIEWS MAP

This document is the Scenic Views Map adopted by the Town of Lincolnville on June 21, 1993, as part of the Comprehensive Plan, and referred to in the Commercial Site Plan Review Ordinance proposed for adoption at the June 13/20, 2000 Annual Town Meeting.

We hereby certify this a true copy of the Scenic Views Map.

Given, under our hands at said Lincolnville, Maine, this 30th day of May 2000.

*Walter J. Simmons* Chairman  
*Virginia L. Thorndike* Vice Chairman  
*Charles G. Boetsch* Secretary  
*Betty I. Johnson*

Leroy E. Underhill

**SCENIC VIEWS**

Among Lincolnville's most valuable and important resources are its scenic resources. Lincolnville's identity, how it sees itself as a community, how it is seen by the many visitors who pass through it, has much to do with the extraordinary quality and number of scenic views within its boundaries. Breathtaking panoramas of the bay and islands can be viewed from the mountains. The mountains and hills, next to ponds, lakes and rivers, are the backdrop to a countless variety of significant views. The views can be from the roads, by the side of a lake or river, along one of its beaches, or looking inland from a boat on the bay.

Methods of inventorying and mapping scenic views are still in their infancy. Yet the importance of collecting this data should not be diminished. They are one of this town's most valuable assets.

The process of mapping views should be ongoing. The following map includes many but not all of the town's significant scenic views. Many of the views overlap each other. The three separate colors were used to achieve some clarity in mapping. They indicate views that are in opposite directions of others.

TOWN OF  
**LINCOLNVILLE**  
WALDO COUNTY, MAINE  
1989  
JAMES W. SEWALL COMPANY OLD TOWN, MAINE  
SCALE: 1 INCH = 1300 FEET

## **AGRICULTURAL & FOREST RESOURCES**

### **Inventory & Analysis**

#### **INTRODUCTION**

Agricultural and forest resources were the foundation upon which much of Lincolnville was first settled. Over the centuries, these resources nurtured and supported countless generations of Lincolnville families. Although today's resources do not support the number of family groups that were supported a century ago, Lincolnville's forest and agricultural resources do provide a significant dimension to the quality of life experienced by many of today's Lincolnville residents. This inventory will be divided into three main sections: agricultural resources, forest resources, and combined issues such as tax laws and the economic vitality of the resource which affect both forest and agricultural questions.

#### **AGRICULTURAL RESOURCES IN LINCOLNVILLE**

**History of Farming in Lincolnville:** From Lincolnville's incorporation in 1802 until quite recently, most of its citizens were sustained by agriculture. In the early days, land was cleared, hay harvested for livestock, and small fields of corn and oats and wheat were sown. There were reportedly periods during the 1800s when Lincolnville shipped grain from the Beach and the Trap to distant ports. Almost all farms had a small orchard and garden. As history unfolded through the 19th and early 20th century, Lincolnville's agriculture grew, with occasional setbacks from war, embargo and weather. The embargo of 1807 worked a great hardship on many Lincolnville farmers. The War of 1812 was a difficult period with the ever-present danger of British raiding parties. In 1816, summer never arrived. Frost came every month that year, spelling disaster to farmers. Throughout the first half of the 19th century, most of Lincolnville's farmers existed on a subsistence level.

After the Civil War, the farmers of Lincolnville started to venture into the production of cash crops. Canneries were set up in Hope and Union. Lincolnville farmers produced dry beans, squash, and other vegetables for the canneries. Despite these ventures into self-reliance, the century closed with a continued loss of farmers to richer agricultural regions to the West.

In the 20th century, farmers searched for new markets for cash crops. There was a demand for fresh strawberries, which were shipped to urban markets from the Beach. A veal calf market developed with an abattoir in Belfast. Although blueberries were first canned in Maine around the time of the Civil War, commercial production in the Mid-Coast area really did not take off until the 1920s.

In the 1930s, an improved road system, tanker trucks and the introduction of electricity all contributed to the development of farms devoted to milk production. As late as 1970, there were still five dairy farms in Lincolnville. By 2004 there was just one. In addition to

revitalizing an old farm, the young farmer is growing feed corn for his herd in fields that had been unproductive for many years.

There is marginal protection for the small New England dairy farmer in the current pricing system via the New England Dairy Compact. Waldo County lost five of its remaining dairy farmers in the first months of 2002 when that compact was allowed to lapse for several months before Congress renewed it. In addition to rising property taxes and pressure from development, our dairy farmers are under pressure from national and international competition, all combining to make it harder to stay in business.

In the 1940s, a pullet industry was developed. Farmers were given young chicks, raising them and keeping the laying hens. On some farms up to 4,000 eggs a day were collected. In the 1950s the broiler industry developed, with Belfast advertising itself as the ‘Broiler Capital of the World’. Chicken barns peppered the landscape in Lincolnville and other Waldo County towns. The broiler industry collapsed in the early 1980s, a victim of market economics. Attempts in the early 1990’s to revive the industry were not successful.

It is important to realize that changing economic conditions resulting in the loss of market share remain a common thread running throughout the history of Lincolnville’s agricultural enterprises. These influences are, in the early part of this century, global as well as regional and national in nature. Influenced by local economic dynamics, small individual growers residing in Lincolnville are responding to the increasing demand for locally grown produce and a growing number are involved in home-based sales offering both food and flowers. A business specializing in hydroponics in an attempt by a local grower to extend the marketing season, and to create a year-round business. Sales began in early 2002, and the products of this enterprise have been very well received. Another hydroponic enterprise came before the Planning Board in 2005

**Agricultural Soils:** Soils form the foundation of any agricultural enterprise. The Soil Conservation Service, an arm of the U.S. Department of Agriculture, conducted fieldwork for the Waldo County Soil Survey in 1967-68. This work formed the basis for the Waldo County Medium Intensity Soil Survey, published in 1981, which identified 14 prime farmland soil types in Waldo County. Most of these prime soils are fairly well drained and all have slopes between 0% and 8%.

**Prime Farmland** is one of several kinds of important farmlands defined by the U.S. Department of Agriculture. Identification of prime farmland is a major step in meeting the Nation’s needs for food and fiber. Development threatens the irreversible conversion of farmland to other uses. Recognizing that land use cannot remain static and our state is becoming more urban, it seems reasonable that conversion of agricultural land should be based on the quality of our soils. Soils can be rated in terms of their ability to grow agricultural crops. Obviously some soils in Maine are much more valuable for agriculture than others.

The U.S. Department of Agriculture defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources, and farming it results in the least damage to the environment. Prime farmland is a limited strategic resource. No more of it is being created.

**Additional Farmland of Statewide Importance** is land, in addition to prime and unique farmlands that is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Criteria for defining and delineating this land are to be determined by the appropriate State agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable. In some States, additional farmlands of statewide importance may include tracts of land that have been designated for agriculture by State law.

The majority of prime farmlands are located in the northern part of Waldo County. Due to Lincolnville's poorer soils, only a small percentage of Lincolnville's 25,000 acres could be considered prime farmland. See "*Prime Farmland Soils Map*" at the end of this Chapter.

**Weather Information:** Lincolnville is fortunate to have rainfall evenly distributed throughout the growing season. Seasonal variations do occur, sometimes resulting in very dry summers. Yearly precipitation averages over 48 inches. The growing season in Lincolnville can vary greatly from place to place, as well as year to year. Elevation, proximity to the ocean and cool low spots can influence the length of a growing season. The Belfast recording station reported there is a probability of at least 130 frost-free days in nine out of 10 years. Suffice it to say that the data recorded shows a sufficient rainfall and growing season for most temperate crops. However, a severe drought beginning early in the year 2000 had a negative effect on hay and grass crops, and on blueberry production. Spring rains in 2003 and 2004 appear to have alleviated the low water conditions. The cold rainy season, however, has had an adverse effect on the apple crop in recent years in the midcoast region.

**Agricultural Inventory:** The change in agriculture during the past 40 years has been striking. Almost no one living in Lincolnville in 2005 earns his or her living exclusively from agriculture.

While the percentage of agricultural land in Lincolnville is not high, the sense of 'place' that these hay fields, blueberry outcroppings and other agricultural settings provide to the community cannot be underestimated. Cattle, horses, donkeys, sheep, llamas, and ponies are kept on a small scale by their owners. Here again, these small herds of animals contribute to a sense of balance to the Lincolnville Community. Since the late 1990's there has been a visible growth in the conversion of farmland to the hobby of keeping riding horses. While

not a traditional agricultural use of farmland property, it serves the purpose of keeping land open for the grazing of horses and the production of hay. This pasturage helps create the rural atmosphere that Lincolnville's residents so strongly support in every survey that has been conducted.

Kelmscott Farm, a unique addition to global agriculture, was centered in Lincolnville. The Kelmscott Rare Breeds Foundation was a non-profit organization dedicated to the preservation of rare and endangered breeds of farm animals, especially sheep, workhorses and pigs. The farm itself was open to the public and many area schools used the facilities for educational purposes. Kelmscott worked with breeders around the world to ensure that breeding stock of endangered farm animals is maintained, and in early 2002 made national news with the announcement of the birth of two piglets using the cloning process. Kelmscott Farm ceased operation and closed in December 2003.

Another relatively new addition to the agricultural base in Lincolnville is the Cellar Door Winery, a winery and Bed and Breakfast Inn. Located on a piece of prime farm land on middle Youngtown Road, the winery reclaimed idle farmland and provides a working example of the modern agricultural model – value added to products. The Youngtown Inn, former homestead of Lincolnville's Young family, is returning in part to its agricultural roots with the addition of a vineyard. The current owner, applying his French heritage to an old Lincolnville farm, plans on using the wine produced here in his restaurant.

Lincolnville has seen a recent growth in farm stands selling everything from organic produce to eggs and flowers. These small ventures are an important addition to a town lacking in shopping facilities. There is also an organic apple orchard off the Masalin Road – one of the first in Maine – that offers apples and fresh pressed apple cider.

In the past few years, three of the largest Christmas tree growers in town have converted their lands to housing lots. While one still manufactures wreaths, the owner now buys most of the fir tips from Washington County harvesters. There remains only one large producer of wreaths who ships the products nationwide and two Christmas tree farms in Lincolnville – one of them specializing in organically grown trees.

Although Lincolnville is not one of the major blueberry-producing towns in the Mid-Coast area, its blueberry production does contribute to the town's economic vitality. As a bi-annual crop, if approximately 139 acres of blueberries are harvested each year in Lincolnville with an average yield of 2,000 lbs per acre at an average price of 40 cents per lb., then the gross income from the crop is \$111,200. Yield and field price can vary considerably from year to year. Over the last 10 years the field price has ranged from 23 to 52 cents per pound. At the present time there are no operating facilities in Waldo or Knox counties for freezing, canning or processing, other than for fresh-pack berries.

One Lincolnville resident is in the forefront of managing blueberries organically, a practice that may have an impact on the ability of growers to survive in this area. In the mid-coast region in particular, there has been a great deal of conflict between the owners of new homes

on or adjacent to blueberry barrens, and the owners and managers of these fields. Traditional methods of management involve the heavy use of pesticides and herbicides which are often applied by helicopters. Neighbors are wary of these practices, and in some cases, the very presence of these houses prohibits the land managers from applying the chemicals at all. As growth and development put people on lands in such close proximity to productive fields, organic management of the crop may help resolve these conflicts and allow the barrens to remain in production as the growth continues.

There is currently one cranberry grower on the Heal Road in Lincolnville. The product is fairly new to Maine and still suffering from market variables. There is one maple sugar producer in town, also located on the Heal Road. Maine has seen its maple sugar business boom as the quality of the product has improved, and Maine Gold, a successful international shipping business in Rockport, is providing a growing market for regional maple sugar producers.

Hay remains a constant commodity, and is an important local crop. It has only been in the past few years that development of farmland into house lots has been the leading cause of the loss of productive farmlands in this area. Prior to that, the greatest amount of land was lost to production because it was no longer mowed, grazed or tilled, and was allowed to grow to trees. Lincolnville residents are fortunate that the owners of these hay fields know the importance of keeping them in production.

All in all, there is still valuable farmland in Lincolnville, and there is a growing interest in protecting that particular land for agricultural purposes. With luck, the desire of the people of Lincolnville to protect the rural atmosphere in their town will help preserve this land for future farming entrepreneurs.

## **FOREST RESOURCES**

**History:** The early settlers of Lincolnville found a thickly forested landscape, which was slowly cleared for pasture, hay fields and gardens. As the lime industry developed in the Mid-Coast area during the 1820s, Lincolnville forests were cut for cordwood needed to fire the kilns. By the 1870s much of Lincolnville had been cut over, like many towns in the area. The lime trade also gave rise to the cooperage industry. A number of farmers spent part of the winter months fashioning wooden barrels to be sold for the shipment of lime. 70% of Lincolnville is now covered with forest as the farmlands ceased to be maintained. *See Land Cover Map in the Existing Land Use Chapter.*

**Prime Forest Soils:** The Soil Conservation Service defines prime forest soils as those capable of growing wood at an economic and productive growth rate for a given tree species. Soils with a rating of medium, high or very high are considered prime forest soils. Of the 73 soil groups in Waldo County, 11 are rated very high, 42 are rated high and 14 are rated medium. This brings the total of prime forest soil groups to 67. About the only soils that are

not in the prime groups are the very rocky Masardis soils and the mucky Searsport and Swanville group.

**Inventory:** It is estimated that 70% of Lincolnville’s land area, exclusive of water, is forest covered. This would round out to approximately 17,500 acres. Tanglewood and the Lincolnville section of the Camden Hills State Park occupy a substantial portion of this total, approximately 2,200 acres. Woodsmen who derive part of their living from wood harvesting operations in Lincolnville estimate that 20% of the resource is currently ready for harvest, 20% has no present market value because it is young growth or is in transition from former agricultural land. 55% has no wood value because of a variety reasons including conversion of woodlots to house lots, zoning land use regulations, conservation easements or other restrictions, 10% is trash wood and 15% is inaccessible because of steep slopes etc. These men estimate the forest at 60% hardwood and 40% softwood. The sharp increase in the conversion of prime woodlots to house lots is especially prevalent along both Route 235 just out of the Center and along Greenacre and Slab City Roads. This change in ownership is notable because these areas have the appearance of remaining wooded while access to the resource has changed. Although the new owners of these properties may end up practicing good woodlot management, the effect of development on the overall health of this resource is yet to be seen.

Perhaps more than his forefathers did in past generations; today’s woodsman faces a daunting array of economic and bureaucratic obstacles to keep up with the market. The market for wood products varies with the economy. Pulp from Lincolnville forests can go to Skowhegan, Madison or Bucksport. When the market is up, white pine saw logs go to Robbins Mill in Searsport. Some saw logs also go to small one-man operations in Lincolnville, Hope and Appleton. When the building industry is strong, Viking Lumber Company of Belfast will buy saw logs and the owners have just installed a second saw to meet the demand for custom lumber. Prime Lumber in Cooper’s Mills buys local hardwood logs for shipment to Canada where they are milled for export. In recent years, the loss of access to the resource, combined with major expenses related to complying with strict new regulation of the logging industry, have resulted in many Lincolnville loggers leaving the business altogether.

## ISSUES AFFECTING FOREST AND AGRICULTURE IN LINCOLNVILLE

**Tree Growth Tax Law:** This law allows landowners a reduction in property taxes by having their property formally classified in the Tree Growth Program. In 2004, Lincolnville had 53 parcels, owned by 31 residents in the Tree Growth Tax Program. The information in the table below is provided by the Lincolnville Town Office and illustrates the mix of wood and total acreage in the program.

Softwood	Mixed	Hardwood	Total Acres
342 acres	709 acres	845 acres	1896 acres

Although the law requires that landowners must file a statement with the municipal assessor that a Forest & Management Plan has been prepared by a licensed forester, some developers in the Mid-Coast area have put land into “Tree Growth” thereby reducing their tax liability. When the land is finally subdivided and sold, the penalty is assessed against the new owner of the parcel. In the past ten years or so, the amount of acreage placed under this tax provision has nearly doubled. To ensure the continued health of this resource, and to prevent abuse of this tax benefit, it is important that citizens of Lincolnville are vigilant in ensuring that the town officials responsible for enforcing the tree growth programs, are paying attention to the forestry management practices agreed to by the owners of these properties.

**The Farm & Open Space Law:** This law fulfills somewhat the same purpose as the Tree Growth Law. It values land that has been classified as farm or open space land based on its current use, rather than fair market value. To be classed as farmland, there must be at least five contiguous acres. The land must be used primarily for farming and produce a gross income from the parcel of at least \$2,000 within one of the last two years or three of the last five years. To be classified as open space land, there is no minimum size requirement, but the parcel must provide a public benefit. The law as currently written lists 14 criteria that can be considered when determining whether a public benefit exists. Among these criteria are: 1) Whether development of the land would contribute to the degradation of the scenic or natural character of the area, 2) Whether the development of the land would be detrimental to the economic benefit of the town because of municipal expenditures required to service development, and 3) The importance of preserving a local or regional landscape that would attract tourism and commerce.

It was once believed that allowing land to remain undeveloped ultimately benefited all residents of a community. However, partially due to the resulting increased tax burden, local residents are beginning to question whether or not the current tax system ends up removing land from a fairly apportioned tax base, or whether the current tax laws are forcing many property owners to sell off a portion of their land to meet tax commitments, thereby initiating a cycle of more development requiring more town services. Whether or not the Town wants to continue to support this change in tax basis is further discussed in the Land Use Goals section of this plan.

In 1991 there were one Farmland and 10 Open Space parcels in the ‘Farmland & Open Space’ program, totaling 330.81 acres. In 2004 there were 42 Farmland and 15 Open Space parcels in the ‘Farmland & Open Space’ program, totaling 2,151.45 acres. There is no consistent policy regarding public access to these lands, which are managed by various non-profit land conservancy organizations.

The Farm and Open Space Law has been under fire from both the public and legislature for the lack of guidance in establishing clear standards for eligibility and tax rates. As with the tree growth tax provision, Lincolnville residents must assume the responsibility for ensuring that the provisions of these agreements are followed.

**Farmland Registration:** In 1989, the Maine legislature passed the Farmland Adjacency Act. The purpose of this law was to provide notice to abutters of registered farmland so that an appropriate setback area could be maintained between the agricultural activity and adjacent development. The original registration period lapsed, requiring farmers to renew their registration. In 1991 there were no farms registered under this program in Lincolnville. By 1992 the Legislature had repealed this law. In coastal areas in particular, there is renewed interest in the concepts behind this provision as pressure from growth makes land located on and adjacent to blueberry barrens, especially, more valuable as future home sites than as sites for producing blueberries. Issues of compatibility of residences adjacent to farmland frame discussions of planning boards around the region.

**Land Use Controls:** At the present time, there is no language in the Lincolnville land use ordinances that encourages landowners to conserve or utilize forest and agricultural land. According to timber harvesters, certain provisions of the Shoreland Zoning Ordinance, combined with new environmental regulations, place severe restrictions on their ability to make a living.

**Economic Issues Involving Forest & Agricultural Activities:** It is difficult to analyze the total economic impact that forest and farming activities in Lincolnville have on the local and regional economy, but it is clearly not a major factor at this time. There are, however, a number of farms in the surrounding region devoted to the wholesale, retail, repair and delivery of forest and agricultural products and services. These businesses employ Lincolnville residents and contribute to the regional economy.

## **Goals & Implementation Strategies**

**State Goal: To safeguard the State's agricultural and forest resources from development which threatens those resources.**

### ***What has been achieved since 1993 Comprehensive Plan:***

In order to encourage development patterns that retain open space, growth districts have been identified around traditional "centers", but there are no strategies in place through such mechanisms as open space design, building envelopes and density limits. In addition, progress has been made toward the goal of establishing town forests with one having been designated off Route 52 near the Ducktrap River.

The fact that Lincolnville families have large animals and scores of residents still maintain hay land despite the lack of an economic benefit shows that a rural agricultural lifestyle is important to many people in the community. Perhaps as compelling a reason to preserve, protect and nurture the remaining forest and agricultural resources in Lincolnville is found in the results of the Fall 2001 survey by the Comprehensive Plan Review Committee, in which a majority (89%) listed Lincolnville's foremost feature as its environment of quiet beauty, clean air, open space, water resources, wildlife, woods and conservation efforts. Asked what are the most important goals for the town, 83% chose preserving its rural character; 80% chose protecting the natural environment (respondents could choose more than one goal). That character is largely determined by its forests and fields. Lincolnville residents want to ensure that this rural character, defined by more than 200 years of forest and farming activities, is not swept away (before the turn of the century). No one knows what the future may bring. It may be wise for the town to encourage some agricultural lands to remain open for future farming purposes."

**Agricultural & Forest Resources Goal #1:** To support and encourage agricultural endeavors in Lincolnville.

### **Implementation Strategies:**

- Investigate ways to support and encourage agriculture in Lincolnville. (Board of Selectmen and Conservation Commission, ongoing)
- Encourage owners of idle farmland to consider leasing it to people who want to farm. (Board of Selectmen and Conservation Commission, ongoing)
- Investigate how and whether Community Supported Agriculture would benefit Lincolnville's farms. (Town Administrator, Conservation Commission, within two years)
- Encourage area businesses to support local farms by selling or using their products. (Board of Selectmen and Lincolnville Business Group, ongoing)
- Continue to exempt agricultural activities from Commercial Site Plan Review. (Land Use Committee, ongoing)
- Encourage landowners to explore new markets. (Board of Selectmen and Conservation Commission, ongoing)

**Agricultural & Forest Resources Goal #2:** To encourage owners of large parcels to keep their land productive.

**Implementation Strategies:**

- Educate landowners about state-sponsored Farmland & Open Space and Tree Growth programs. (Town Administrator, Town Office Staff and Conservation Commission, ongoing)
- Inform property owners about conservation easements and area Land Trusts. (Town Administrator, Town Office Staff and Conservation Commission, ongoing)
- Recommend development patterns that retain open space through such mechanisms as open space design, building envelopes and density limits. (Land Use Committee, ongoing)
- Develop a fair and equitable schedule for taxation of properties in the Farmland & Open Space program, and those under conservation easements. (Board of Selectmen and Town Assessor, within one year)
- Encourage changes in existing state law re: the assessment of real property to encourage the preservation of forest and agricultural resources; including, providing a special designation for hayfields that encourage continued use of the land for that purpose. (Board of Selectmen and Town Assessor, within five years)

**Agricultural & Forest Resources Goal #3:** To further establish town forest(s) and management plan(s) which would provide fuel, a recreational area and, if adjacent to the school, a laboratory for Lincolnville students to learn about the natural resources of their town.

**Implementation Strategies:**

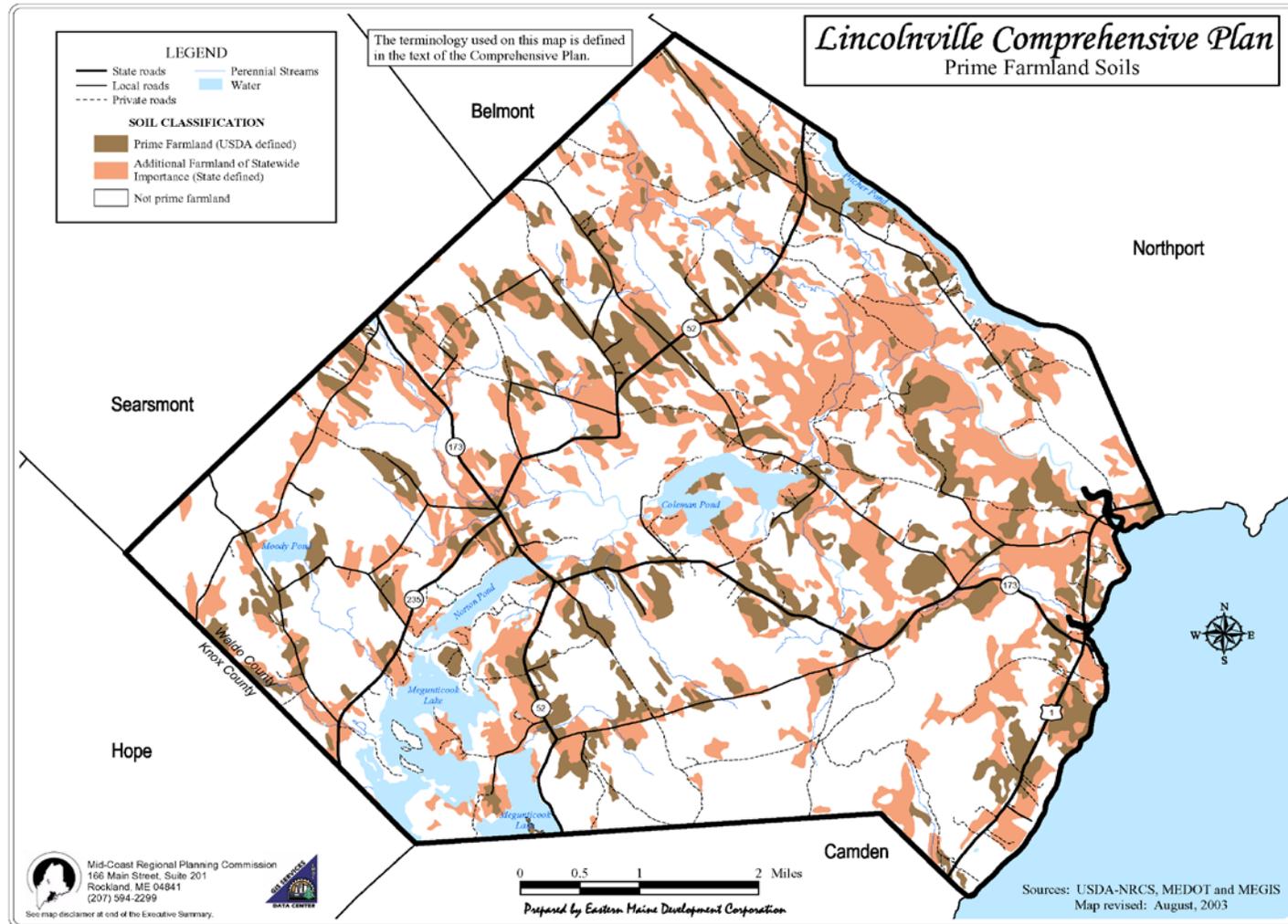
- Continue to encourage the Town to designate town forest area(s) and develop a management plan. (Board of Selectmen, Town Administrator and Conservation Commission, ongoing)
- Encourage the development of a school program that will use a section of the adjacent forest land as a laboratory for the study of natural resources. (School Committee and Conservation Commission, within three years)

**Agricultural & Forest Resources Goal #4:** Encourage the protection of unique and old growth trees.

**Implementation Strategies:**

- Develop an inventory of important stands of trees and individual old growth trees that measure greater than four feet in diameter. (Conservation Commission and Tree Warden, within two years)
- Discourage developers from cutting unique old growth trees. (CEO and Planning Board, ongoing)

# Map: Prime Farmland



## MARINE RESOURCES

### Inventory & Analysis

#### INTRODUCTION

As the last ice age retreated, the ocean pushed inland, flooding several hundred feet above existing elevations. The glaciomarine sediments from the retreating glacier, primarily fine grained clays, washed toward the sea. As the land rebounded from the weight of the retreating glacier, these deposits settled toward the seaward margin of the glacier. The small estuaries of Frohock and Ducktrap contain this type of sediment. The following inventory will look at the natural resources of the Lincolnville coast, its harbor areas and water quality.

#### NATURAL RESOURCES OF THE LINCOLNVILLE COAST

**Shell Fishing:** Maine is justly famous for its shellfish. The soft-shell clam, *Mya arenaria* and blue mussel, *Mytilus edulis* have delighted Mainers for centuries. While Lincolnville has relatively few mud flats - the prime habitat of the soft-shell clam- which has historically limited the catch, recreational harvesters still rake a few “hods” or baskets of steamers from the Ducktrap area.

Prior to the construction of the new ferry pens and Municipal Fish Pier at Lincolnville Beach, the Department of Marine Resources had designated the shellfish beds at the “Beach” as an “unredeemable resource”. While there are no new licenses for overboard discharges being granted at Lincolnville Beach, the existing overboard discharges and other sources of pollution would have to be removed prior to any re-designation of shellfish in this area.

The blue mussel, *Mytilus edulis*, can be found in some quantity in the flats off of Ducktrap. However, some residents feel that this resource is wearing thin. Despite its recent popularity this species has not been harvested commercially in recent years.

Two underutilized species of shellfish are found in the waters off Lincolnville. The surf clam, *Spisula solidissima*, locally referred to as the hen clam, is found from the intertidal zone down to 100 feet. Over the past two decades, some residents have seen dredging operations for this clam. Also quite common along the coast is the black clam, *Arctica islandica*, referred to locally as the mahogany quahog. In the 1980s, a number of fishermen attempted, without success, to create a market for this species.

**Crustaceans:** The northern lobster, *Homarus americanus*, is caught along the Lincolnville coast. The lobster catch, along with rock and pointed toe crabs, makes up the greater part of commercial fishing catch in Lincolnville. Lincolnville’s cobble beaches have been found to be not only habitat for adult lobsters but also nursery areas in which juvenile lobsters settle

and live in the early part of their life cycle.<sup>1</sup> Certain types of activity threaten this kind of habitat and should be managed to protect it.

Beginning in the mid-1980s, the green sea urchin, *Strongylocentrotus droebachiensis*, became the next significant resource in Penobscot Bay to be commercially harvested for the market in Japan. This fishery reached its peak in 1992 and by 1994 had already begun to decline. By 2002, due to depletion of the resource and to strict regulation of the fishing season, Maine's overall sea urchin catch had declined to barely 5 million pounds from 40 million pounds in 1993. As of 2004, very few boats were fishing for sea urchins from Lincolnville. If the fishery recovers significantly, the number may increase.

## **HARBOR STUDY COMMITTEE**

In September of 2004, the Board of Selectmen convened the Harbor Study Committee (HSC), comprised of Comprehensive Plan Review and Harbor Committee members, recreational boaters, fishermen, and local business interests. The charge of the HSC was to "examine the current practices in the ocean waters surrounding the Town of Lincolnville, with a particular eye towards town facilities and operations, and the landside facilities" in order to address public concerns about access to, and management of, the harbor. In the spring of 2005, this Committee released its recommendations, both short term and long-term. These recommendations are available for review at Town Office and are incorporated into the Goals and Implementation Strategies, below.

As one result of this activity, two groups were formed: The Lincolnville Lobsterman's Association, and the Friends of the Harbor. The latter group's interest is in maximizing the recreational use of the harbor and to provide a boating clientele to Beach businesses.

## **LINCOLNVILLE'S HARBOR AREAS**

**Lincolnville Beach Harbor:** Lincolnville's "Harbor" is tucked into a crescent-shaped section of water to the north of the State Ferry Terminal. The harbor fronts "Lincolnville Beach" and is unique as it is considered an unprotected harbor and it also has a ferry terminal which affects harbor activities. Please refer to the Recreational Resources Chapter for more information on Lincolnville Beach.

In 2005, the HSC recommended that Lincolnville's coastal waters be divided into three areas: Inner, Outer and Coastal. The Coastal Harbor extends between the Northport and Camden town lines; the Inner Harbor is the area where boats are currently moored i.e., in the protection of the ferry terminal; and, the Outer Harbor is the area to the east beyond the row of the three guest moorings. See *Report of the Harbor Study Committee* (March 2005) at page 13.

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<sup>1</sup> Information obtained from The Lobster Conservancy, Friendship, ME. and Maine DEP document *Intertidal Habitats*

**State Ferry Terminal:** The State Ferry Terminal is the terminus for Beach Road (Route 173). The elevated approach ramp is asphalted, with granite riprap applied to the shoulders. The berthing configuration for the ferry was redesigned and rebuilt in 1990 to accept the new ferry, the *Margaret Chase Smith*. Six large reinforced concrete dolphins guide the ferry to its berth. During the summer months, the ferry service schedules nine round trips a day to Islesboro. The ferry's last trip of the day is to Islesboro, where it is berthed for the night to provide for possible transport in a medical emergency.

Ferry activity can be hazardous to small watercraft. For that and security reasons, the Maine State Ferry Service controls a one hundred and fifty foot (150') radius around its operations, restricting the placement of new floats and moorings.

In March 2000, the State acquired 1.10 acres of property for an additional parking area – approximately 150 cars – for the new Islesboro ferry terminal, a 650 square foot ticket office, constructed by the state and opened in the fall of 2000. The new ticket office building has its own septic system, and the two restrooms are made available to the public during the hours of operation of 7:30 a.m. to 5:00 p.m.

The asphalt lot behind the terminal provides space for both the ferry waiting line and vehicle parking. The parking lot includes designated spaces for handicapped, motorcycles, and local Harbor Permit holders. These State permits cost \$150 for the year in 2002. Ferry parking fees per car were \$6/day (up from \$1.50 in 1992 when the fees applied in summer months only); \$30/7 days; \$65/month.

Use of the ferry has increased steadily over the past few years, and, during summer months, vehicles may have to wait in line for more than one ferry crossing. The *Margaret Chase Smith* has a capacity of about 30 vehicles, depending on size, and can carry up to 230 adults and 98 children. Tariffs for the ferry were \$15 in 2004 for a car and driver. Fees for larger vehicles and additional passengers vary. There has been a marked increase in the number of passengers taking the ferry from Lincolnville with bicycles, many riding with tour groups. Passengers with bicycles pay an additional \$5 fee.

**Town Boat Ramp:** The Town boat ramp is located adjacent to the terminal. It provides small boat access to the harbor at almost all tide conditions except dead low. The boat ramp has parking for five to seven vehicles. In spring, 2005, the Lincolnville HSC recommended installing a dinghy rack on the pier to alleviate crowding at the dinghy dock.

**Fish Pier:** The summer of 1991 saw the completion of the Lincolnville Pier. Built with a combination of private donations, funds from the Towns of Lincolnville and Islesboro, the MDOT, and a grant from The Coastal Zone Management Program, this rugged 40 feet by 80 feet pier is accessed by a 3-foot walkway and a 12-foot access ramp, which were resurfaced in 1999. The pier itself is supported on pressure-treated pilings with capped oak piles on the seaward side. The 4x10 pressure-treated decking planks are supported by 10x10 pressure-treated girders. The whole structure is tied together with galvanized fasteners. Six light posts provide illumination at night.

A signed thirty-year agreement between the town and the State prioritizes access for commercial fishing and provides for reasonable access for the public. The latter provision recognizes that the fish pier replaced a public dock that was used as access by both Lincolnville and Islesboro. As of 2005, fifteen years remain on this agreement. The Town supports the right and need of working fishermen to retain access to the waterfront as well as the rights and needs of other members of the public.

In 2004-2005, the pier was utilized by a small number of fishermen. In addition to the fishing population, two Islesboro-based boatyards use the facilities on a daily basis year round for transporting workers and materials. *Quicksilver* is a new water-taxi with a passenger capacity of thirty. She makes two fully-loaded morning trips prior to the first scheduled ferry run to carry workers and other passengers from the mainland to the island and to bring, among others, many commuters to their jobs on the mainland. *Quicksilver* also makes two late afternoon trips returning the same passengers, as well as making other trips as needed. Vehicles left in the public lots all day by these commuters add to the problem of parking congestion. [See also the Local Economy Chapter].

The size of the pier allows for a wide configuration of floats and inclines. In 2002, there were three floats and inclines in place year-round, with an additional two floats added in the summer months. One hoist with block and tackle is available for commercial use. In the fall of 2004, there was a waiting list for both bait box space and moorings. In spring of 2005, the Lincolnville HSC recommended that each person on the Bait Box waiting list be assigned one space by providing more space, and that the Harbor Committee review the waiting list annually.

An unanticipated effect of pier construction is that the harbor has begun silting in. It is important to note that dredging of land created by silt-in above the low-tide line is prohibited. The beach area sand has encroached into the Harbor by eight feet in the 15 years since the pier was constructed, an area which cannot now be dredged. The Ferry Service has acknowledged its part in this problem. Sand continuously washes into the harbor, becoming more of a problem in winter months and after large storms. It is not clear whether dredging would have a lasting benefit. If dredging is not done, however, it is clear that this problem will continue to get worse. See discussion in *Report of the Harbor Study Committee* (March 2005) at pages 16-17.

**Funding for the Pier:** The general public and commercial use of the Harbor facilities is increasing each year. Currently maintenance (floats, inclines, electricity, hoists, launching ramp) of the whole facility is funded by a combination of half the excise collected on boat registrations, harbor user fees, commercial users, mooring fees, bait box space, launching fees, and fees for seafood and bait dealers. In addition to the pier, the Town is responsible for maintaining a wooden wave break between the ferry piling and the Town Dock. The Town of Islesboro has made an annual contribution since the completion of the pier, and this greatly appreciated contribution helps offset the year round expenses related to the island's use.

**Ducktrap Harbor:** It is difficult for the current visitors to Ducktrap Harbor to imagine the scope of commercial activity that took place in this Harbor during the 19th century. During its heyday, the banks of the Trap were lined with a variety of commercial ventures from lime kilns to saw mills, with docks, shipyards, cooper shops, brickworks, ice and hay sheds thrown in for good measure.

The official boundaries of Lincolnville Harbor extend up the coast past the mouth of the Ducktrap River and the harbor there. The average mariner approaching Ducktrap Harbor today from the red nun buoy on Haddock Ledge probably would turn tail in the quickly shoaling water. That coasters of substantial tonnage made passage into this tiny harbor regularly during the last century is a tribute to their masters' seafaring skills. The difficult approach with shoaling water makes realistic use of this Harbor marginal today, with the exception of human-powered and other small boats.

**Public Access to Lincolnville's Shore:** With three public beaches, one boat ramp and the pier facility, Lincolnville currently has access to its coastal waters, but in 2004 there was a long waiting list for both recreational and commercial moorings. Considerations for adding moorings include lack of protection, inadequate space for storing skiffs, inadequate parking, and congestion at the pier. Another factor in placing moorings is the 150-foot radius required by the ferry service for safety purposes. In spring of 2005, the Lincolnville HSC recommended beginning to increase moorings in the Outer Harbor area at the rate of twelve per year within Ferry Service guidelines, and to monitor the effect on the harbor and the pier of these additional moorings.

A breakwater is being constructed along southern side of the ferry pier in 2004-2005 to calm the waters around the inclines/floats. The breakwater should enable increased storage for skiffs and use of the pier.

Please refer to the Recreational Resources Inventory of this plan and to the *Report of the Harbor Study Committee* (March 2005) for more information on access.

**Water-Dependent Uses in Lincolnville's Harbors:** The pier facility accommodates two of Lincolnville's water-dependent uses, commercial fishing activities and private ferry services. Lincolnville's beaches are used for sea kayak instruction and tours. The State defines a "water dependent use" as one which requires direct access to water, including a variety of different purposes such as fish storage and processing, shipyards, and marina facilities.

**Marine Water Quality:** The State classifies marine waters into three standards based on a variety of factors, including the suitability of the water for recreational and commercial uses, the level of dissolved oxygen, and the bacterial content of the water. Lincolnville's coastal water is presently classified as SC by the Department of Environmental Protection the third highest classification. [See *Maine Revised Statutes Title 38 Section 465-B.*]

The new sewage treatment plant was built in the spring of 1991, and currently serves seven commercial properties and the Beach Fire Station. Located on a private lot next to the town boat ramp, this facility is fully funded by the users. The Maine Department of Environmental Protection licenses the plant and the effluent quality is monitored weekly. This treatment plant replaced decades of raw sewage dumping into Frohock Brook, and its installation has had a positive and significant effect on water quality in the Beach area. To accommodate increased seasonal demand for public facilities, the Town funds the placement of portable toilets at the Beach from May through October.

In spring of 2005 the Town passed an amendment to the Land Use Ordinance that will allow the Town to upgrade the water and sewer facilities at the Beach area when the opportunity arises.

**Development Pressures:** As in other coastal towns, residential development of year-round and second homes along with commercial development is increasing along Lincolnville's shores. The Planning Board gave a permit for a private pier to one residential subdivision in 2004, and more requests are anticipated, both from subdivisions and from commercial establishments such as inns. There is concern that a proliferation of private piers and moorings could result in decreased access to fishing grounds, and that the shellfish habitat could be affected.

## **MARINE-RELATED ORDINANCES**

**Creation of the Harbor District:** Lincolnville's Shoreland Zoning Ordinance was first passed in 1974. Over the years, the Ordinance has been amended many times, reflecting either State-mandated changes or local needs. In June of 1991 a major revision of this ordinance was passed creating the Harbor District, which included the land area extending from the Ferry Terminal to the north shore of Frohock Brook.

As presently drafted, the area covered by the Harbor District includes the Town lot used for the fishing pier related activities and the State owned ferry terminal property. The remainder of the "Beach" area shoreline is classified as Limited Commercial, and includes three commercial enterprises, none of which are classified as water-dependent uses.

**Harbor Ordinance:** Rules and regulations covering harbor activities are contained in the Harbor Ordinance. This document identifies the responsibilities of the Harbormaster over the pier, float system and mooring space in Lincolnville Harbor. The harbor area consists of the tidal shoreline from the southern end of State Beach to the northern side of the Ducktrap River. The ordinance undergoes annual review by the Harbor Committee which consists of five residents in addition to the Harbormaster and the Deputy Harbormaster, who act as advisors to the Committee. In 2005, after considering the Harbor Study Committee recommendations, the Board of Selectmen ordered a revision of the Harbor Ordinance to address recommendations from the Lincolnville Harbor Study Committee and began work on the ordinance. *Note: Please refer to the Existing Land Use Chapter for a full discussion of Lincolnville's Land Use Controls.*

## **Goals & Implementation Strategies**

**State Goal: To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.**

### ***What has been achieved since 1993 Comprehensive Plan:***

It is important to maintain the quality of marine waters in Lincolnville for the benefit of Lincolnville's commercial and recreational users. Lincolnville's is a working harbor - the only one in the area where a truck can be loaded directly from a boat and only one between Rockland and Belfast that does not ice-over in the winter.

Since 1993, the State Dept. of Marine Resources began water quality testing in tidal area of Lincolnville with the goal of designating part of the area as a shellfish resource. A group of private landowners constructed a wastewater treatment system which has improved the water quality in the Beach area, however, all coastal waters in Lincolnville are currently closed to shellfishing due primarily to overboard discharge/septic outflow. Also since 1993, an emergency response plan was put in place to mitigate any potential spill through training and materials such as containment barriers, proximity suits and the like.

User fees and maintenance costs at the harbor are reviewed annually by Selectmen with recommendation from the Harbor Committee. Since the 1993 Plan, the Lincolnville Fish Pier has been greatly enhanced. Adequate shorefront facilities at Lincolnville Beach such as parking, trash removal and fresh water are important to the long-term viability of this marine facility. Since the 1993 Plan, progress was made toward this goal through the MDOT's construction of a larger parking lot with additional regulations in place and the placement of a larger trash dumpster. This parking lot is administered by the Maine State Ferry Service. With this lot, the Town gained four additional parking spaces for a total of six; however, adequate parking continues to be an issue at Lincolnville Beach as in all coastal towns. A large dumpster was placed at the Pier, but was removed due to abuse. The goal of locating additional marine-related businesses in the Harbor Area was accomplished with the addition of several new enterprises, including: a tour boat, a picnic boat which transports guests to island venues for picnics; one additional lobster bait dealer; and the water taxi Quicksilver which transports passengers year-round.

**Marine Resources Goal #1:** To maintain and improve the water quality in Lincolnville's coastal waters.

### **Implementation Strategies:**

- Conduct more frequent water quality testing. (Harbor Committee, ongoing)
- Extend the treatment plant outfall pipe considerably further into deeper waters. Board of Selectmen, Harbor Committee and DEP, within two years)

**Marine Resources Goal # 2** Protect marine habitat by ensuring that development along the shore is carried out in a responsible manner (by June of 2006)

**Implementation Strategies:**

- Ensure that town ordinances protect the Bay as well as ponds from pollutant runoff. (Harbor Committee and Land Use Committee, within one year)
- Set up a sampling station under the auspices of The Lobster Conservancy in Friendship, to be manned on an ongoing basis by local volunteers (i.e., at no cost to the town) to determine the extent and location of juvenile lobster habitat. Volunteers may include school children, college interns, or members of Penobscot Bay Watch. (Comprehensive Plan Committee with Conservation Committee, within two years)
- Include in the Harbor Ordinance limits on the types of activities that are known to have a deleterious impact on habitat. (Land Use Committee with Harbor Committee, using information available from the State, within one year)

**Marine Resources Goal #3:** Maintain a mutually beneficial relationship with Islesboro.

**Implementation Strategies:**

- Pursue funding for waterfront improvement projects that would benefit both towns. (Board of Selectmen and Harbor Committee, ongoing)
- Promote communication between the two towns regarding harbor affairs. (Board of Selectmen and Harbor Master, ongoing)

**Marine Resources Goal #4:** To improve the land-based support facilities at the beach area.

**Implementation Strategies:**

- Put a Parking Committee in place to consider the problem of parking (Board of Selectmen, within one year)
- Develop a long range-plan for parking that will adequately accommodate users of the harbor facilities (Parking Committee, within two years).
- Maintain existing parking facilities and be alert to possibilities for additional facilities within walking distance of the waterfront. (Harbor Committee and Parking Committee, ongoing)
- In cooperation with the ferry service, encourage a system for trash can pick up in the immediate vicinity of the ferry and pier facilities. (Harbor Committee, within one year)
- Develop a plan to provide fresh water to floats. (Harbor Committee and Harbor Master, within one year)
- Re-locate current bait storage to allow for larger pier area (Harbor Master, within one year)

- Maintain the wooden wave break between state ferry pier cement pilings. (Harbor Master, ongoing)
- Maintain Lincolnville Fish Pier and pilings in good condition. (Harbor Master, ongoing)
- Investigate state funding to upgrade the boat ramp and install finger floats to improve public access. (Town Administrator and Harbor Committee, within two years)

**Marine Resources Goal #5:** Seek ways of increasing moorings and anchorage possibilities in Lincolnville Harbor while continuing to support commercial fishing.

**Implementation Strategies:**

- Annually review and update the Harbor Committee Mooring Plan and post the Plan in a public location. (Harbor Committee, Harbor Master and Board of Selectmen, ongoing)
- Plot mooring locations using Global Positioning System (GPS). (Designated contractor supervised by Harbor Committee, within one year)
- Construct breakwater along southern side of the ferry pier to calm the waters around the inclines/floats. (Designated contractor supervised by Harbor Committee, within one year)
- Install additional incline and float next to existing one after the breakwater is constructed, at such time as the Ferry Service will allow. (In 2005 the Service was anticipating repairs to the ferry terminal and stipulated that no floats be placed.)
- Continue to maintain and monitor use of the three new guest moorings installed for the use of the public (Harbor Master; ongoing)
- Investigate and recommend possible additional public access points that may serve in the future from which to develop additional safe recreational anchorage. (Harbor Committee, ongoing)
- Investigate effective ways to accommodate additional skiffs in the harbor area (Harbor Committee and Friends of the Harbor, ongoing)
- Add new moorings incrementally, while monitoring the impact on the harbor and the pier facilities. (Harbor Master and Harbor Committee, ongoing)
- Investigate the possibility of dredging to restore the prior depth of the harbor to the extent possible and to slow the problem of silting in, and look for funding to this purpose. (Board of Selectmen and Harbor Committee, within one year)

**Marine Resources Goal #6:** Ensure that Lincolnville manages its harbor and shoreline development and pier construction in a manner that maintains free and safe navigation for all vessels and preserves the beauty of Lincolnville’s coastline.

**Implementation Strategies:**

- Annually review the Harbor Ordinance to ensure that it continues to address the needs of all users of the Harbor. (Board of Selectmen and Harbor Committee, ongoing)

- Continue to require that the Harbor Master approve pier designs and that the Planning Board must take into consideration the HM's recommendations in approving private piers. (Board of Selectmen and Planning Board, ongoing)

**Marine Resources Goal #7:** Continue to annually review existing user fees and maintenance costs of facilities, and those of surrounding communities.

**Implementation Strategies:**

- Monitor current user fees of surrounding communities and make recommendations to the Board of Selectmen for Lincolnville. (Harbor Committee, ongoing)
- Develop a marine resources capital improvement plan and maintain and augment the reserve contingency fund set by town voters in 1993/94 for harbor improvements. Any excess user fees should continue to be placed in this account. (Harbor Committee working with Capital Needs Committee and Board of Selectmen, ongoing)

## EXISTING LAND USE

### Inventory & Analysis

#### INTRODUCTION

Historically, development in Lincolnville took place predominantly in its village districts: “the Beach”, “the Center” and Ducktrap Village. Lincolnville's highest recorded population figure of 2200 residents was recorded in 1850 when most of the population was concentrated in these three areas. Today, as our population approaches this figure again after receding over the last 100 years, Lincolnville's residents are spread out more evenly throughout the Town.

The decline of activity in the village centers reflects the change to a mobile society using service centers. As the automobile led to the downfall of some commercial enterprises, it also contributed to the rise of others, by giving Americans the opportunity to travel by car to their favorite vacation destinations, including the coast of Maine, which has been vastly affected by tourism.

The automobile has also contributed to suburban sprawl. Sprawl is a pattern of land use in which development occurs outside traditional and historic village areas, including residential neighborhoods. Sprawl is not synonymous with growth - it is a *spreading* out of the population and of commercial ventures, not necessarily an *increase* of population. In Maine, more rural land was converted to developed land between 1970 and 1990 than in the State's entire previous history; and land conversion from rural to developed is expected to *double* again before 2010. <sup>2</sup>

Today Lincolnville is a composite of its unique landscape, people, buildings, and history. All contribute to its character and to reasons why protecting the Town takes on special significance. Lincolnville has developed a Land Use Ordinance, Subdivision Ordinance and other ordinances that manage the Town's vision for its land development. By supporting these efforts, our community has demonstrated that it values and is willing to take steps to protect clean water and air, public safety, public health, and the environment as well as special landscapes and viewsheds that give our community a sense of place

This pride of place should be nurtured so that creative strategies to blend conservation and residential and economic development can be forged and applied in Lincolnville. The influx of new residents looking for a rural or small town lifestyle creates a diversified idea base, which will bring a new perspective to the direction in which planning for Lincolnville's future will proceed.

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<sup>2</sup> Adapted from Leadership Maine Task Group on Sprawl report, May, 2002.  
(<http://www.mdf.org/leadme/sprawl.html>)

## EXISTING LAND COVER

Lincolnvile's existing land cover characteristics are set forth on the Land Cover Map at the end of this Chapter. Since satellite imagery is used, only visible features of the earth's surface are mapped. This is known as land cover, which is different than land use. Land cover features include vegetation, soils, rocks, water, and constructed materials covering the land surface. Land use pertains to economic and cultural activities permitted and/or practiced in a given area. These activities may or may not be shown as visible land cover features, such as cultivated land.

It is important to note that the C-CAP data presented in the Land Cover Map has limitations. The C-CAP methodology uses large-area, small-scale mapping processes, which allow large portions of the earth's surface to be mapped at a scale in which small features (buildings) may not be recognizable.\* This means the features that may or may not be shown as visible in that one-acre area will be generalized so that only the dominant land cover is mapped.

**Land Cover in Lincolnvile (2003)**

<b>Land Cover Class</b>	<b>Acreage</b>	<b>Sq. Miles</b>	<b>Percentage</b>
Coniferous Forest	2696.5	4.2	9.5%
Deciduous Forest	5715.7	8.9	20.1%
Mixed Forest	11650.6	18.2	41.0%
Cultivated	55.6	0.1	0.2%
Grassland	2149.7	3.4	7.6%
Swamps/Wetlands/Open Water	5716.0	8.9	20.1%
Developed Land	417.2	0.7	1.5%
Bare Ground	10.5	0.0	0.0%
<b>Total</b>	<b>28411.7</b>	<b>44.4</b>	<b>100.0%</b>

*Sources: GOMLC7 Land Cover and Wetlands of the Gulf of Maine.  
US Fish & Wildlife Service, Gulf of Maine Program and MEGIS 2003*

\*Satellite imagery (Landsat Thematic Mapper [TM]) with a spatial resolution of 30 meters is used (30-meter by 30-meter pixel). Regular, not infrared photography was used. The smallest features that can accurately be mapped are one acre in size, or 2-by-2 pixels.

C-CAP land cover categories are defined below:

*Coniferous Forest:* Includes areas in which more than 67 percent of the trees remain green throughout the year. Both coniferous and broad-leaved evergreens are included in this category.

Deciduous Forest: Includes areas dominated by single-stemmed, woody vegetation unbranched 0.6 to 1 meter (2 to 3 feet) above the ground and having a height greater than 6 meters (20 feet).

Mixed Forest: Contains all forested areas in which both evergreen and deciduous trees are growing and neither predominates.

Cultivated Land: Includes herbaceous (cropland) and woody (e.g., orchards, nurseries, vineyards) cultivated lands.

Grassland: Dominated by naturally occurring grasses and non-grasses (forbs) that are not fertilized, cut, tilled, or planted regularly.

Swamps, Wetlands and Open Water: Includes all areas of open water with less than 30 percent cover of trees, shrubs, persistent emergent plants, emergent mosses, or lichens.

- Includes all nontidal wetlands dominated by woody vegetation less than or equal to 6 meters in height, and all such wetlands that occur in tidal areas in which salinity due to ocean-derived salts is below 0.5 ppt. Includes all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and all such wetlands that occur in tidal areas in which salinity due to ocean-derived salts is below 0.5 ppt.
- Includes erect, rooted, herbaceous hydrophytes (excluding mosses and lichens) that are present for most of the growing season in most years. Perennial plants usually dominate these wetlands. All water regimes are included except those that are subtidal and irregularly exposed.
- Includes substrates lacking vegetation except for pioneering plants that become established during brief periods when growing conditions are favorable. Erosion and deposition by waves and currents produce a number of landforms, such as beaches, bars, and flats, all of which are included in this class.

Developed Land: Contains substantial amounts of constructed surface mixed with substantial amounts of vegetated surface. Small buildings (such as single-family housing, farm outbuildings, and sheds), streets, roads, and cemeteries with associated grasses and trees typically fall into this class.

Bare Ground: Composed of bare soil, rock, sand, silt, gravel, or other earthen material with little or no vegetation.

## **AREAS UNSUITABLE FOR DEVELOPMENT**

There are areas within Lincolnville that are not suitable for development and areas that require special consideration based on the potential environmental impact of development. Please see the Natural Resources Chapter for a complete description. Land use activities within environmentally sensitive areas require stricter regulation than in other areas or, in some circumstances, prohibition. These areas include:

**Floodplains** - These are areas located in the flood prone areas of Lincolnville. Flooding is frequent and use should be limited to those activities that are unharmed by flooding, such as agriculture, forest and some types of recreation. It should be noted that the actual floodplain of a stream would usually be more extensive than the areas shown having floodplain soils. Please see the Flood Zones map in the Public Facilities and Services Inventory Chapter for the location of these areas.

**Water Resources/Wetlands** - The Natural Resources Protection Act protects these areas. Land use activities affecting these resources require a permit from the Department of Environmental Protection. The town regulates development within shoreland districts. Development within these areas themselves would be extremely limited if not impossible. Please see the Current Land Use map for the location of these areas.

**Unsuitable Soils** - These areas in Lincolnville have limited development potential because of poor soils. Larger lot sizes would be required in order to meet the requirements of Maine State Plumbing Laws. Please see the County Soils Survey maps available at the Town Office.

**Steep Slopes** - These areas in Lincolnville have a slope greater than 15 percent. These slopes preclude extensive development because of problems with erosion, runoff, and construction limitation such as allowable road grades, suitability for septic sewage disposal, and stability of foundations. Also, note that the Maine Plumbing Code does not permit septic systems on a slope greater than 25 percent. Please see the Topography map at the end of this Chapter.

## **LAND USE DISTRICTS**

As of April 2004, 30% of the total acreage in Lincolnville has one or more buildings on it, some of which may be further built upon. For tax purposes, this is defined as "developed land", unlike that defined in the previous section for land cover purposes. While 22% of Lincolnville's land is currently protected from development, consisting of state park land, land under conservation or conservation easements, with a further 16% designated as farmland or tree growth, a review of the town database shows that about 30% of Lincolnville's land remains free of buildings.

The Town of Lincolnville's Land Use Ordinance has created the following land use districts, seeking not only to recognize the value of Lincolnville's natural resources, but also to protect the integrity of the town. Throughout this Comprehensive Plan, the term "district" refers to an area of land that has been defined as having a certain quality that the Town wishes to recognize.

*Note: Please refer to the "Official Land Use Map" at the end of this chapter for more information on the location of these existing land use districts.*

### **Districts pertaining to the "Shoreland Zone"**

The Shoreland Zone is defined by the state and town as the land area located within 250 feet, horizontal distance, of the normal high-water line of any great pond, river or saltwater body; within 250 feet of the upland edge of a coastal or freshwater wetland; or within 75 feet of the normal high-water line of a stream. The Town designated districts pertaining to the shoreland zone are defined below:

- **Resource Protection District:** The Resource Protection District includes areas where development would adversely affect water quality, protective habitat, biological ecosystems, or scenic and natural values. This district includes such areas as the Ducktrap River and Stream, certain flood plains, large areas with sustained slopes of 20% or greater and those supporting wetland vegetation and hydric soils, and land areas along freshwater marshes and rivers subject to severe erosion.
- **Resource Conservation District:** The Resource Conservation District includes areas where the careful management of wastewater disposal systems, placement of buildings, larger lot requirements, and other controls are necessary to protect surrounding natural resources. This district includes areas within 250 feet, horizontal distance, of wetlands associated certain great ponds and rivers.
- **Harbor District:** This district includes areas suitable for functionally water-dependent uses and consists of only three lots: Tax Map 1, Lots 89, 91, and 93, also known as the Ferry Terminal, adjacent parking lot and Loading Ramp to Town Fish Pier.
- **Stream Protection District:** The Stream Protection District includes all land areas within 75 feet, horizontal distance, of the normal high water line of a stream, exclusive of those areas included in the Resource Conservation District. This district also includes lands adjacent to certain stream boundaries as listed in the Land Use Ordinance as Amended 6/19/01.

- **Limited Commercial District:** The Limited Commercial District includes areas of mixed light commercial and residential uses in the traditional Lincolnville Beach area as described in the Land Use Ordinance as Amended 6/19/01. It includes areas of five or more contiguous acres devoted to a mix of residential and low intensity business and commercial uses. Industrial uses are prohibited in this district.
- **Limited Residential District:** The Limited Residential District includes areas suitable for residential and recreational development. This district includes areas in the Shoreland Zone other than those listed above.
- **General District:** Most of the town, including Atlantic Highway (US Route 1), lies within the General District of Lincolnville and is subject to the Town-Wide Land Use Standards (Land Use Ordinance Section 15). For example, lots in this area are required to have a minimum of 40,000 square feet with 100 feet of road frontage and adhere to other requirements including setbacks, ground coverage, maximum height, parking, sanitation and drainage. This area is “mixed use”, as is traditional in Lincolnville, allowing agricultural, commercial and residential uses to coexist. Certain activities within this area may also fall within the purview of other Town Ordinances.

**Lincolnville's Existing Land Use Districts - Minimum Lot Standards**

<b>Districts</b>	<b>Min. Lot Size (sq. ft):</b>	<b>Min. Shore Frontage (ft.):</b>
Shoreland - Limited Residential	40,000	160-200*
Shoreland – Limited Commercial (Non-residential uses)	60,000	240-300*
Shoreland – Resource Conservation (Residential uses)	60,000	240
Shoreland - Harbor District (Non-residential uses) **	40,000	160
General District – All non-shoreland areas	40,000	N/A

\* See Town of Lincolnville Land Use Ordinance as amended 6/19/01 for further explanation.

\*\* The Harbor District consists of only three lots, Map 1, Lots 89, 91, and 93, also known as the Ferry Terminal, adjacent parking lot and Loading Ramp to Town Fish Pier. Note these three lots are non-conforming.

*Source: Town of Lincolnville Land Use Ordinance*

### Existing Land Use Districts bordering Lincolnville

Districts	Minimum lot size
Belmont: Rural Residential District	2 acres (87,120 sq. ft.)
Belmont: Rural Districts	3 acres (130,680 sq. ft.)
Camden: Rural Recreation District – inland of US 1 to Megunticook Lake	Development not permitted under current restrictions; (previously: lot size 60,000 sq. ft.)
Camden: Coastal Residential District– US 1	30,000 sq. ft. w/sewer, 40,000 sq. ft. without
Camden: Natural Resource Protection near Meguniticook Lake }	NA
Hope: Rural Residential and Shoreland Limited Residential Recreation Districts	Residential: 40,000 sq. ft. (60,000 sq. ft. for subdivision); Non-residential: 80,000 sq. ft.
Hope: Resource/Stream Protection Districts	Residential 60,000 sq. ft.; Non-residential 80,000 sq. ft.
Northport	20,000 sq. ft.
Searsmont: Non-shoreland areas	1.9 acres (82,764 sq. ft.)

*Source: MCRP*

### RESIDENTIAL LAND USE

The 1859 survey map showed concentrations of population at the Center, Beach, Ducktrap, and along what is now Route 1, more modest concentrations along what is now Youngtown Road and, to a lesser extent, in the northwest quadrant of town. As these farms were passed down, land was divided to provide housing for the next generation. This practice produced a pattern of lots created adjacent to the existing road system. An examination of the 1992 parcel maps shows this historical order: concentrations of residential lots at and near the Center, along Route 1 including the Beach and Ducktrap, and, to a lesser extent, along the historical roadways of Lincolnville.

From 1981 to 1991, 228 permits were issued for new single-family homes in Lincolnville, and 78 permits were granted for mobile homes all of which were built on single parcels of land. Of the 44 condominium units planned in 1984, thirty-three have been built.

From 1992 to April of 2005, 278 single-family home permits and 48 mobile home permits were granted. No subsidized housing has been built since 1992. For more detail, see the *Record of Building Permits* table in the Housing Chapter.

It is interesting to note that in 1859 there was almost no residential development along the shorefront of Lincolnville’s ponds or on high elevations. By comparison, the 1992 parcel map showed intense lot development on Coleman, Norton and Pitcher Ponds. This development undoubtedly reflected a combination of factors over the previous century: improved transportation, increased leisure time, the accumulated wealth in our society and

shift in population has created during the 20th century. It is also true that the current trend is toward more houses with fewer people per household.

High-elevation land is also becoming developed, including former blueberry lands that have been subdivided for residential purposes. This land lies at a grade so steep that building on it can lead to environmental degradation, including erosion, landslides and groundwater contamination. In other cases, wetlands and other valuable ecological habitats may be threatened by residential development.

The 2002 parcel map shows continuing development along the ponds and Penobscot Bay, but also an increasing trend toward residential construction inland, especially in the Masalin Road area and on Slab City Road, where there are a number of recent subdivisions and one commercial storage facility erected in 2001.

There have been few controls except conservation and shoreland districting to determine where residential development takes place. Provided the applicant meets the following Town-wide land use standards in areas outside of the Shoreland Zone, a building permit is granted by the Town's Code Enforcement Officer.

- Lot Area: minimum lot size requirement of 40,000 sq. ft.
- Setbacks from property lines: 60' from the centerline of a public way; 15' from side and back.
- Frontage: minimum of 100'
- Maximum height: 34' from median grade to roof top
- Ground coverage: structures not to cover more than 30% of lot
- Adequate off-street parking
- Soil test for Septic/plumbing to meet State requirements
- Drainage designed to maintain existing conditions on abutting land

### Subdivisions

Between 1974 and 2005, Lincolnville has approved 68 subdivisions comprising 358 lots. Some of these subdivisions have created only two or three lots, while others have been larger in scale, creating 10 or more lots. However, not all of these lots have been built upon. As of March 2005, approximately 184 of the 358 lots have been built upon – 51% over 31 years. 49% of the lots created may still be built upon. The average number of residential building permits remains at approximately thirty per year.

Dates	# Subdivisions Approved	# Lots Created
1974-1991	41	192
1992-2001	16	77
2002-2005	11	81 (+ 8*)
Total	68	358

\*8 lots were created from previously approved subdivisions

*Source: Lincolnville CEO*

A review of the location of these subdivisions indicates they have been approved throughout the town, but the trend has been to subdivide parcels located on waterfront or at high elevations. As has been noted, high elevations on the south face of Levenseller mountain as well as shore frontage on Penobscot Bay, Pitcher Pond, Coleman Pond and Megunticook Lake, were subdivided during the 1980s and 1990s. Beginning in 2004, high elevation areas along Atlantic Highway (US Route 1) were beginning to be developed. Some of Lincolnville's scenic views have been, and continue to be, compromised by this type of development. Please refer to the Critical Natural Resources Inventory for more information on Lincolnville's scenic views.

Subdivisions in Lincolnville have lent themselves to both large, expensive houses and moderate, more affordable houses, depending on the wishes of the landowner or developer and the location of the land. It is important to note that, since 1972, over 18% of all house lots were created by subdivision.

## COMMERCIAL LAND USE

Over the last half-century, the automobile has allowed Lincolnville residents greater access to larger commercial centers in Belfast, Camden and Rockland, changing the competitive landscape for local general stores and other shops catering to the needs of residents. In the 1989 growth management survey, only 2.5% of the respondents said they did most of their shopping in Lincolnville. If that same question had been asked of Lincolnville residents in 1889, in all probability a strong majority would have identified Lincolnville as their primary shopping location.

The Town has taken steps to prevent sprawl by designating the growth areas of Lincolnville Beach and Lincolnville Center and by locating Town facilities, including the school, in the Center. However, like residential, most new commercial development is occurring outside of the village areas, particularly along US Route 1 (Atlantic Highway) and Route 173 (Beach Road) between Route 52 and Lincolnville Beach, increasing traffic in those areas. It is important to note that, as of 2003, there is no code specifically identifying Commercial uses in the Town database of land parcels. Please also refer to the Local Economy Inventory.

**Route 1 and Environs:** There are presently 24 commercial establishments along Route 1 and its immediate environs. Some businesses, such as a dental and medical offices, lumber yard, furniture manufacturer, convenience store, and auto repair shop, fulfill basic services that a community needs. Some of the commercial establishments are dependent on summer visitors; however, others have benefited from the Internet and the global economy. Since 1991, a number of new inns have been established along US Route 1 (Atlantic Highway) and some existing inns have been expanded.

**Lincolnville Center:** Once a lively center of commercial activity with a tavern, several general stores, shoe shops, and other enterprises, the Center presently has four commercial establishments: a general store and a convenience store, one of which has

gas pumps, a telephone company and cable company housed in the same building, and an antique shop.

**Remainder of Lincolnville:** Several commercial establishments are located on Route 173 between the Beach and the Center: these include an auto parts/hardware store, retail lobster business, stretcher frame manufacturing facility, art studio, guitar shop, storage facility, day care center, and gift shops. The pattern of commercial growth has not been confined to state roads, however. Since 1991, several successful businesses were also established along town roads. These include a brewery, a bakery, a gift shop, chiropractic office, and two bed and breakfasts, one with a restaurant, as well as agricultural ventures described below. Home occupations and professions are located throughout the town as well. These entrepreneurial endeavors range across a broad spectrum of activities including consulting, filmmaking, writing and editing, car repair and craft work. They are an important part of the Lincolnville economy, allowing a number of individuals to work in the community where they live.

## **INDUSTRIAL LAND USE**

Historically, a variety of industrial ventures were located in Lincolnville. Brick kilns, saw and shingle mills, lime kilns and grist mills were scattered around the community. Without public sewer and water and with limited access to three-phase power, Lincolnville is an unlikely candidate for industrial development. Despite the installation of a three-phase power line in 2001 from the new CMP sub-station traveling along Rt. 173 to Route 1, Lincolnville's lack of infrastructure could only accommodate low impact and non-polluting industry. Moreover, the nearby service centers of Belfast and Rockland are better suited to large-scale industry and Belfast's Industrial Park is currently underutilized.

## **AGRICULTURAL AND FOREST LAND USE**

**Agricultural Land:** In 2004, approximately 1,785 acres, or 8% of the total land area in Lincolnville, were devoted to agriculture or kept by owners as open fields. The largest portion of this land is classified as pasture land. It should be noted that some of this land is simply bush-hogged to keep fields open. Perhaps the most agriculturally valuable land at the present time is that in blueberry production. In 1991, 278 acres, slightly over 1%, were devoted to production of the lowbush blueberry. Blueberry acreage figures for 2004 total only 139, due, in part to the significant number of the residential lots created in the late 80s and 90s are on land that was in productive agricultural use, particularly in blueberries and Christmas trees, but also forest, hay and pastureland. In the case of blueberry fields, between 50 and 75 acres were converted to residential land between 1991 and 2002; some of the new owners, however, are keeping part of their land in productive use.

The juxtaposition of residences and blueberry land creates a potential conflict because of the practices of burning and pesticide use.

Under the Farm and Open Space Program, in 1991 there was one Farmland and 10 Open Space parcels in the 'Farmland & Open Space' program, totaling 330.81 acres. As of April 2004, there were 42 Farmland and 15 Open Space parcels in the 'Farmland & Open Space' program, totaling 2,151.45 acres.

*For more detail, please refer to the Forest and Agricultural Resources Inventory.*

**Forest Land:** The US Fish & Wildlife Service has estimated that approximately 70% of the land in Lincolnville is covered by forest, comprising about 17,500 acres, 2,200 acres of which are occupied by the State Park. See map entitled "Land Cover" at the end of this Chapter.

In 1991, 22 parcels containing 934 acres were registered in the State sponsored Tree Growth Program. This is approximately 4% of Lincolnville's total acreage. As of 2004, 53 parcels comprising 1896 acres or approximately 8% of the total acreage were registered as Tree Growth parcels. For more detail, please refer to the Forest and Agricultural Resources Inventory.

## **CHRONOLOGY OF LAND USE CONTROLS IN LINCOLNVILLE**

Until 1970, Lincolnville had no land-use controls. From 1920 through 1970, both the population and related land use-activity were relatively stable. However, between 1970 and 2000, Lincolnville's population has more than doubled, from 934 to 2,042, creating a corresponding boom in residential development. This 30-year period also saw the introduction of Lincolnville's first land use guidelines. As of 2003, the following controls are in place:

**Subdivision Ordinance:** The passage of the State Subdivision Law in 1971 required local communities to review local subdivision proposals. Until 1989, Lincolnville reviewed these proposals under subdivision regulations developed by the planning board. These brief regulations were followed by a new Subdivision Ordinance passed at town meeting in 1989. This Ordinance provides a review process and performance standards that a developer must follow.

In 2005, Lincolnville's Subdivision Ordinance is under revision in order to bring it into compliance with state legislation and to incorporate standards more in line with the State Planning Office guidelines and to continue to reflect the will of the people of Lincolnville.

**Shoreland Zoning Act of 1973:** In a situation similar to subdivisions, the State Legislature enacted the Shoreland Zoning Act in 1973, requiring local communities to adopt a Shoreland Zoning Ordinance. Lincolnville adopted a Shoreland Zoning Ordinance in 1974 and amended it eight times over the next 16 years. In 1990, the Selectmen charged the Lincolnville Planning Board, with help from the Conservation Commission, to draft a new Shoreland Zoning Ordinance which was passed at the 1991 town meeting. This ordinance brought the town into compliance with the Board of Environmental Protection's new State standards and served as the basis for Lincolnville's Land Use Ordinance adopted in 1998. The districts within the Shoreland Zone are further described above under Land Use Districts.

**Floodplain Ordinance:** As certain areas of Lincolnville are subject to periodic flooding, potentially causing damage to the properties within these areas, Lincolnville enacted a Floodplain Management Ordinance in June 1999 which complies with the requirements of the National Flood Insurance Act of 1968. The Ordinance, fashioned from the State Model, requires the recognition and evaluation of flood hazards in all official actions relating to land use in the floodplain areas having special flood hazards.

**Land Use Ordinance:** Lincolnville's 1981 General Zoning Ordinance provided general standards for lot size, frontage, setbacks, etc., within the town for lots created after 1981. Lots created prior to the enactment of the Ordinance are not required to adhere to these standards, as there was no provision for zoning for overall land use. The Comprehensive Plan adopted in 1993 recommended several types of districts. At the 1998 town meeting, the Town passed a new Land Use ordinance that implemented most of these districts and provided more detailed standards for them. This ordinance incorporated the Shoreland Zoning ordinance and the General Zoning Ordinance into one document. The historic district recommendation of the 1993 Comprehensive Plan has not yet been brought to the voters. This district was recommended to run from the south side of Munroe's Field to the Northport line.

Since 1998 the Land Use Ordinance has been updated by several sections, all of which were recommended in the 1993 Plan. These include:

**Access Management:** At the 1999 town meeting, in order to comply with state requirements for scenic byway status, to increase safety, and to shape growth along Route 1, Lincolnville passed an ordinance section that details standards for placement of curb cuts along Route 1. In 2000, this ordinance was extended to cover Route 52. Routes 235 and 173 are included in the State Access Management, as there is no access management regulation of Town roads.

*MDOT Access Management (17-229 Maine Administrative Rules Chapter 299, Part A and B):* In addition to local access management, this State Act specifically directs the MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways

with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials". US Route 1 is the only roadway in Lincolnville defined as a Retrograde Arterial. Other state and state aid roads in town are covered by less stringent state standards.

**Commercial Site Plan Review:** In 2000, Lincolnville voters passed a commercial site plan review section for the Land Use Ordinance. This section provides approval procedures and performance standards for new or expanded commercial uses in Lincolnville. The Site Plan Review Ordinance was enacted in part to make the coexistence of businesses and residences more peaceful.

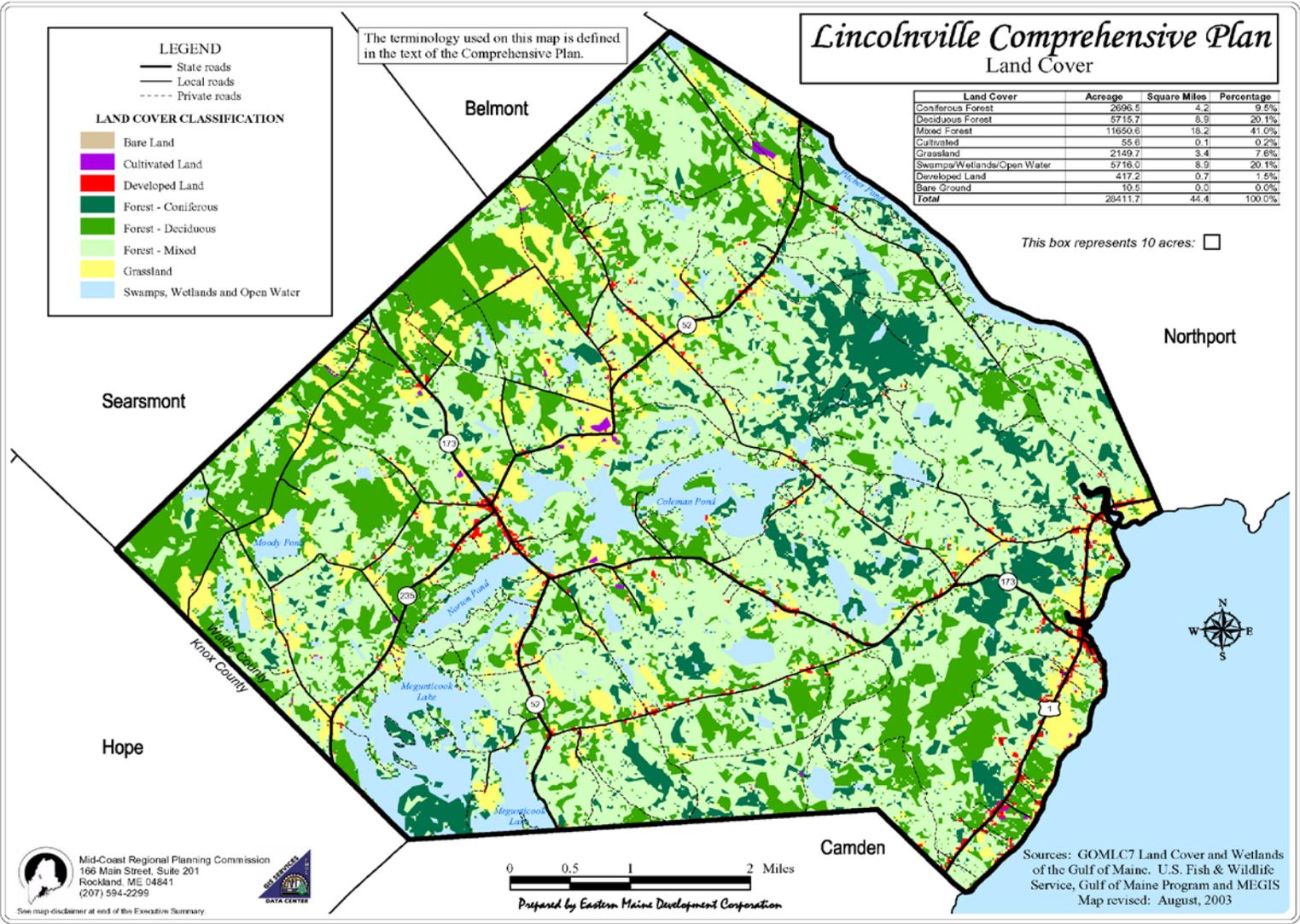
**Home Occupations:** In 2002, Lincolnville voters approved a new Land Use Ordinance section providing standards for the establishment and maintenance of Home Occupations, recognizing that Home Occupations offer benefits to the community as well as the proprietors, when managed conscientiously and with respect to the neighborhood in which they are located.

**Wireless Communications:** At the 2001 Town meeting, Lincolnville passed a section to the Land Use Ordinance setting forth a process and standards for the regulation of the construction, expansion and co-location of wireless telecommunication facilities.

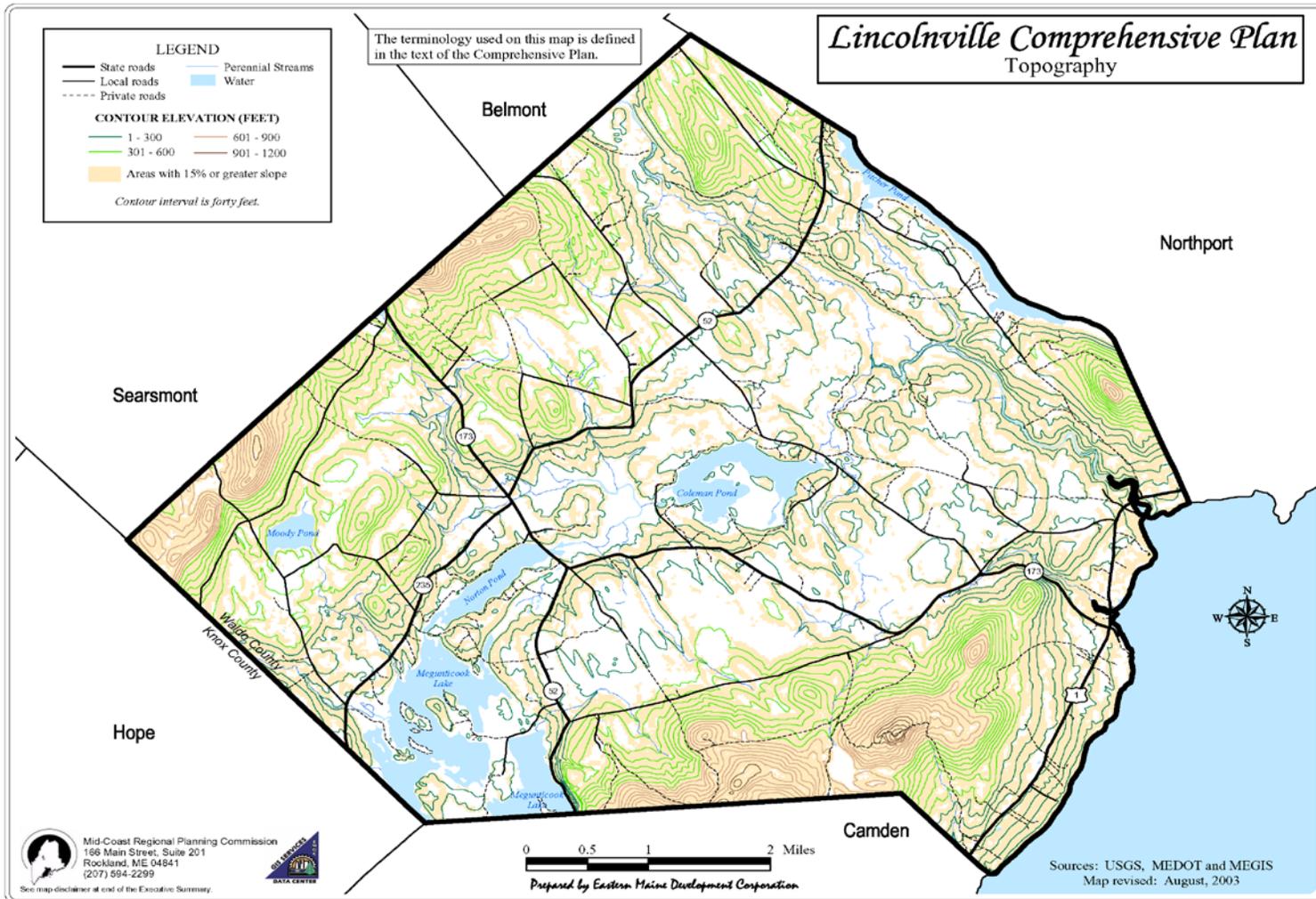
**Other Building Codes and Regulations:** The town administers the Maine State Plumbing Code; installation of plumbing fixtures and septic systems must be in accordance with Maine State Law and Subsurface Wastewater Disposal Rules and Regulations. All electrical work in Lincolnville must be consistent with the National Electrical Code; NFPA 101 - the National Fire Protection Association regulations pertaining to Life Safety, Ingress, Egress and capacity provisions.

The State also mandates that all towns with a population greater than 2000 appoint a building inspector to inspect against the catching and spreading of fire. In Lincolnville, the Code Enforcement Officer performs this function.

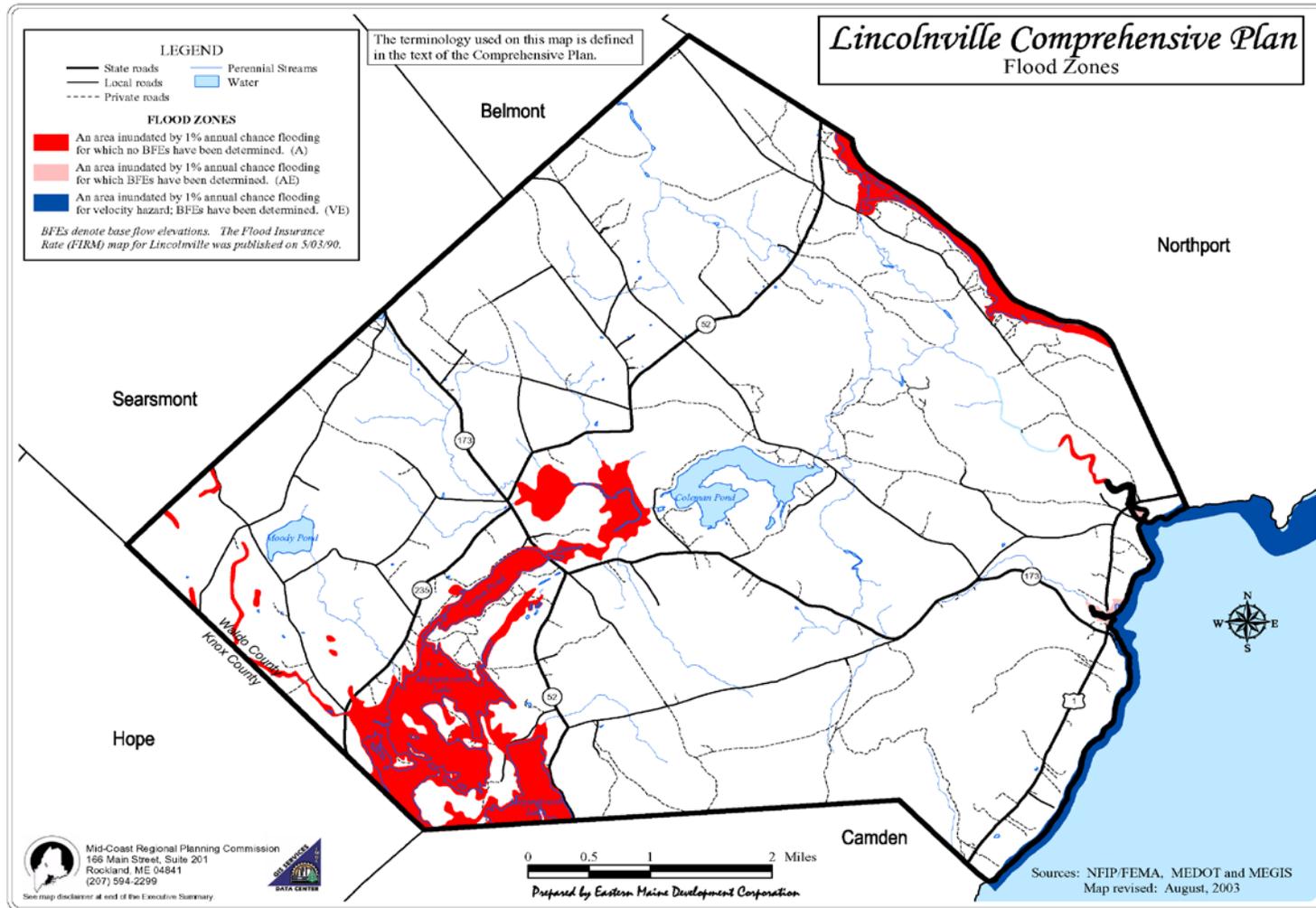
# Map: Land Cover



# Map: Topography



# Map: Floodzones



Map: Official Land Use



## **PROPOSED LAND USE**

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

### **INTRODUCTION**

This chapter outlines the proposed land use plan for our community and strives to strike a balance of many different land use issues. Developing a proposed land use plan is one of the most important aspects of a comprehensive plan. In its simplest form, it is the process of looking at the historical development of a community and the natural resource constraints of the land to develop a vision of how future growth can best be accommodated in a town. Results of the survey given to Lincolnville residents in the fall of 2001 indicate that the most important goals for the Town are to preserve its rural character (83%), protect its natural resources (80%), and identify and preserve its historical and archaeological sites (69%). The goal of this chapter is to encourage the types of development and conservation that residents support. The proposed districts and implementation strategies described here have been shaped by the inventory, analysis and policies developed in each section of this Comprehensive Plan. Consideration has been given both to existing land use patterns and to the expected future land use needs.

The Comprehensive Plan is not an ordinance, but it serves as the legal foundation of all ordinances instituted by the Town. It is the document that acts as the base planning tool in creating the future of Lincolnville and its development as envisioned by its residents.

The State of Maine Growth Management Act requires the identification of growth and rural areas within municipalities. The designation of growth areas is intended to direct development to places most suitable for such growth and away from places where growth and development would be incompatible with the protection of rural resources. Based on the Growth Management Act, growth areas are to be located close to municipal services to minimize the cost to the municipality for the delivery and maintenance of these services. The designation of rural areas is intended to protect agricultural, forest, scenic areas, and other open space land areas from incompatible development and uses.

### **DEVELOPMENT TRENDS**

Please see the Existing Land Use Chapter for a description of Lincolnville's historic and recent development. The Land Cover Map shows current development patterns. The Official Land Use map shows the existing land use districts as established by the Lincolnville Land Use Ordinance.

Lincolntonville has three historic village areas: Lincolntonville Center, Lincolntonville Beach, and Ducktrap. These villages serve mixed uses, that is, they provide for residential, commercial, civic and religious functions. Recent residential and commercial development has been spreading into the countryside along State Routes 52, 173 and 235. Some retrofitting of historic structures for added commercial capacity will likely continue in village areas. Most new businesses and residential development are likely to continue to locate further away from these villages and from municipal services because development tends to take place where people own land rather than in the designated growth areas and the most desirable land for residential development is in scenic and rural areas.

## **Housing**

Please see the Housing Chapter for a description of housing patterns and resident concerns. Census data from 1970 to 2000 indicate that the number of housing units town wide increased an average of 2.88 percent per year. If this trend continues, housing units would total 1,822 in 2015. However, to better account for yearly fluctuations, the MCRPC has forecasted the total would be 1,603 housing units in 2015. Building permit records for the past ten-year period show the distribution of housing types for new construction. *See table in Housing Chapter: "Record of Building Permits for Single Family Homes."*

Affordable housing in the form of manufactured housing (including mobile homes) has constituted about 20 percent of total housing permits issued since 1992. This is double the State of Maine Growth Management Act requirement that every municipality "...shall seek to achieve a level of 10 percent of new residential development, based on a five-year historical average of residential development in the municipality, meeting the definition of affordable housing." Given the increasing demand for housing in our region, increasing sale prices, valuations and tax assessments, it is of prime concern to the town that future land use ordinances ensure that affordable housing continues to be available. For further information, please refer to the Housing Chapter.

Four trends of recent residential growth in Lincolntonville are evident:

1. Non-residents are building new, year-round single-family homes in shoreland areas for seasonal use.
2. Existing seasonal camps are being converted for year-round use.
3. Affordable housing in the form of modular or mobile homes is being located inland.
4. Very large-scale private residences are being built that may have an impact on the character of the neighborhood.

Residential growth in shoreland areas threatens traditional shore access for marine and recreational activities. Preserving access may be accomplished through easements or purchases of access points in the shoreland. Accordingly, the town has included in the proposed capital improvement plan a project to raise monies through private donations and grants to fund such easements or purchases, which would be subject to town vote.

Residential developments have been proposed on town roads that are narrower than accepted standards and constructed of gravel, creating the potential for unsafe traffic conditions on those roads. Roads of this type exist throughout the town, including the designated growth areas in the 1993 Comprehensive Plan and the Village Mixed Use area outlined in this plan. For example, subdivisions were proposed during 2004 for Thurlow Road, Heather Hill Road, and Wentworth Road that created public safety concerns, strongly expressed in Planning Board public hearings. In our current ordinances, developers are being asked to create subdivision roads of better quality than the town roads leading to the developments they are creating.

Subdivision plans are being created without delineating the most appropriate and least environmentally intrusive potential building envelopes. Some of the lots created contain steep grades, wetlands and ledge areas. In addition, the test pits for lots are not always drilled in the most logical sites for septic systems, for example on top of a ridge where the most appropriate building site is below the test pit.

Another recent trend is the building of very large-scale private residences; some in excess of 20,000 square feet with outbuildings and, in some cases, multiple septic systems. While this does not constitute a subdivision within the current ordinance, the traffic, light, noise, and visual impact on the community will approach the effect of a small subdivision or a commercial inn.

## **EXISTING LAND USE REGULATIONS**

Please see the Existing Land Use Chapter for a description of the current land use regulations and ordinances. The Lincolnville Land Use Ordinance applies to seven shoreland districts, a general district, as well as access management, commercial site plan review, wireless communications and home occupation ordinances. Currently all areas outside of the shoreland districts are part of a general district, with a minimum dwelling unit or principal use lot size of 40,000 square feet.

## **PROPOSED TOWN WIDE LAND USE DISTRICTS**

The proposed land use districts described below do not identify specific parcels or areas needed to accommodate predicted growth and development. Only detailed site-specific analysis, working in direct consultation with property owners, can determine the precise location of proposed districts. The Comprehensive Plan Review Committee has not assessed landowners' desire to sell their land for development, to develop it themselves, or to leave it undeveloped.

The Land Use Districts proposed as Lincolnville's growth and rural areas are illustrated on the Proposed Land Use Map at the end of this Chapter. The Comprehensive Plan Review Committee proposes these districts because they are consistent with the 1993 Lincolnville

Comprehensive Plan; they represent the will of the residents of Lincolnvile as indicated in the 2001 Survey, Public Hearings, Neighborhood Meetings and other input received by the Committee; and they seek to comply with the State Growth Management Act. The Committee proposes to retain the one-acre minimum lot size as a political compromise – a balance of views expressed during this process.

**Summary Table of Proposed Land Use Districts**  
**(Note: Districts are described in the text after this table)**

<i>District Name</i>	<i>Minimum Lot Size (Non-sewered)</i>	<i>Minimum Lot Size (Sewered)</i>	<i>Road Frontage</i>	<i>Key Purpose and Provisions</i>
Village Mixed Use (VMU)	20,000 sq. ft.	5,000 sq. ft.	TBD	Maintain mixed uses and residential neighborhoods, allow home based and low impact businesses following traditional development patterns of Lincolnvile Center and the extended Beach from Rt. 173 to the Carver's Corner area.
Historic Village Mixed Use (HMU)	20,000 sq. ft.	5,000 sq. ft.	TBD	Maintain character of road front properties in village areas of: Lincolnvile Center and Lincolnvile Beach from Route 173 (the Beach Road) to Frohock Brook and the Extended Lincolnvile Beach west on Route 173.
Rural Mixed Use (RMU)	40,000 sq. ft. (1 acre)	-	200 feet	Prevent high-density large scale suburban type development Encourages conservation subdivision development
Historic Rural (HR)	40,000 sq. ft. (1 acre)	-	TBD	Maintain character of road front properties in the village area from Frohock to the Northport Line.
Shoreland (S)	40,000 - 60,000		-	Protection of water bodies; includes the Harbor District.
Conservation (C)	-	-	-	Recognize existing State Parks, Preserves and Public and Private Conservation easements

## GROWTH AREAS

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

The proposed growth areas (Mixed Use Districts) are consistent with those proposed in Lincolnville's 1993 Comprehensive Plan and are designated to accommodate the future residential and commercial growth of the community. Using the highest projections, discussed above and in the Housing Chapter, it is anticipated that up to a maximum of 550 new housing units above the 2000 Census figure of 1,282 existing homes, will be needed by the year 2015. It is estimated that the proposed growth areas are of sufficient size to accommodate this future growth. **It is important to note that this proposed land use plan does not endeavor to specify parcels or areas needed to accommodate predicted growth and development. Only detailed, site-specific analysis can determine land suitable for development and density levels.**

### Village Mixed Use District (VMU)

1. This proposed district would require an amendment to the Land Use Ordinance and, as such, requires a Town Meeting vote for approval and implementation. This vote would be independent of the Town Meeting vote on this Comprehensive Plan.
2. This district has two sections, commonly known as the Beach and the Center. In the Beach area, this district is located in the Extended Lincolnville Beach West on Route 173 to Carver's Corner and surrounding area. In the Center, this district extends approximately one-half mile in all directions from Petunia Pump at the junction of Routes 173 and 235. Please see the Proposed Land Use Map. This district will provide growth areas for future affordable residential, low impact businesses, and low-impact non-polluting industry.
3. A variety of small scale, low impact retail and service businesses and home occupations will be allowed in this district. Housing types, such as single family (including mobile homes), two-family, multi-family will also be allowed in this district. The land use ordinance will specify the exact types and sizes of commercial uses allowed, based on feedback from the Lincolnville Public Opinion Survey (2001) and views expressed in meetings. That survey indicated a strong preference of residents to do the following: (1) encourage opportunities for locally owned businesses to locate or expand in Lincolnville and (2) not encourage national chain large-scale stores to locate here.

4. Performance standards regarding noise, lighting, hours of operation parking, and other adverse impacts will be considered, to ensure compatibility with residential neighbors. Standards such as architectural and signage design, parking lot location, size and landscaping, and maximum floor areas for individual retail stores will be considered to retain the Town's traditional scale and appearance for future development.
5. Traffic control in this area will be consistent with the Maine Department of Transportation (MDOT) Access Management Standards. Permitting and enforcement of entrances and driveways on state and state aid roadways is done by MDOT, not the town. (I.e. Routes 1, 52, 173, and 235). Changes in existing entrances and driveways to improve access points to accommodate future development will be pursued with MDOT.
6. In areas not serviced by municipal or community sewer and water, the minimum lot size will be 20,000 square feet where soil conditions permit. Areas serviced by municipal or community water and sewer will have a minimum lot size of 5,000 square feet.
7. Provisions will be considered that promote improved and interconnected road access within this district. Such provisions include adopting road standards that allow for the construction of new roads that are appropriately scaled for neighborhood loop roads, and/or "backlot" provisions that allow at least limited use of private ways to access land off existing roads.
8. The Town will consider accepting private subdivision or development access roads as town roads in the proposed Village Mixed Use District.
9. The Town will consider dimensional standards, such as smaller setbacks, to allow for a compact development pattern and encourage the siting of buildings in a manner that is compatible with existing development.
10. The Water Resources Committee will investigate funding sources and opportunities to reduce costs in the implementation of the Feasibility Study (2004) which explored the feasibility of shared community wells and wastewater treatment systems to facilitate more efficient structural developments in Lincolnville, particularly the Beach and Center areas.
11. The Town will consider municipal commitments to enhance the safety and appearance of the proposed growth areas, such as the maintenance of street trees and parkland and infrastructure improvements such as sidewalks and bike trails.

#### **Historic Village Mixed Use District (HVMU)**

1. This proposed district would require an amendment to the Land Use Ordinance and, as such, requires a Town Meeting vote for approval and implementation. This vote would be independent of the Town Meeting vote on this Comprehensive Plan.

2. This district has two sections, commonly known as the Beach and the Center. In the Beach area, this district is located from Route 173 (the Beach Road) to Frohock Brook and in the Extended Lincolnville Beach west on Route 173. In the Center, this district is located on Route 173 from Breezemere Park to the United Christian Church (Meeting House) including the Petunia Pump; and East on Route 52 to Tranquility Grange, this district is the same in all aspects as the Village Mixed Use except that development on any roadfront property must maintain the character of the neighborhood. Please see the Proposed Land Use Map. Properties currently listed (as of the effective date of the adoption of this plan forward) and registered on the National Register of Historic Places will be included in the Historic District. These include the United Christian Church (Meeting House) and Tranquility Grange.
3. The Land Use Committee will review the performance standards and design guidelines used in the historic districts of other Maine communities in order to propose appropriate standards that can be implemented effectively to maintain the character of this district. Based in part on lot size, the standards may include: a maximum structure size, setback and buffer requirements. Such standards would maintain neighborhood character and discourage razing older structures to replace them with large new homes or businesses that are inconsistent with existing architecture.

## **SHORELAND AREAS**

As described in the Current Land Use Chapter, the districts pertaining to the Shoreland Zone as set in the Lincolnville Land Use Ordinance adequately protect natural resources, limited residential, limited commercial and harbor uses in the applicable inland shoreland areas. Coastal development has threatened marine based-uses, which are a crucial part of our local economy providing income to residents. Please refer to the Existing Land Use Chapter for further discussion of the Districts pertaining to the Shoreland Zone.

## **RURAL AREAS**

Districts in Rural Areas are meant to protect agricultural land, forested lands, scenic areas, open space land uses and low-density residential development. The land use districts proposed in the rural areas are shown on the Proposed Land Use Map at the end of this Chapter.

### **Rural Mixed Use District (RMU)**

1. This proposed district would require an amendment to the Land Use Ordinance and, as such, requires a Town Meeting vote for approval and implementation. This vote would be independent of the Town Meeting vote on this Comprehensive Plan.

2. The purpose of this district is to preserve and enjoy the rural character of the town, to protect agricultural and forestry uses, to preserve open spaces and single-family residential dwellings with larger lot sizes.
3. The recommended minimum lot size will remain at 1 acre (40,000 sq. ft.). To maintain the rural character in this district, owners of the existing larger lot sizes should be encouraged as outlined in the goals of the Agricultural and Forest Resources Chapter. Frontage requirements on state, state aid and existing municipal roads will be 200 feet to maintain the rural character of the town. Frontages on subdivision roads will be smaller. Should the Town decide to require larger lot sizes in the future, density bonuses should be explored.
4. Increased density in the rural district will be considered for the purpose of affordable housing, including mobile home parks and multi-family housing provided that adequate buffers, setbacks, and other criteria are met; including, close proximity to a growth area, and not in the Shoreland Zone, Conservation District, high elevation or environmentally sensitive area.
5. The Town will encourage conservation subdivisions where appropriate according to the criteria set forth in the subdivision ordinance. A conservation subdivision is a subdivision in which, if the developer provides dedicated permanent open space, the lot sizes may be reduced below those normally required in the land use district but at or above state minimum lot size requirements. Open space may or may not be publicly accessible. All subdivision applicants within this district will, when required, submit a conservation subdivision plan for consideration. Developers will be encouraged to plan for open space contiguous to open space on adjacent land. The intent of this provision is to preserve open space and maintain wildlife corridors. The Land Use Ordinance and/or Subdivision Ordinance will include incentives to encourage the preservation of open space in rural areas. Smaller lots, as in conservation subdivisions, are more affordable than larger lots to purchase, to build upon, and to service with utilities, resulting in cost savings to the homebuyer, developer, and town.
6. Agricultural and commercial forestry operations will be allowed in this district, as well as limited business use including small-scale service, Bed and Breakfasts, home occupations and other small-scale, low impact retail establishments. Performance standards regarding noise, lighting, hours of operation, parking, and other adverse impacts will be considered to ensure compatibility with residential neighbors and with the rural character of the district. Development regulations should encourage residential development to occur on existing or recently constructed roads (as of the Comprehensive Plan adoption date).
7. Traffic control in this area will be consistent with the Maine Department of Transportation (MDOT) Access Management Standards. Permitting and enforcement of entrances and driveways on state and state aid roadways is done by MDOT, not the town. No new roadway intersections with US 1 will be sought; rather,

reconfiguration of existing entrances and driveways to improve and coordinate existing access points in order to provide increased capacity to accommodate future development will be pursued with MDOT.

8. The Town will consider accepting private subdivision roads as town roads in the proposed Rural Mixed Use District only if accepted standards of construction have been met and study has shown that the location and length of the road would not be burdensome and create a disproportionate cost to the Town.
9. Grandfathering: Lots smaller than the minimum lot sizes for the proposed Rural Mixed Use District will be buildable, non-conforming lots provided that: a) their size is at or above the current Lincolnville General District minimum standard non-sewered areas; b) the lots are in deed form at the time of the adoption of a land use ordinance and registered at the Registry of Deeds; and c) meet the other requirements of the ordinance for non-conforming lots.

### **Historic Rural District (HR)**

1. This proposed district would require an amendment to the Land Use Ordinance and, as such, requires a Town Meeting vote for approval and implementation. This vote would be independent of the Town Meeting vote on this Comprehensive Plan.
2. Located in the Lincolnville Beach area from Frohock to the Northport Line, this district is the same in all aspects as the Rural Mixed Use except that development on any roadfront property will maintain the character of the neighborhood. Please see the Proposed Land Use Map.
3. The Land Use Committee will review the performance standards and design guidelines used in the historic districts of other Maine communities in order to propose appropriate standards that can be implemented effectively to maintain the character of this district. Based in part on lot size, these standards may include: a maximum structure size, setback and buffer requirements. Such standards would maintain neighborhood character and discourage razing older structures to replace them with large new homes or businesses that are inconsistent with existing architecture.

### **Conservation District (CD)**

1. The conservation district will include land owned by the State of Maine, the Town of Lincolnville, a land trust, or held in public or private conservation easement and already designated as resource-protected wetlands, forest, farmland or open-space protected areas, Critical Habitat Areas, or as natural areas to be preserved for public recreation. Please see the Proposed Land Use map.

2. Development within this district will be strictly limited to uses allowed under the applicable state and federal regulations and easement provisions. No new residential or commercial development will be allowed, though modest educational and/or recreational facilities may be appropriate and allowed within this district in accordance with the terms of individual conservation easements.
3. This proposed district, as with any proposed ordinance or ordinance amendment, requires a Town Meeting vote for approval and implementation, independent of and in addition to the Town Meeting vote on this Comprehensive Plan.

### **PERFORMANCE BASED SCORING SYSTEM**

The Land Use Ordinance may be amended to include a provision for use of a Performance Based Scoring System in all of the proposed districts. In a Performance Based Scoring System, scores are assigned among several performance standards, so that if an applicant's proposal exceeds the minimum requirement for one of the standards, the requirements of another standard may be relaxed. For example, by providing a larger vegetative shoreland buffer, greater density may be allowed than is set by coverage area or lot size standards. This system can encourage development better suited for individual sites than may be regulated effectively through less flexible district wide standards where no such system is in place. This system regulates "impacts" of development, such as nuisance impacts, impervious surface, trip generation, etc. The standards selected would be meant to achieve the Town's objectives, including the protection of the health and safety of residents, housing affordability, protection of property values, and protection of cultural, environmental and historic resources, while maintaining flexibility in landowner choice.

### **IMPACT FEES**

The Land Use Ordinance may be amended to include a provision for collection of impact fees from new applicable development in all of the proposed districts, as allowed by Maine's impact fee statute, Title 30-A MRSA, §4354, as amended. The Town may assess impact fees from applicants if the expansion of the public facility and/or service is necessary and caused by the proposed development. The fees charged must be based on the costs of the new facility/service apportioned to the new development. The fees must benefit those who pay; funds must be earmarked for a particular account and spent within a reasonable amount of time.

Fees may be collected for the following, as well as for other facilities and services not listed below:

- Solid waste facilities
- Fire protection facilities
- Roads and traffic control devices
- Parks and other open space or recreational areas

Waste water collection and treatment facilities  
Municipal water facilities  
Public Services, in general, including educational facilities

## **PHASING/GROWTH CAPS**

The Land Use Ordinance may be amended to include a provision for temporary growth caps or the phasing of proposed subdivisions to:

1. Minimize potential undue fiscal impacts on town facilities;
2. Maintain reasonable Planning Board capacity;
3. Assist the town in meeting its growth management goal of 65% in growth areas and 35% in rural areas through the phasing of proposed subdivisions in the Rural District; and/or through growth caps geographically limited to high elevation, shoreland, and/or rural areas.

## **GENERAL RECOMMENDATIONS FOR AMENDMENT OF LAND USE RELATED ORDINANCES AND LAND USE PERFORMANCE STANDARDS**

Land use regulations should be kept to the minimum necessary to achieve the goals of the Comprehensive Plan and to reduce the number of non-conforming properties. The Comprehensive Plan should not impose burdensome requirements on the everyday activities of the town's residents. Likewise, the Plan should not create costly enforcement issues for town government. The ultimate goal of growth management is to regulate land use development to the extent necessary to protect natural resources, property values, and public safety.

In ordinances and other land use control measures, specific standards and clear definitions are needed because all ordinances must meet the minimum standards as set forth by state law. In addition, it is essential that ordinances and other land use control measures be consistent with the recommendations of the Comprehensive Plan. The Comprehensive Plan provides the legal basis for enacting the ordinances and other measures, and the consistency of the ordinances with the plans, goals, and policies will be a major consideration in the event that they are subject to a legal challenge.

The Town of Lincolnville has identified several specific needs and concerns that will be addressed in all land use regulations. They will be amended to: (1) create a more user-friendly application and permitting process; (2) assign more responsibility to code enforcement for review and approval; (3) develop clearer and more consistent guidelines for obtaining approval; and (4) streamline the process to accommodate small business.

## DISTRICT BOUNDARIES

As noted in this plan and on the ‘Proposed Land Use’ map itself, the proposed districts shown do not endeavor to identify specific parcels or areas needed to accommodate predicted growth and development. The map is to be used as a general guide for planning purposes only.

In order to define precise district boundaries, consultation with landowners must occur, and of course, in order to be adopted, all ordinances are subject to Town Meeting vote.

Precise district boundaries will be shown on an amended ‘Official Land Use District Map’ for the Town of Lincolnville, which will show parcel ownership/lot lines as well. Only where appropriate will district boundaries divide existing parcels, and where applicable, districts will bound existing shoreland zones and the centerline of roadways.

Boundaries indicated as being parallel to or extension of features, like buffers of a given dimension, shall be so construed. The scale of the map shall determine distances not specifically indicated on the official map. Where physical or cultural features existing on the ground are at variance with those shown on the official map, or in other circumstances where uncertainty exists with respect to the location of a boundary, the Planning Board shall interpret the district boundaries.

## PERFORMANCE STANDARDS FOR LAND USE CONTROL MEASURES

In order to protect and preserve natural resources, land ownership, property values, public safety, health and welfare, provide for affordable housing and ensure the proper future development of the town, the Land Use Ordinance and Subdivision Ordinance of the Town of Lincolnville and other land use control measures will be reviewed by the Planning Board to **ensure that the following performance standard topic areas are either already in place or will be considered for inclusion consistent with the identified needs of the town:**

*Municipal Access Requirements* - to prevent blind driveways, minimize curb cuts, protect the Town road drainage system and minimize the creation of strip development within the community.

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

*Archeological and Historical Resources* – to require developers of major construction in an archaeologically sensitive areas to provide the planning board, or appointed Historical Committee Review Board, evidence certified by a qualified archaeologist that the proposed

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

*Buffer Provisions* - to minimize the negative impacts of inconsistent development, and to protect Lincolnville's water resources.

*Building Envelopes* - to encourage or require the placement of residences and commercial buildings on non-sensitive areas that will have a minimum impact on the environment and rural character of the neighborhood, and are most appropriate and cost-effective for the new landowners. On land that does not contain sensitive areas, such building envelopes could simply comprise the entire area within the building setbacks and buffer zone for a given lot.

*Buildings: Large-scale including Non-Commercial Structures* – to regulate buildings that have a total floor area and/or impervious surface area of 5,000 square feet or more, and with additional regulations as needed for buildings above 10,000 square feet in order to protect property values of neighboring properties, the environment, roadways, and neighborhood character from the negative impacts of such development. Deed restrictions may be used to prevent conversion of such large dwellings to commercial use, including transient accommodations, in order to protect residential neighborhoods.

*Building and Site Footprint Limits* -to limit the size of commercial buildings and associated impervious surfaces in accordance with the overwhelming survey result (86%) that the town should discourage “big box” stores, in order to protect Lincolnville’s rural character, and to protect the property values of neighboring properties, the environment, roadways, and neighborhood character from the negative impacts of such development.

*Conversion* – to regulate the conversion of existing structures into multi-family dwellings ensuring the safety, health and welfare of Lincolnville citizens while providing increased affordable housing options.

*Forestry Management* - to prevent clear-cutting timber practices within the community. Such standards will be reviewed with the Maine Forest Service as required by state law.

*High Elevation Areas* – to assure that hillside, ridgeline, high slopes, and other high elevation areas are adequately protected from environmental degradation associated with development.

*Historical Buildings* –to regulate the renovation of historic buildings listed on the national register and other structures deemed historically significant in the proposed historic district to ensure the appropriate preservation of such buildings and of Lincolnville’s architectural heritage. (Lincolnville Historical Society)

*Home Occupation* - to ensure that home occupations continue to be established in a way that minimizes their impact on existing neighborhoods.

*Industrial Performance Standards* - to address industrial development.

*Mobile Homes* - to ensure the safety, health and welfare of mobile home occupants and mobile home owners regardless of the date manufactured.

*Mobile Home Park* – to ensure that mobile home parks within the town will be placed in appropriate locations and that their design will promote a pleasant neighborhood atmosphere for both residents and abutting property owners.

*Off Street Loading* - to minimize traffic congestion associated with commercial development.

*Oil and Chemical Storage* – to ensure compatibility with state and federal regulations regarding the storage of combustible materials.

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

*Refuse Disposal* – to regulate disposal of solid and liquid wastes.

*Sedimentation and Erosion* - to minimize the volume of surface water runoff during and after development.

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

*Soils* - to ensure that development occurs on appropriate soils without causing adverse environmental impacts, including severe erosion, mass soil movement, and water pollution, whether during or after construction. Proposed uses requiring subsurface waste disposal, and commercial or industrial development and other similar intensive land uses shall require a soils report, prepared by a State-certified soil scientist or geologist based on an on-site inspection. Standards should be developed to encourage the placement of test pits on proposed development plans in an area that is most appropriate for siting either residential or commercial structures, i.e., the building envelope.

*Storage Materials* – to encourage the orderly storage of material in residential areas to promote and preserve the character of the neighborhoods.

*Topsoil and Vegetation Removal* - to prevent soil erosion and destruction of topsoil during construction.

## **ENFORCEMENT**

The value of any ordinance is dependent on how well it is enforced. In order to achieve better enforcement, two issues are of importance: (1) the education of residents as to the requirements of local and state regulations, and (2) providing for adequate hours for the code enforcement officer to ensure that compliance is taking place. The key to adequate and successful enforcement is providing the code enforcement officer with the proper legal language and definitions within the land use ordinance. The success of any ordinance depends on the ability of the code enforcement officer to enforce the ordinance and support of the code enforcement department by management and elected officials.

## **REGIONAL COORDINATION**

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. For example, as indicated in the Natural Resources Chapter of the plan, the town should attempt to develop compatible resource protection standards with nearby towns.

## **POLICIES**

In order to provide the basis for future land use controls the town has developed the following policies:

- Revise land use regulations as deemed appropriate by the will of the voters.
- Ensure existing and proposed land use ordinances are consistent with the Comprehensive Plan.
- Consider shared land use standards with neighboring communities.

In order to provide adequate and safe access for future development, the Town will develop a plan to address the problem of increasing development on roads in Lincolnville that do not meet accepted road construction standards.

## **IMPLEMENTATION STRATEGIES SUMMARIZED**

*To be accomplished within two years:*

1. The Land Use Committee will amend as necessary the Land Use Ordinance and other land use control measures consistent with the goals and guidelines of this Comprehensive Plan.

2. The Town Administrator will provide neighboring communities with information on development, planning initiatives or changes in land use ordinances that may impact neighboring communities, in order to solicit opinions and suggestions from those communities.
3. The Planning Board and Town Administrator will develop a plan to address the safety problem of increasing development on roads in Lincolnville that do not meet present accepted road construction standards. The Planning Board and Land Use Committee will create access road performance standards to address this issue during the ordinance review and approval process.
4. The Land Use Committee will prepare brief documentation with each ordinance explaining how that ordinance carries out the intent of the Comprehensive Plan.
5. The Planning Board and Land Use Committee will work together to develop guidelines for use by the Planning Board in its review and approval process.

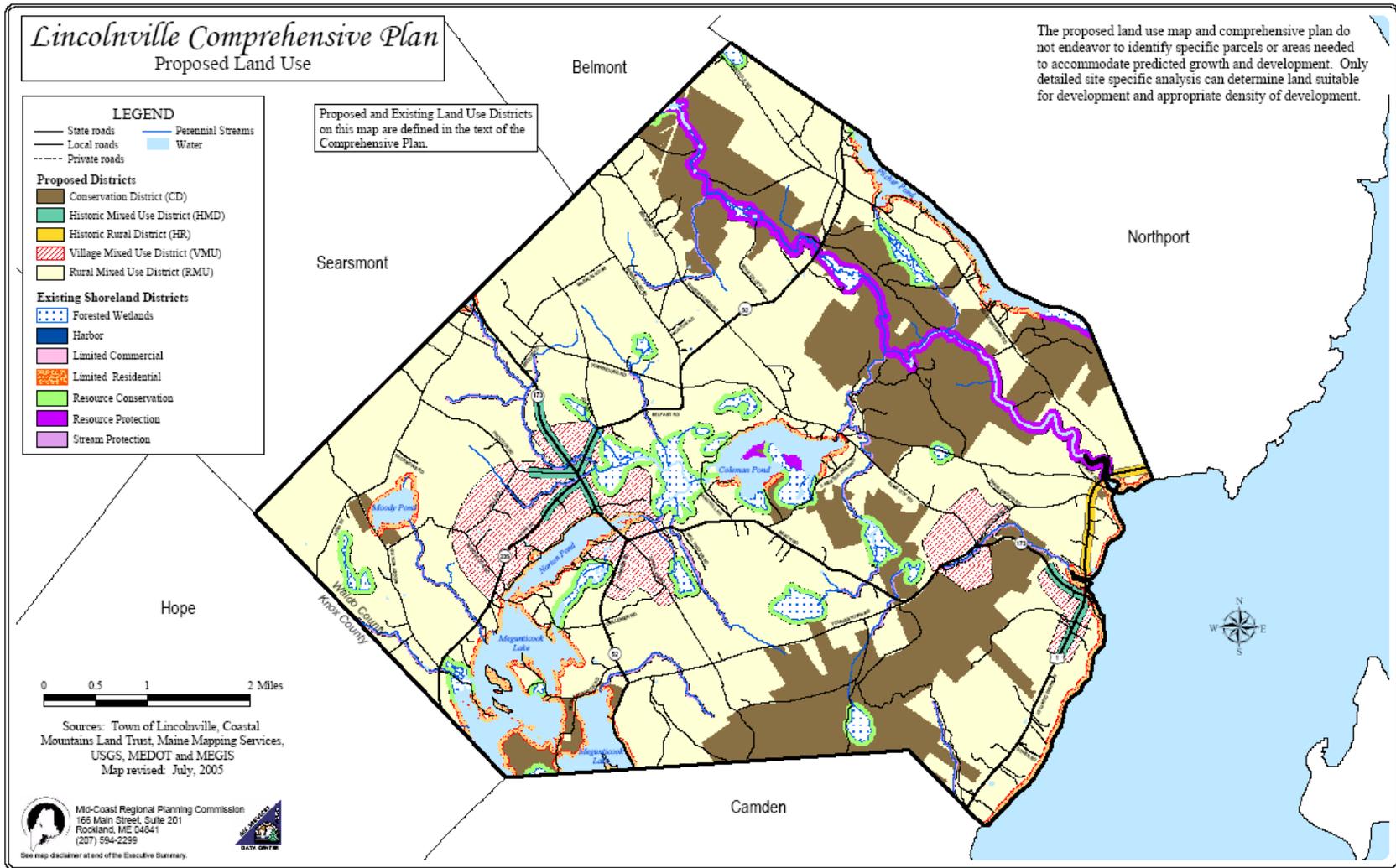
*To be accomplished within five to ten years:*

1. The Land Use Committee, with close cooperation of the Planning Board, will study and consider the implementation of amendments for the use of a Performance Based Scoring System in the Land Use Ordinance.
2. The Board of Selectmen will consider the establishment of a fund to assist in critical conservation purchases or stewardship endowments. At a minimum, the key rural assets identified will be made known to conservation organizations to guide their prioritization.
3. The Land Use Committee, with close cooperation of the Planning Board, will study and consider the implementation of growth caps and impact fees in the Subdivision Ordinance and Commercial Site Plan Review Section of the Land Use Ordinance to minimize undue financial burden to the town.

*Ongoing:*

1. The Planning Board and Land Use Committee will regularly review and update the existing ordinances to ensure their consistency with state and federal laws, local needs and the intent of the Comprehensive Plan.
2. The Planning Board and CEO will annually report to the Select Board on the number, type and location of new development permits issued in the preceding year. A reexamination and revision of appropriate sections of this plan and amendments to land use ordinances will be suggested if after five years, more than 35% of total growth observed occurred in rural areas.

## Map: Proposed Land Use



## CONCLUSION

Lincolnvilleville has an intrinsically scenic and evolving landscape that should be preserved by skillfully fitting the next generation of development into the countryside. The challenge is to protect the distinctive character while at the same time accommodating economic and residential growth. In the 2001 survey conducted by the Comprehensive Plan Review Committee, 89% of the residents believed that Lincolnvilleville's foremost feature is its environment of quiet beauty, clean air, open space, water resources, wildlife, woods and conservation efforts. Asked what are the most important goals for the town, 83% chose preserving its rural character; 80% chose protecting the natural environment (respondents could choose more than one goal).

If Lincolnvilleville's future land use plan is to carry out the stated goals of its surveyed residents, it must develop mechanisms preserving the character of the town while channeling growth into appropriate areas. In our Town-based democratic government, it will be up to the voters to decide how the landscape of Lincolnvilleville should change and how the inevitable development should occur.

This Comprehensive Plan lays out a framework by which Lincolnvilleville, over the next decade, can address issues of concern to residents. Some well thought out land use ordinance revisions may (and probably should) ultimately result, but they will each be subject to a vote at a future town meeting. Because this document is a plan, it will require revision to recognize new data, to respond to new trends, and to react to new realities. It is, therefore, only a starting point.

Successful comprehensive plans recognize that most development and conservation is carried out through the countless private actions of individual property owners. Neither this Comprehensive Plan, nor our land use ordinances and the Town Boards that administer them, can force any private individual or business to develop a particular piece of property for a particular use. Rather, this Plan suggests an orderly framework for development and related municipal service facilities to reduce public expenditures, promote affordable housing, protect the local economy, and preserve natural resources.

Unregulated development will change the face of our community and could force many long time residents, especially those on fixed incomes, to move to more affordable communities elsewhere. If the current development trends continue without appropriate land use regulations, Lincolnvilleville could lose the character, traditional natural resource based economy and rich heritage of our community.

## **APPENDIX:**

# **LINCOLNVILLE COMPREHENSIVE PLAN SURVEY I EXECUTIVE SUMMARY April 3, 2002**

## **INTRODUCTION**

The State of Maine requires each town to develop a Comprehensive Plan for acceptance by the Town and submission to the State. This requirement by the State is based upon the introduction of the Comprehensive Planning and Land Use Act of 1988, where the State took an active role in growth management programs in Maine communities. It is necessary for Lincolnville to develop a plan conforming to State standards as it gives our town the opportunity to seek a “certificate of consistency” from the State which, in the future, will allow Lincolnville to be eligible for certain types of state funding. In addition, if the Comprehensive Plan is not certified, the state will consider Lincolnville’s current land use ordinances to be invalid.

The Town of Lincolnville Comprehensive Plan Committee is comprised of eight volunteer residents charged with drafting the Town’s Comprehensive Plan. The Committee meets bi-weekly to review and revise the 1993 Lincolnville Comprehensive Plan based upon current information about the Town and resident’s goals for the future of the Town.

To that end, the Comprehensive Plan Committee distributed a survey to all Lincolnville Post Office boxes in November 2001. 208, approximately 12%, were returned. This summary will seek to highlight the findings of this first survey in the Comprehensive Plan process. The Committee expects to distribute another survey in the future in order to address issues identified in this first survey.

## **FINDINGS**

Of the 208 responses received, 97% of those were from year-round residents who own rather than rent the properties in which they live. Responses were balanced geographically throughout the town.

The survey queried residents in eight categories to gain a general first look at town resident priorities regarding their views about the town. Full survey results are available in the Town Office. The following summarizes highlights of the results:

### **Most Important Features of Lincolnville Life and Environment**

A majority of 89% felt that Lincolnville’s foremost feature is its environment of quiet beauty, clean air, open space, water resources, wildlife, woods and conservation efforts. 52% most value its rural lifestyle with agricultural activities, slower pace, privacy, few rules, and low tourist impact. Other noted features include Lincolnville’s small population (34%), including minimal development and relative safety; Lincolnville’s community (29%) of neighborliness, municipal government, citizen control and historic character. The following features were less represented: town services (13%), recreational facilities (7%) and affordability (3%).

### **Features or Aspects of Life in Lincolnville Most at Risk**

A significant number of respondents believe that the most important features of the town are also those features most at risk. 53% felt that the rural character of the town is at risk due to concerns about sprawl, overbuilding, overpopulation, and a loss of privacy. 33% feel that Lincolnville's natural environment is at risk. Other concerns include: safe roads (10%), affordability, including taxes (8%), legal regulations (8%), agriculture (6%), and property rights/individual freedoms (2%).

### **Desired Town Services**

Survey responses indicated a wide variety of desired services, with public safety at 14%. 12% responded with no change to services currently provided, 9% noted library, 7% Water and Sewer, 7% Youth Activities, Tied at 6% were Sidewalks/Pathways/Bike paths, Improved Communication, and Retail Establishments. Several other service categories were mentioned with 5% or less, including: School/Gymnasium, Municipal Buildings, Plowing and Road Maintenance, Small retail and Service Businesses, Trash Collection, Improvement of Water Facilities and Access to Ponds, Elder Facilities and Services, Playground and Picnic Areas, and Improved Transportation.

### **Land Use Ordinances as Control over Development**

87% of respondents favor land use ordinances as a reasonable or acceptable control over future development in the Town of Lincolnville.

### **Town Approach to Residential Development**

The results of this survey indicate that Lincolnville residents wish to **encourage** the following housing types: Single Family (83%), Elderly Housing (67%), and Affordable Housing (59%), and to **discourage** Large Subdivisions – over 20 houses – (90%), Mobile Home Parks (88%), Multi-Unit Rentals (64%) and Condo/Townhouses (63%).

### **Town Approach to Commercial Development**

Regarding commercial development, Lincolnville residents responded to several options, with the most widely **encouraged** as follows: Agricultural endeavors (92%), Bed and Breakfast/Inns and Professional offices, both at (69%), Elder Care Facilities (65%), Individual Retail stores (63%) and Restaurants (60%). The most widely **discouraged**: Shopping Malls (98%); Big Box Retail (86%), Large Commercial Enterprises (82%); Fast Food (78%), Industrial Parks (72%) and Resort Hotels (79%).

### **Location for development**

42% of responses indicate that **residential development** could take place anywhere with increased setbacks and buffer zones, 36% of respondents support a village setting and 32% town roads. Regarding **commercial development**, the most favored responses are State roads (40%), anywhere with increased setbacks and buffer zones (27%), and a village setting (24%).

### **Important Goals for the Town of Lincolnville**

Surveys indicate that the most important goals for the town are to preserve its rural character (83%), protect its natural resources (80%), and identify and preserve its historical and archaeological sites (69%). Significant support was also indicated for: Improve/Expand In-Town Educational Opportunities for All Ages (35%), Maintain Diverse Population through Encouragement of Affordable Housing (34%), and Encourage Economic Development (28%). Equally represented at 23% are: Provide, Expand or Broaden Town Services, and Increase Recreational Opportunities. Other goals received included those associated with Control of Growth, Community, Roads and Public Facilities, Education, and Affordability.

### **STUDENT SURVEY FINDINGS**

In addition to those results highlighted above, the Comprehensive Plan Committee received surveys from 77 sixth through eighth grade students at the Lincolnville Central School.

#### **Most Important Features of Lincolnville Life and Environment**

50% chose the most important feature as wildlife, ponds, trees or woods, and 30% the Beach, The Center, or the Center Store.

#### **Features or Aspects of Life in Lincolnville Most at Risk**

32% responded that water, trees, ponds, wildlife or woods were most at risk.

#### **Do you favor land use ordinances?**

Responses were split: 50% yes and 42% no.

#### **How should the town approach residential development?**

Students support encouraging affordable housing (84%); housing for the elderly (72%), Single family housing (74%); and discourage large subdivisions (62%) and mobile home parks (63%).

#### **Where should development take place?**

Responses indicate that residential development could occur on town roads (40%) and in the villages (35%); while commercial development take place on state roads (33%).

### **Important Goals for the Town of Lincolnville**

Students indicate the most important goals as: protect natural resources (65%), maintain diverse population by encouraging affordable housing (50%), and preserve rural character (40%).

## **COMPREHENSIVE PLAN REVIEW COMMITTEE RESULTS OF NEIGHBORHOOD MEETINGS SPRING, 2005**

**NOTE:** The Comprehensive Plan Review Committee held its first public hearing on the Draft Comprehensive Plan on January 13, 2005. After hearing comments, the Committee felt it would be a good idea to have neighborhood meetings focused on particular areas within the town. Three Sunday afternoon meetings were held in March 2005 to get specific comments and discuss options. Everyone was welcome at any or all of the meetings, but the focus of each was one of the three general neighborhoods:

1. Center Area/ In or near – Lake Megunticook to Levenseller Pond, out to the Grange, the Hope Road
2. Beach Area/ On or near Atlantic Highway (US Route 1)
3. Belfast Road Area

These meetings were designed to be an informal exchange of ideas about the town. At each meeting, the following questions were asked:

- What are the positive characteristics of Lincolnville – why do we live here?
- What are the negative characteristics or drawbacks of living here?
- What forces are at work to drive these characteristics?
- What would be a good change for Lincolnville?
- What would be a bad change for Lincolnville?
- What suggestions do you have to help guide the Comprehensive Plan Review Committee?

### **Neighborhood Meeting at the Grange March 6, 2005**

#### **POSITIVE CHARACTERISTICS/WHY DO WE LIVE HERE?**

- People mix
- People waive at us
- Beach - History
- Pristine, unspoiled
- Open space
- Forested hills
- Water, ponds, Ducktrap, Frohock
- Variety: mountains and sea
- Trails
- Fishing, hunting
- Great place to retire
- Closer to here, more beautiful it is

- Mountains
- Wildlife diversity
- Center village
- Undeveloped ridge line (old cottage)
- Variety of housing
- Community
- Good place to raise kids
- Events, suppers, fairs
- Generosity with projects
- Three villages - historically intact
- Sense of history - Historical Society
- History is here in people
- Amount of contiguous forest
- Scenic vistas
- Good telephone service

### **NEGATIVE CHARACTERISTICS/WHAT IS NOT SO GOOD**

- Opportunities for young people - 10 years out
- Lousy roads
- Un-affordable housing
- Route 173
- Lack of public transportation - seniors and young people
- No county services
- Trend of second houses - empty much of the year - no lights on - "trophy houses"
- As Town valuation goes up, we get less \$\$ for our schools
  - and it forces the value of nearby lots up
- No food store
- No bank
- Need vibrant downtown
- Collapse of traditional industry/occupations
- Lack of infrastructure
- Jobs leaving -Midcoast magnet - website is what they need
- Trend of seasonal camps converted to year-round

### **FORCES**

- MBNA moving
- New school: more young families (?)/more activities/revitalize Center/sidewalks
- Aging population
- Property taxes
- Fuel prices over 30%
- Traffic - maxing out Rt 1 - all other roads
- Land: Large parcels may come up for sale (McKinney, Oxton, Wentworth)
- Can't be just what we want
- We are a destination
- Political will
- Developments can burden
- Pay more for a subdivision? Fees up! (Suggested: \$1000/lot)

- Not affordable
- Real estate market
- People moving in have more disposable income because of real estate values where they came from

### **GOOD CHANGE**

- More vital business community year round: Center & Beach
- Sidewalks
- Dean & Eugley to be a business
- Communication needs: cell phones, DSL, satellites
- Sewers & water in Center and Beach
- Regional Planner
- Community bulletin board/some way to communicate - Town website, papers

### **BAD CHANGE**

- Development at Rts 235 and 52
- Tell MDOT what we want specifically: 11' travel, 3' paved shoulders
- Cell phone towers everywhere
- Houses popping up on hills and ridgeline
- Lighting pollution

### **SUGGESTIONS TO THE COMP PLAN COMMITTEE**

#### ***In General***

- 2 acre lots - not good
- Apartments not just for family - acre rule - base on septic system
- Encourage affordability

#### ***Commercial***

- Small, not big boxes
- Small technical
- Specialty items
- Value-added
- In proportion to the size of the Town
- Growth cap?

#### ***Impact Analysis – should be done***

**Neighborhood Meeting at The Lincolnville Improvement Association  
March 13, 2005**

**POSITIVE CHARACTERISTICS/WHY DO WE LIVE HERE?**

- Quiet
- Dark at night
- Squirrels/trout in the stream
- Water view when approaching Lincolnville Beach on Rt 1 from Camden
- Home for several generations
- Sheer beauty from one end to the other
- Mountains meet the sea
- Ponds and Lakes
- Coastal area: cove, beach, protective islands
- Affordable
  - Is now
  - Was when we arrived here
- Ducktrap
- Lots of green spaces
- Friends and neighbors – the best in the world
- Four restaurants
- Freedom of choice
- Rural character/antiquity
- Breathing space
- Participatory Government
- Tolerant community
- Free to have home business
- Scale of villages – historic feel
- Unique scale of roads vs. homes
- Home – sense of history
- Beach activity
- Diversity of areas
- Masalin Road
- Recreational opportunities (e.g. X-C skiing, snowmobiling, hiking, biking, etc)
- Public access to numerous parks
- Easy to get to other towns
- Good transportation
- A bedroom community to bigger towns
- Quality of life
- Community Spirit
- People in touch with each other
- Town officials are supportive and attentive
- Townspeople wear many hats/take on many roles in community
- Good cooks
- Town organizations foster community spirit (LIA, Grange, churches, etc.)
- Sidewalks in beach area
- Absence of crime
- People in the building trades can afford to live here

## **NEGATIVE CHARACTERISTICS/WHAT IS NOT SO GOOD**

- Young people leaving to make a living
- Road conditions
- Lack of pedestrian access from Beach to Ducktrap
  - No crosswalks
  - No sidewalks
  - Speed of traffic too high
  - Trucks
- No sidewalk snow removal for Beach Post Office access
- Setbacks are not site/area specific (Beach/Center same as rural)
- Destructive property tax laws
- Inadequate parking at Beach in summer
- No infrastructure in the “growth areas” designated by last Comp Plan – so it is not happening there, but in other areas. It is working backwards
- Lack of sewerage at Beach limits growth
- Bright lights
- Poisoned wells at Beach – chloride surface water contamination
- Saltwater intrusion in Beach wells
- Lack of transportation choices
- Lack of public transportation
- Low/diminishing participation at Town Meeting
- Same folks on the Town Committees
- Apathy
- People critical of committee members
- New folks won’t join committees
- Committee meetings are hard for folks with school aged kids
- Ordinances are aimed at maxing out properties at Beach; it is hard to own larger tracts because of forces against – incl. taxes
- Lack of vocational school in midcoast area
- Loss of freedom
  - Town government intrusive
  - Increasing ordinances are hostile to small businesses (Site Plan Review needs revision for small businesses)
  - Lack of employment opportunities
  - Town unaffordable
- Increase in restrictive ordinances
- No areas for business
- Difficult for young people to afford

## **FORCES**

- Rt 52 has become alternate by-pass
- Property tax system – town should send a rep to Augusta
- County assessments
- Funding public schools through property taxes
- Demographics

- State encouraging economic development in bigger businesses than trad'ly in Lincolnville
- Maine is in crisis in providing employment
- Sprawl – commercial
- Ownership changing from homes to commercial on Rt 1 b/c of more traffic/higher speeds / BUT families continue to move onto Rt 1 as well.
- Market forces
- Folks cashing out elsewhere and moving here
- Median income increasing quickly (now greater than Camden)
- Transient population increasing
- High proportion of 2<sup>nd</sup> and 3<sup>rd</sup> homes
- Trend of greater efficiency through regionalization; e.g. school funding, tax caps, etc. being pushed by state
- Town government is unusual in the US now – regional authorities are prevalent elsewhere
- Pressures of development
- Cumulative impact of people pushing the envelope is resulting in greater regulations
- Emotional pitches can sway decisions in Town government
- Cost of living is increasing at unsustainable rate – families cannot stay
- No jobs: a “refrigerated poorhouse” “elephant graveyard”
- Houses converted to commercial use

## **GOOD CHANGE**

- Change it back 30 years
- Complete Rt. 1 reconstruction as Town planned it (w/ sidewalks, bikepath, shuttle, etc.)
- Offsite parking at Beach area
- Establish lighting rules
- Beach bathroom
- Water & sewer where needed
- New development to not disturb rural character
- Sidewalks in Center from Breezemere to School & Telephone Company
- Sidewalks up Rt. 173
- Make Beach & Center feel more like a village and commercial center: seen as a place to stop and spend money
- Traditional village districts
- Incentives for keeping green zones at roadside and utilizing area behind
- Safer intersection at Youngtown Rd. & Rt. 52
- Improved access to water (ponds/lakes/harbor)
- Encourage business parks through authorization by ordinance + incentives to develop in ways we want. E.g. small businesses: tourist/services/arts
- Accommodate small businesses within traditional village areas
- Families moving to Rt. 1
- Businesses to provide jobs
- Buildings that can accommodate multiple businesses
- Performing arts center
- Museum
- Sports facility, connected to LCS
- Part-time Town Planner
- Diversity in Town government/committees (age 30's/40's)
- Utilize harbor area/accommodate the “floating public”

- Teen Center
- Library
- Hot lunch program
- Senior services & educate seniors re: what is available to them
- On-going Comp Plan Committee to evaluate ordinances on on-going basis; staff it with diverse age-range

### **BAD CHANGE**

- Complete Rt 1 reconstruction the way MDOT wants it done
- Excessive lighting
- Water & sewer where it is not needed
- Every 40,000 sq. ft. lot with building on it - Town build-out
- Big box commercial (Home Depot)
- Using prime land for parking at the Beach
- MBNA leaving/losing jobs from area
- Not everyone thinks more businesses are a good change
- Don't want to see a lot of security lights in the woods

### **SUGGESTIONS TO THE COMP PLAN COMMITTEE**

- Need consistent vision
- Surveys are helpful in getting x-section of town
- Get roomful of 30 year olds
  - Beer & babysitting
  - Invite them/reach them through group of active parents from school
- Need more diverse participation
- Set up a more friendly environment for involvement by others in town government

### **Neighborhood Meeting at the Lincolnville Community Center March 20, 2005**

#### **POSITIVE CHARACTERISTICS/WHY DO WE LIVE HERE?**

- Grew up here
- Family roots
- Beautiful nature
- Good mix of folks – retired, families, etc.
- Diversity of incomes
- Still affordable
- Rural, but close to big towns
- Walk to store
- School – was and will be
- No flashy/garish businesses
- All are welcome – no pretenses
- Feisty community (e.g. tree battle in Center)
- Town is taken seriously
- We all try to work together & keep involved

- People involved in new community
- 2<sup>nd</sup> & 3<sup>rd</sup> homes do not cost the town much, but provide revenue
- Improved public safety/decreased crime
- 10-Year Road Plan

## **NEGATIVE CHARACTERISTICS/WHAT IS NOT SO GOOD**

- Attitude that folks from away want things like where they came from
- Easier to complain than to get involved
- Folks from away demand costly services
- Residents earn money elsewhere
- Development is happening too fast
- Lack of zoning = Lincolnville is “wide open”
- Bad roads, leads to increased response time for emergency services
- Neighbors can open commercial entities w/ unpleasant characteristics, e.g. lights
- All youth activities are out of town
- Traffic speed
- Kids are not accepted in Camden/Rockport
- Fixed income folks are forced to break up lots to pay property taxes
- Poor maintenance by town of things like sidewalks at Beach
- Demise of traditional industry
- Trophy houses
- Lack of available rental property
- Inflexible ordinances – one size does not fit all

## **FORCES**

- Big money from out-of-state
- “We’ve been discovered” – scenic is good and bad!
- More affordable than Camden, etc
- Diminishing state resources
- Developers moving in
- People cashing out equity elsewhere and bringing it here – Mainers are selling
- Cumulative effect of small individual decisions add up
- Center not dependent on tourism
- Market forces
- Ocean-front property is very expensive and driving up valuation
- New school – will bring people
- Lack of infrastructure – sewer & water
- Money crunch
- Changing demographics
- Can’t legislate taste
- Seasonal houses changing to year-round homes

## **GOOD CHANGE**

- Listen to Town Attorney’s advice
- Sidewalks & lights from Breezemere to the school to the Community Center
- Designate a commercial district

- Dependent on the size of a business
- On one end or the other of a village area
- Thoughtful zoning
- Create districts = commercial and residential
- Cap growth to allow time for better planning
- Protect old growth trees, show hardship/justify removal
- Protect stonewalls, lime kilns and other historic landmarks
- Map all historic landmarks
- Encourage conservation easements
- Bring back March Town Meeting
- Water & Sewer in Center and Beach
- Update/re-do septic systems, particularly around ponds & lakes
- Reconstructed roads
- Install traffic “calmers”

### **BAD CHANGE**

- Sprawl – random commercial development
- No zoning
- Ways that keep us from wanting to live here
- Traffic lights
- Unbridled development
- Wider roads