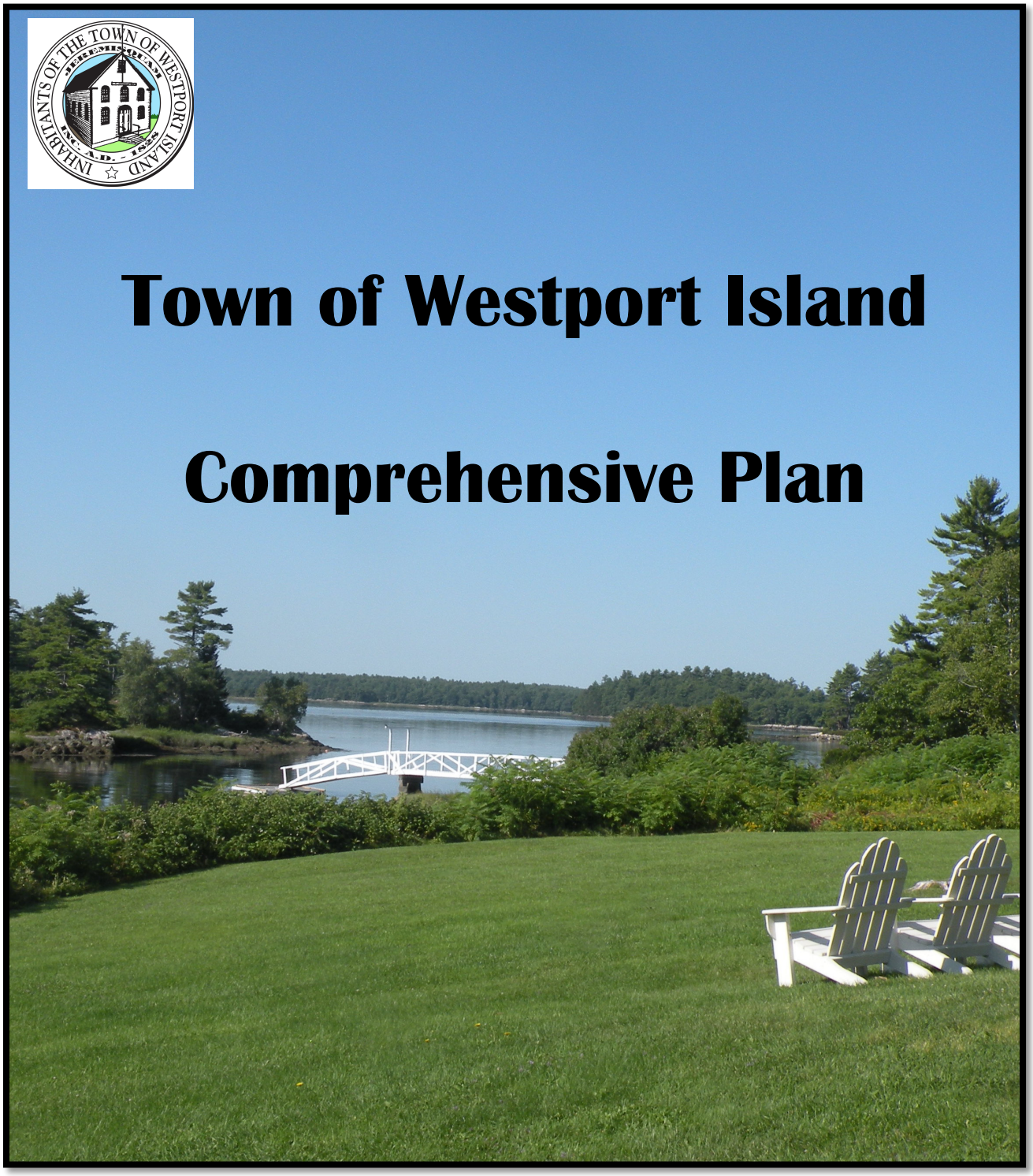
Town of Westport Island

Comprehensive Plan



2019

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1 Introduction and Purpose

This Comprehensive Plan for Westport Island is designed to provide guidance for the town's development and growth for at least the next ten years. Maine state law, Growth Management Act (30-A M.R.S.A. §§ 4312-4350), requires that a community have a certified Comprehensive Plan to qualify for a number of programs and grant opportunities. These include qualifying the town for:

- Preferred status with many state competitive grant programs,
- Authority to issue Natural Resource Protection Act (NRPA) permits,
- Authority to issue Site Location of Development Act permits,
- Authority to enact legitimate zoning impact fees and rate of growth ordinances.

Without a Comprehensive Plan Westport Island would not have a roadmap for town officials and committees to follow.

To maintain the town's certification, Westport Island must have an updated plan every 10 years. Our last certified plan was created in 2002. Therefore, we are not in compliance by at least seven years, and as such are not eligible for the above listed benefits. The state benefits are not the only reason why the town needs a Comprehensive Plan (CP), certified or not. As noted in the responses from the survey we conducted for the Vision Statement, most of the residents and property owners of Westport Island are very satisfied with the community today, with its rural character. Without this plan, our rural character could be in real jeopardy. We need a plan so we can intelligently allow for growth without losing the qualities of Westport Island life we love, and so our limited natural resources are not overextended to the point that we lose them altogether. This is a very real possibility.

To create this plan, the Westport Island Comprehensive Planning Committee (CPC) first had to find out a lot about the town: who are the residents, where they live, what they like and dislike about the town today, what direction they think the town should take in terms of growth and development, the adequacy of facilities and services, recreational and business opportunities, etc. We accomplished this with a survey distributed to town property owners and residents in the summer of 2018.

However, this was actually the starting point. The State mandates that the plan address a number of different topic areas, from the town's history, to its natural resources, to the town's economy and future land use and growth. Each topic area has its own set of data requirements, which necessitated a lot of research. The members of the CPC used the data to formulate policies and strategies that would accomplish the goals from the town's Vision and from State of Maine mandates. A compilation of all the policies and strategies from each topic area provide the town with a "road map" for how to realize or chart progress toward achieving the Vision for the town.

The CP will only be successful if the community supports the basic tenets of the plan. There are recommendations for some ordinances to be modified, subject to the approval of the voting members of the town at town meeting.

2 Public Participation Summary

The Westport Island Select Board established a Comprehensive Planning Committee (CPC) of eleven people in April of 2018, with representatives selected from amongst town officers and committees to provide a broad representation of knowledge and opinion on the CPC. The first meeting was held April 12, 2018. The original members included:

- Dennis Dunbar – Conservation Commission
- Bob Mooney – Fire Department/Public Safety (selected as Chair)
- Jerry Bodmer – Select Board and Plumbing Inspector
- Gary Richardson – Code Enforcement Officer
- Jeff Tarbox – History Committee (selected as Secretary)
- Bud Gallagher – Harbor Master
- Richard Devries – Wright Landing Committee
- Dick Barker – Planning Board
- Neil Cavanaugh – Board of Appeals

- Jason Kates – Cable Negotiating Committee (selected as Vice-Chair)
- James Cromwell – Road Committee

The CPC established a weekly noticed meeting, Thursday at 6 PM, and made establishing a Vision Statement as the first priority: what Westport Islanders desired for their community, looking out for the next 10-20 years. A survey was developed to capture opinions, and 800 copies were mailed out to town residents and property owners, starting in early July with the survey to close August 31. Respondents were encouraged to fill out the survey online as well, and a link was provided on the town website. Newspaper articles were published describing the survey and encouraging town residents and stakeholders to participate in the survey. A public meeting was held July 26, 2018, to take questions and comments about the survey, and 19 attended.

Figure 2.1 Bob Mooney discussing the purpose of a Comprehensive Plan and the reason for the Vision Survey at the July 26 2018 public hearing

In all we had 295 responses, many with comments that expanded on the questions and provided valuable insights into the reasons for people's opinions. From those responses the

committee crafted a Vision Statement, and town voters were asked to approve it at the November 6, 2018 election. A public hearing was held September 25, 2018 to discuss the results of the survey, and how the CPC had used it to craft the Vision Statement, which was attended by more than 50 people. There were no serious concerns with the Vision Statement as drafted, and the vote in the November referendum was 414 in favor of the Vision Statement, with only 53 opposed.

Figure 2.2 1 Sept 25 Public Hearing discussing the results of the Vision survey and the resulting Vision Statement draft

With the approved Vision Statement as their guide, the CPC members volunteered to take responsibility for the required sections of the Comprehensive Plan and proceeded to research, create and discuss draft sections at their regular meetings thru the summer. With the intention of putting a referendum questions approving the completed Plan on the November 5, 2019 ballot, the CPC has finalized the draft Plan. We will be requesting approval of the referendum question from the Select Board for inclusion in the November ballot. The Plan will be posted on the Westport Island website for review. A public hearing was held on September 26, 2019 following the required 30 days' prior notice, and 35 people attended. Some revisions were found to be necessary, so second public hearing will be held on the revised plan October 3, 2019, more than 30 days prior to the November 5 election and vote on the Plan.

Over the past 18 months some changes were made to the composition of the Comprehensive Planning Committee. The final members were:

- Robert Mooney – Chair, Former Fire Chief
- Jason Kates – Vice Chair, Cable Negotiating Committee
- Jeff Tarbox – Secretary & Chair History Committee
- Ted Christie – Harbor Master
- James Cromwell Chair Road Committee
- Richard Devries Chair Wright Landing Committee & School Board Member
- Dennis Dunbar Member Conservation Committee & History Committee
- Joanna Jacobs – Member Planning Board
- Gary Richardson Code Enforcement Officer
- Ron Stoodley – Deputy Code Enforcement Officer

3 Vision Statement

The Vision Statement for this Comprehensive Plan has been developed based on input from property owners and other Westport Island stakeholders. In a recent public opinion survey, and in Visioning workshops held as part of this comprehensive plan update, island stake holders shared their ideas for Westport Island for the next 10-20 years. The consensus is clear; most people like the town as it is and want to preserve its essential character and abundant natural resources. The town overwhelmingly wishes to **preserve Westport Island's assets** and **manage any future changes** while **maintaining the fundamental character of the island**, which its residents so highly value.

3.1 Westport Island's Vision Statement

Westport Island is a beautiful, rural, low key island community that retains and protects its special places and character. Being "off the beaten path," Westport Island offers a quiet, yet supportive community, where residents can live safely and free of the burdens of more urban communities. We value our natural resources, our open space, wetlands and shorefront. We will be guided in the future by the desire to protect and preserve the essential character of our town, while balancing needed steps that will provide amenities to improve the quality of life. The essence of this vision for Westport Island is to keep pace with our changing times without altering the essential character of our town.

The following reflects the ways in which this overall vision will guide the town's response to challenges and opportunities over the next decade and beyond:

3.2 Natural Resources

- Protecting our natural resources will continue to be a priority, with protection and maintenance of our valuable open spaces, preserves, habitats, wetlands, aquifers and shorefronts an important priority.
- Protecting our land and water resources from pollution.
- Scenic view sites and corridors will be protected for future generations to enjoy.

3.3 Community

- Public access to Westport Island's natural resources will be protected and expanded when and where possible, for recreation, shore access, boating access, swimming and other traditional uses.

- Residential growth will be measured, with emphasis on sustainable year-round and seasonal single-family homes, welcoming seasonal residents and encouraging them to take part in the life of the community.
- Island trails and bike paths will be added where appropriate and safety of walkers, pets and bicyclists will be enhanced.
- Needs of our growing senior citizen population will continue to be addressed by vibrant local service groups in partnership with the town.
- Economical housing options will be encouraged to retain and attract young families to the island.
- A "country" store will be encouraged and supported.
- A small casual restaurant or snack bar will be encouraged as a gathering place for residents and summer visitors.
- Alternatives for collaboration with neighboring towns to provide shared services will be explored.

3.4 **Public Safety**

- Partnerships with State and Federal agencies and nonprofits will be pursued for funding of planned improvements where possible.
- Roads, culverts and causeways will be upgraded in preparation for projected increases in storm rainfall flooding and rising tides.
- Parcels planned for development will be carefully evaluated for capacity of ground water and of septic systems. Limitations of the island's granite base are recognized, and no town-wide water or sewer is envisioned during this 10 to 20-year period.
- Development of water resources devoted to fire prevention will be identified and addressed in appropriate developments.
- Alternatives for collaboration with neighboring towns to provide shared services, such as emergency medical and ambulance services, will be explored.

3.5 **Economy**

- Small businesses, which are ideal for our island community, will be encouraged, particularly fishing related, aquaculture, agriculture, and home-based businesses.
- Reliable high-speed internet will be actively supported for all residents, encouraging the growth of home-based and other businesses. Additionally, this will enhance quality of life and bring the island on a level playing field with larger urban areas, allowing telecommuters and professionals to set up, and work, from Westport Island.

This is the vision for the future of Westport Island. The vision is not static and is subject to updating as our town evolves and conditions change. The key is that the vision was developed by, and reflects, the careful guidance of the people of Westport Island. It is intended to serve as the guide for developing our Comprehensive Plan, and for guiding our elected and appointed officials and boards charged with carrying out the plan over the next 10-20 years.

4 Town History

Westport Island, once called "Jeremy squam," became a separate town called "Westport" by an act of the Maine Legislature in 1828. From 1774 until 1828 it was part of the town of Edgecomb, and all of Maine was part of Massachusetts until 1820.

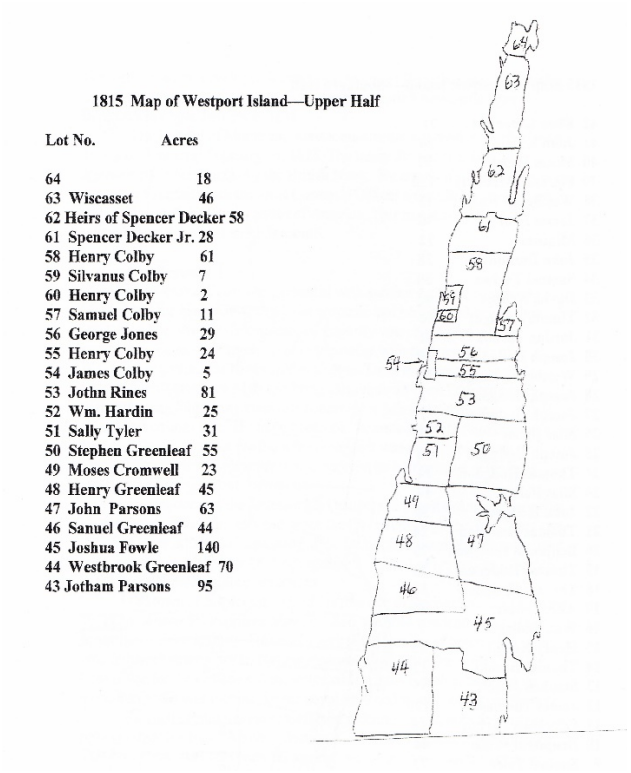
4.1 Colonial Era

People lived around the Sheepscot River estuary for thousands of years before Europeans started regularly visiting the area in the1500s. Fishing the rich resources of the Gulf of Maine brought European fishermen before records were kept and the explorers sent by European rulers, Weymouth and Champlain, charted the coast. Grants of vast tracts of land to well-connected courtiers began the settlement of what would become New England and Canada. The 1607 Popham colony at the mouth of the neighboring Kennebec River may have failed, with the settlers who survived the first winter returning to England in 1608, but there are other early references in records to settlers in the area in the early 1600's, and we know there were settlers and active trading along the lower Sheepscot River between the natives and English in the 1660s. Sadly, the Indian wars that began in the 1670s led to the abandonment of the area by English colonists until about 1735. In the interval the legacy of overlapping royal land grants, plus independent purchases of land made by private individuals from Indian leaders, notably the Georgetown-based sachem Robinhood, resulted in a confusing web of land titles that would bedevil the early Westport islanders.

The Boston-based proprietor groups claiming ownership of mid-coast Maine commissioned the surveying of their land claims in the 1730s & 1740s. They wanted to give those claims more reality by dividing them into lots, which could be sold, and began to promote settlement of "their" land. The group that came to be known as the Wiscasset Proprietors ordered a survey that included Jeremy Squam island in 1744, and in 1750 accepted a plan of 64 numbered lots. But the Proprietors were investors, not settlers, and most of the people who actually cleared the land and settled the lower Sheepscot did so without benefit of a title from a proprietor. As early as the 1740s the proprietor groups became concerned about prosecuting "trespassers". Surveys also served to identify the actual residents, who could be forced to pay for the title to the land they had cleared and developed.

4.2 Early Growth of the Town

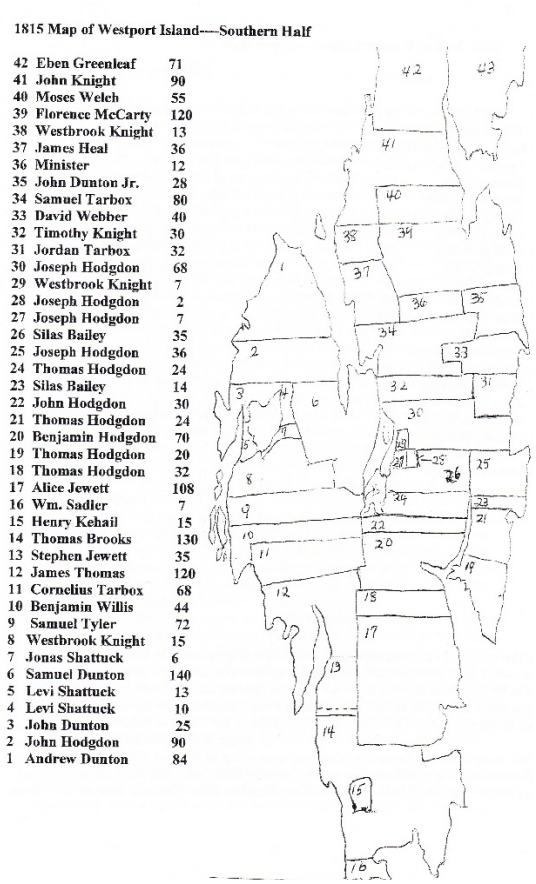
In the 1750s there were several petitions from the actual residents of the area to the Massachusetts General Court, requesting permission to form a town and receive protection from the claims of the proprietors. The conflict from absentee proprietors claiming title and requesting payment from the actual settlers, and those settlers claiming ownership by right of their effort in clearing and improving the land, continued to trouble the settlers until 1815, when the Commonwealth of Massachusetts had each settler buy title for about 7 ½ cents per acre to resolve the issue. A survey was done in that year by Stephen Parsons for the town of Edgecomb, including Westport Island, showing the lots as claimed, and many of those property lines are still reflected in present properties. (See Figure 4.1 & Figure 4.2 below.)



1815 Map of Westport Island—Upper Half

Lot No.	Acres
64	18
63 Wiscasset	46
62 Heirs of Spencer Decker	58
61 Spencer Decker Jr.	28
58 Henry Colby	61
59 Silvanus Colby	7
60 Henry Colby	2
57 Samuel Colby	11
56 George Jones	29
55 Henry Colby	24
54 James Colby	5
53 Johnn Rines	81
52 Wm. Hardin	25
51 Sally Tyler	31
50 Stephen Greenleaf	55
49 Moses Cromwell	23
48 Henry Greenleaf	45
47 John Parsons	63
46 Samuel Greenleaf	44
45 Joshua Fowle	140
44 Westbrook Greenleaf	70
43 Jotham Parsons	95

Figure 4.1 1815 Map of Westport Island Upper Half



1815 Map of Westport Island---Southern Half

42 Eben Greenleaf	71
41 John Knight	90
40 Moses Welch	55
39 Florence McCarty	120
38 Westbrook Knight	13
37 James Heal	36
36 Minister	12
35 John Dunton Jr.	28
34 Samuel Tarbox	80
33 David Webber	40
32 Timothy Knight	30
31 Jordan Tarbox	32
30 Joseph Hodgdon	68
29 Westbrook Knight	7
28 Joseph Hodgdon	2
27 Joseph Hodgdon	7
26 Silas Bailey	35
25 Joseph Hodgdon	36
24 Thomas Hodgdon	24
23 Silas Bailey	14
22 John Hodgdon	30
21 Thomas Hodgdon	24
20 Benjamin Hodgdon	70
19 Thomas Hodgdon	20
18 Thomas Hodgdon	32
17 Alice Jewett	108
16 Wm. Sadler	7
15 Henry Kehail	15
14 Thomas Brooks	130
13 Stephen Jewett	35
12 James Thomas	120
11 Cornelius Tarbox	68
10 Benjamin Willis	44
9 Samuel Tyler	72
8 Westbrook Knight	15
7 Jonas Shattuck	6
6 Samuel Dunton	140
5 Levi Shattuck	13
4 Levi Shattuck	10
3 John Dunton	25
2 John Hodgdon	90
1 Andrew Dunton	84

Figure 4.2 1815 Map of Westport Island Lower Half

The early settlers were mostly farmers, though often engaging in other enterprises like logging and fishing to bring in cash. Each farm was an independent unit, focusing on raising what the family needed for subsistence, supplemented by whatever other crops or craft work they could sell or trade for the manufactured goods they also needed.

The first areas to be settled were the mill sites. There were four early mills on Westport, initially for the purpose of grinding grains. These mills later became sawmills, turning the abundant timber in the area, and logs floated down the Sheepscot from further upstream, into lumber. The sawmills were run by the power of the tides. All early transportation was by water, and some islanders built small boats or schooners, like members of the Hodgdon family, who started building boats on Westport but by the early 1800s moved their residences and operations to the East Boothbay area, where Hodgdon is still an active boat builder.

By the second and third generation, residents of Westport began having significant non-farm business interests and occupations. A family could have a farm and still rely on it for much of their sustenance, but the man's primary occupation might be in fishing, sailing as crew on coastal or deep-water vessels, operating a store or running a mill. Fishing, in particular, became the

primary occupation of Westport's men in the middle of the 1800s, as the industry came to dominate the Maine coastal economy.

1860 Census Maritime Occupations	
Fishermen	122
Fish dealers	4
Mariners	25
Shipmasters	2
Ship carpenters	2
Steamboat pilot	1

Table 4.1 1860 Census Occupations

- In the 1850 census of the 761 island residents, 205 were adult men who had reported their occupation, and of those only 46 were reported as farmers, while 138 were identified as mariners or master mariners.
- By the 1860 census there were 263 reported occupations for the 798 residents, including this time some occupations for women. 47 people are still reported as primarily engaged in farming, but the number of sea-borne workers increased to 156, more granularly identified as:

The importance of the fishing industry was also reflected in large wharves from which the vessels went out to the Grand Banks for cod and other food fish, the signs of which can still be seen around the island. It was common for Westport citizens to own shares in vessels, as an investment, even if they didn't sail on the vessels themselves. Several families managed small fleets of fishing boats and would have stores where fishermen could buy essential supplies, like flour, salt, tobacco, and rum. There continued to be some boat building, but no large vessels were built on Westport. Many residents served on ships sailing out of Bath and Wiscasset, including some famous sea captains in the China, coasting, and other trades.

4.3 **Post-Civil War Changes/Decline**

As an island, Westport's communications with the rest of the world required either bridges or watercraft. A bridge was built in the shallow waters between Woolwich's Phipps Point and West Shore Road area on Westport in 1844, and was maintained, with some difficulty, first by investors and then by the town. Most of the residents of Westport at this time lived in the southern half of the island. However, the bridge frequently suffered from damage caused by ice flows in the winters, and when in 1893 the bridge again required extensive repairs the town decided it was not worth saving. A ferry was established crossing the Cowseagan Narrows, and that became the primary lifeline for the town until 1950, with the building of a causeway bridge north of the ferry route. That bridge was replaced in 1972 by the current one, largely paid for by Maine Yankee because the causeway constricted the necessary flow of cooling water in the Back River, connecting Westport and Wiscasset.

In the 1880's regular steamboat service was established along the coast of Maine, connecting the cities of the East Coast with Portland and Maine's coastal and riverine towns. Westport had two ports of call, an upper and lower landing. The lower landing was called the "Junction," because passengers transferred there to smaller boats to get to their island destinations. This made it possible for visitors to come easily to Westport, and for Westporters to travel to Bath, Portland or elsewhere for business.

The regularly scheduled steamboat service ushered in an era where Westporters hosted summer visitors, turning their homes into "boarding houses", or selling small lots for the construction of summer cottages. The population of the island had fallen steadily after the Civil War, as was the case in much of Maine, but island natives who'd moved away would come back to visit with their families, and residents of New York and Boston found summering along the coast of Maine to be a great escape from the heat and commotion of the cities. City folks could take a steamer from their city to Portland or Bath, or come by train and then transfer to the local steamers.

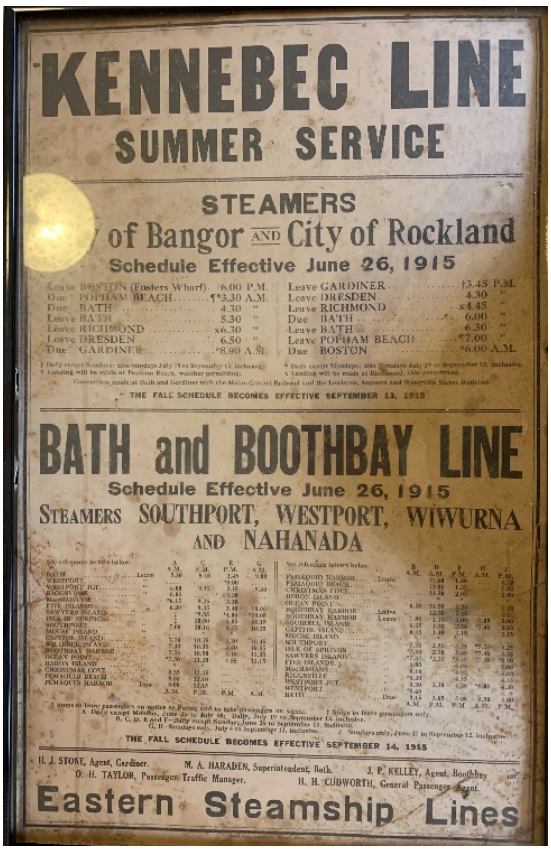

KENNEBEC LINE
SUMMER SERVICE
STEAMERS
of Bangor AND City of Rockland
Schedule Effective June 26, 1915
THE FALL SCHEDULE BECOMES EFFECTIVE SEPTEMBER 13, 1915
BATH and BOOTHBAY LINE
Schedule Effective June 26, 1915
STEAMERS SOUTHPORT, WESTPORT, WIWURNA AND NAHANADA
THE FALL SCHEDULE BECOMES EFFECTIVE SEPTEMBER 14, 1915
H. J. STONE, Agent, Gardiner. M. A. HARADEN, Superintendent, Bath. J. P. KELLEY, Agent, Boothbay
O. H. TAYLOR, Passenger Traffic Manager. H. H. CUDWORTH, General Passenger Agent.
Eastern Steamship Lines

Figure 4.3 Steamboat schedule from 1920s

The influx of summer people also provided a new market for Westport's farmers, who sold their produce on the island and traveled by boat to find business at sites like Squirrel Island and Boothbay Harbor, to feed the summer people there. The influx of summer people continued after the steamboat business was largely abandoned in the 1930's, with the last trip in the summer of 1941, with people now arriving by automobile and the ferry

For a time, the ice business flourished in Maine, and Westport had a share in it during the early 1900's. The Knickerbocker Ice Company had a pond at the north end, and the Jewett family built a stone dam at Jewett's Cove in the south and erected several buildings and wharves for the ice trade. The carriage of ice provided another maritime trade for local shipping and crews. But this was late to the game, the sunset of another natural resource industry, as mechanical refrigeration soon ended Maine's ice trade.

The biggest calamity to hit the island happened on May 8,1918, when a gasoline engine for a timber milling operation at the "Pike lot" on the southwest of the island started a fire that, helped by a NW wind, quickly got out of control. It traveled east over Thomas Hill, destroying the Moll Poor Hill school, which served south end students, and continued a path destruction that encompassed many of the cottages of the Oak Nut Park and Echo Home developments, traveling up to Long Cove by the morning of the 9th. There it appeared to be contained, but in late morning the fire started up again and moved northeast destroying along the eastern shore up to McCarty Cove. There it was contained again, and while the house was destroyed, the chandlery survived. Westport had no fire department, so it was a bucket brigade of islanders who initially fought the fire, but on the 9th they were aided by hundreds coming from neighboring towns, including men from a Naval Reserve base in Boothbay Harbor. There were no reported deaths,

but with few homes insured it would take years for the town and the residents affected to recover.

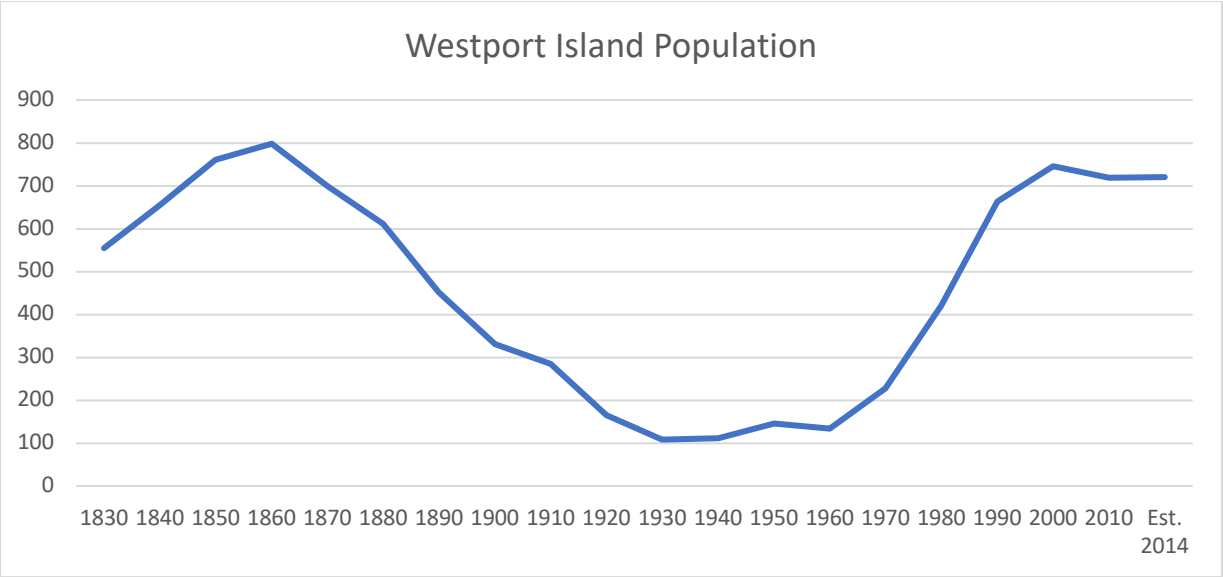


Figure 4.4 Population from Census

With regular access to the island limited by a two-vehicle ferry, and with few opportunities for making a living on the island, Westport's year-round population continued to decline to a low of 108 residents in the 1930 census. Figure 4.4 above shows the decline in the island's population from a high around the Civil War. Maine overall suffered a population decline from the 19th century, with many moving further west for better land or new opportunities. Islanders who remained would sometimes have another home in Bath or Portland, where they could work and earn a living, coming back to their home on Westport when they could. The 1950 census found the population was still just 146 in 1950, when the causeway bridge, which was the fruit of years of lobbying by the town and Lincoln County officials, made easier travel possible. Islanders could now work at Bath Iron Works, or other employers in the area, and still be able to live on the island.

Figure 4.5 Westport ferry circa 1940s

Courtesy of Frank and Phoebe Cromwell

4.4 Population Growth and a new Century

In 1960 Westport's year-round population had again declined, down to 133. The town was down to only one school, from a height of five in the 19th century, and had an average attendance of just 11 students. High school level students had for decades been sent to other towns, and for some years Westport had been considering options for the rest, including busing to Wiscasset. With the cost of a teacher's salary and the expenses for the maintenance of the building continuing to rise and projected to be more than the cost of busing and tuition, the town decided at the 1961 town meeting to close the school, and in 1962 Westport was without a school for the first time since colonial times.

However, the 1960s were the start of another transformation and rebirth of the island. Real estate development discovered Westport, or island landowners discovered they could finally make good money on the sale of their real estate, and the late 1960s thru 1990s were a time of

subdivisions and building, especially along Westport's wooded and granite-cliff shoreline. New summer cottages were built, plus many new year-round homes, and some of the rustic cottages from the previous century of summer visitors were renovated and expanded, many also becoming year-round homes with their owners now counting as residents.

Westport was booming, at least in population. The census recorded an increase of 71% between 1960 and 1970, and another 84% between 1970 and 1980. In 2000 the census found 745 residents, the most since the Civil War. But there was no industry and little new business on the island. The growth was almost all residential. People lived on Westport and traveled to work at Bath Iron Works, at state agencies in Augusta, at Maine Yankee across the narrows in Wiscasset, and many other employers and businesses in Midcoast Maine. Many of the newcomers were retirees, coming for the "Maine Experience, the Way Life Should Be".

On the Island itself there continues to be some fishermen, now predominately lobstering, and trades people doing carpentry or various aspects of home property maintenance. The island for many years was able to support at least one store, the last located just before the bridge onto the island, but that center of community life ended around 2010. At various times there have been music and dancing venues, and a small snack bar operated in the 1960s and 70s on the western shore at the middle of the island. Many people operate a small business from their home, as crafters or artisans, artists, or by providing services. In the 2000s the internet has enabled many of the better-served residents to work at off-island businesses from the comfort of their own home. And there are now three commercial farms to continue the tradition of that livelihood (see Chapter 8 on Agricultural and Forestry Resources). But the largest and most well-known commercial business on the island for many years is, and continues to be, the Squire Tarbox Inn.

No discussion about Westport Island and its history would be complete without mentioning the strong legacy of volunteerism. The town, while ably led by its Select Board and officials, relies on roughly a hundred active volunteers to make the town run. The all-volunteer Fire Department was incorporated in 1955 and its' members continue to be the first responders for fire and medical emergencies. Town government has formalized in recent decades, and town records are no longer stored in the first selectman's closet, as the town now has a records vault in a dedicated Town Office. But that Town Office was built, in part, by volunteered labor and materials. Town committees, made up of volunteers, do jobs that elsewhere might be done by paid town staff. The new residents have adopted this spirit of volunteerism, and now frequently provide the leadership and energy that makes Westport Island the place they want to call home.

5 Historical and Archaeological Resources

5.1 Introduction

When town stakeholders were surveyed about their vision for Westport Island it was clear that historical resources were not top of mind. Asked "What do you like about living on Westport Island," "Historical architecture" ranked 14th out of 16 choices, with just 26 positive responses or 9% of respondents. By comparison, "Natural beauty of the island" earned 250 positive responses, from 88% of respondents. This poor response could be because Westport has limited historic architecture, with the "historic" Town Hall, built as the Union Meeting House in 1794, and the adjacent Greek Revival Westport Community Church, built about 1835, as the only notable historic public buildings. But when asked about "What should Westport Island focus on to enhance our rural community?', "Historic site preservation" and a "History Museum" to display artifacts were also rated near the bottom, with only "Recreation facilities" getting less support.

Nevertheless, the town has supported the work of a select board-appointed History Committee, providing it with annual appropriations to store and preserve documents and artifacts that have been given to the town over the years. To improve this effort, the History Committee established the Friends of Westport Island History in late 2018, a 502(c)3 historical society whose purpose is raising funds for the preservation and promotion of the town's history. A history museum may be on the near horizon, utilizing part of the Wright Landing house for historical displays and potentially document and artifact storage.

5.2 State Goal

To preserve the State's historic and archaeological resources.

5.3 Analysis

5.3.1 Are historic patterns of settlement still evident in the community?

Some evidence remains of how the island was settled. Many of the island land parcels still reflect the outlines of the lots surveyed in the Parsons 1815 map of settlement.

5.3.2 What protective measures currently exist for historic and archaeological resources and are they effective?

The only protective measure is the requirement in many of the land use ordinances for an applicant to contact the Maine Historic Preservation Commission (MHPC) regarding their land use plans, with the Commission expected to register a concern if the plans impact an historic or archaeological resource. Given that the MHPC is only familiar with the resources that have been registered with the state, this requirement may not be sufficient.

5.3.3 Do local site plan and/or subdivision regulations require applicants proposing development in areas that may contain historic or archaeological resources to conduct a survey for such resources?

No, though there is a requirement for the applicant to contact the Maine Historic Preservation Commission to see if there is an historic resource concern with the site. But aside from that paperwork check, no survey is required.

5.3.4 Have significant historic resources fallen into disrepair, and are there ways the community can provide incentives to preserve their value as an historical resource?

The site of Fort McDonough, an earthen work fort erected on Squaw Heights on the NE end of the island during the war of 1812, has not been protected. Created to provide cross-river enfilading fire with Fort Edgecomb, thus protecting Wiscasset and the upper Sheepscot River from a British naval attack, Fort McDonough was abandoned following the war and largely lost to history. "Lost" was not just a turn of phrase. Forty years ago, when people started looking for the site, no one knew where it was. Edwin Cromwell and his son Alfred made news in the early 1980s when they found the earthworks while searching a wooded hillside. The MHPC surveyed the site in 1985-1986. But no action was taken to protect it, and in 2009, when the Westport Island History Committee visited the site, it was now part of a subdivision and there was construction near one corner of the remains of the earthworks.

5.4 Conditions and Trends

5.4.1 Nationally Significant Historic Structures

The following properties are currently listed in the National Register of Historic Places:

- Squire Tarbox House, now included as the core of the Squire Tarbox Inn, Main Road
- Josiah K. Parsons Homestead, Baker Road
- Westport Community Church, maintained by the Westport Community Association, Main Road
- Union Meeting House (Former), now known as the historic Town Hall, Main Road

5.4.2 Regionally Significant Historic Structures

Westport has a number of older structures which provide a historic character to the community, which is now more typically characterized by post-WWII homes and garages

- There are 11 homes, barns, and outbuildings dating back to the late 1700s, and 38 properties with structures built in 1830 or earlier. New homes built prior to the Civil War sometimes replaced earlier structures as Islanders gained sufficient resources to build larger and more "modern" homes
- The sites of mills, including the pilings that are the remains of the wharfs and mill structures, mill stones, and the mill ponds with the remains of the dams.
- Stone wharfs, a legacy of Westport's fishing industry
- The remains of a fishing weir
- 70 cemeteries, cataloged and maintained by the town Cemetery Committee, who will assist landowners with repairing headstones and otherwise maintaining these monuments
- Miles of stone walls marking the boundaries of old fields and pasture lands

5.4.3 Other Historic Resources

The following sites have been registered with the State as historic archaeological sites

Site Name	Site Number	Site Type	Period of Significance
Fort McDonough	ME 477-001	military, fort	1814
Annie Sargent	ME 477-002	wreck, schooner	May 10, 1890
unidentified cellar hole	ME 477-003	domestic	unknown.
unidentified dam	ME 477-004	dam	unknown.
unidentified foundation	ME 477-005	structure, unidentified	unknown.
Knickerbocker dam	ME 477-006	dike	19th into early 20th centuries.
Mary Ann	ME 477-007	wreck, gas screw	1948, 1974

Table 5.1 Historic Sites Registered with the State

There are many cellar holes around the island, some dating to the catastrophic fire which destroyed about 20-30 homes on the south end of the island in 1918, others simply reflecting the fact that homes were abandoned, and the structures removed or allowed to decay. Most are not documented or marked on maps.

The 70 cemeteries on the island have been mapped and preserved, the fruits of an effort that started in the 1980s and continued until this decade. In many cases headstones have been repaired and/or re-erected, enclosure fencing restored, and trees removed that had taken root on cemetery grounds. The town Cemetery Committee has created a book documenting the cemeteries and listing the people who are believed to be interred in them. The location of cemeteries is a layer of the digital tax maps on the town website. Each year for Memorial Day the Committee puts out US flags on the graves of veterans going back to the Revolutionary War.

There are also many stone walls, often lost in the wooded sections of properties, reminders and artifacts from the 18th and 19th century settlements where they marked the boundaries of fields, stock enclosures, barn yards, or property lines. Visitors should take care, as some walls were supplemented with barbed wire fences. There is the potential that the stone walls could be destroyed either as part of residential property landscaping or from the stones removal to be used as the building material for new walls.

5.4.4 Needs for further survey, inventory, and analysis:

There have been limited professional surveys of historic archaeological sites conducted to date on Westport. Future archaeological survey should focus on the identification of potentially significant resources associated with the town's agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 18th and early 19th centuries. The pre-historic sites along the shore should be reviewed for what actions could be taken to preserve them in the face of rising water levels this century.

5.4.5 Prehistoric Archaeological Resources

Twelve prehistoric sites are known. They are all located in the shoreland zone (above high tide line). The MHPC considers the shoreline of Westport Island to have been well surveyed by professional archaeologists by University of Maine during the 1980s. Unfortunately, due to GIS staff retirement, a map of the archaeological sites on Westport Island is not available at this time.

A few of these sites could be significant. The MHPC recommends an intensive level archaeological survey for five of the sites prior to any ground disturbance. It is likely that the rising water level in the next century will cover many of these sites, so time may be limited.

5.4.6 Protection of Historic and Archaeological Resources

Maine State laws, regulations and programs (such as Site Location of Development Law, the issuance of certain Land Use Planning Commission permits, and Land for Maine's Future Board) may require that consideration be given to a development project's impact on historic properties. Other statutes and laws relating to historic and archaeological resource protection include:

- Maine Shoreland Zoning statute (38 MRSA 435-449, Section 435) which includes, as one of its purposes, "to protect archaeological and historic resources"
- Maine's subdivision statute (30-A MRSA 4401-4407, section 4404(8) which recommends review of impact on "historic sites" including National Register-listed and National Register-eligible buildings and archaeological sites
- Maine's Antiquities Law (27 MRSA 371-378)
- Historic Preservation Easements (local, state, and federal)
- Internal Revenue Code Section 170 (h) and Department of the Treasury Regulation Section 1.170A-14 which provide for income tax and estate tax relief in some cases for donations of historic property (easements)

Westport Island has enacted minimal local land use standards for the protection of archaeological and historic resources in town ordinances. They essentially consist of requirements that the applicant inform the Maine Historic Preservation Commission of the planned development, with that office expected to respond with any concerns. The relevant ordinances are:

- Shoreland Zoning
- Site Plan Review
- Subdivision
- Building Code
- Floodplain Management

5.5 Policies and Strategies

For known historic archeological sites and areas sensitive to prehistoric archeology, local land use ordinances should require owners and developers to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.

The Westport Island History Committee should work with the Maine Historic Preservation Commission to assess the need for a comprehensive community survey of Westport Island's historic and archaeological resources.

As the experience with Fort McDonough would suggest, landowners may not be aware of the presence of historical or prehistoric resources on their property. The town could collect the specific locations of resources known to the MHPC and the History Committee and map these

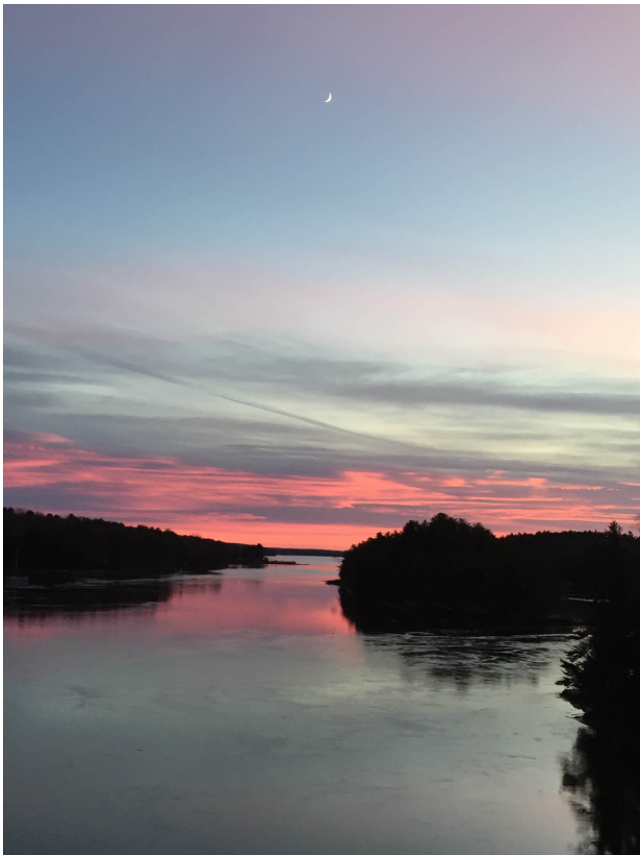
resources to the lots on the town tax map that appear to harbor them. The owners of those lots could be apprised of the information.

Ordinances should be amended or adopted to require the Planning Board (or other designated review authority) to incorporate the historic resource location mapping into their review process.

Policies necessary to address State of Maine Goal	Action strategies necessary to address State of Maine Goals	Responsibility	Completion Time Frame
Improve the identification of Westport Islands historic resources	Establish a working group that will inventory and evaluate Westport Island's historic resources, to identify those needing protection	History Committee	2021
Improve awareness of the location of historical resources	Map the location of known historical resources to tax map lots	History Committee	2021
Improve town ordinance protection of historic resources	Establish a committee that will determine how best to protect the island's historic resources, then work to incorporate that protection into Westport's land use ordinances	Planning Board and History Committee	2021
Consider establishing a historic district covering the properties from the Squire Tarbox Inn south to the site of the Center School	Create a committee to review the case for such a district, and if supported, seek approval for its establishment at a town meeting	History Committee	June 2021
Improve the public identification and knowledge of selected historic resources	Provide educational signage for easily accessible Westport historic resources, such as the mill sites (as was done for the Bonyun Preserve)	History Committee and KELT	June 2021

Table 5.2 Strategies and Action Plan for the preservation of Westport Island Historical and Archeological Resources

6 Natural Resources



6.1 Introduction

Westport Island remains rich in natural resources that warrant protection and preservation. Using data provided by "Beginning with Habitat", the map on the following page illustrates the most important natural resources features the town is focused on.

> *Vision: Protecting our natural resources will continue to be a priority, with protection and maintenance of our valuable open spaces, preserves, habitats, wetlands and shorefronts an important priority. Scenic view sites and corridors will be protected for future generations to enjoy.*

Survey Question: *"What should Westport Island focus on to preserve our rural environment?*

70% said Preservation of Open Space

6.2 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.

6.3 Assessment of Natural Resources

6.3.1 Surface Water

There are no rivers on Westport Island, although there are several small creeks, a number of intermittent streams that drain wetlands and several ponds including Meadow Pond (off Post Office Road) and Beaver (Ice) Pond off East Shore Road/Route 144. Squam Creek and Heal Pond, formally open tidal coves, are now largely closed to tidal exchange by road causeways and are predominantly fresh water and, effectively, are great ponds today. Meadow Pond and the surrounding bog (Anderson Bog) are well over 10 acres and are viewed as a great pond.

6.3.2 Wetlands

Wetlands are considered to be those areas where water is the primary factor controlling the plant and animal life found there. Wetlands play a significant role in the overall balance of the environment. They serve as both seasonal and year-round habitat for a large number of species, and they act as natural sponges, absorbing large quantities of run-off for later release.

Westport is one of the towns included in the publication "Significant Fish and Wildlife Resources of Mid-Coastal Maine," (1989), produced by the Maine Department of Inland Fisheries and Wildlife (IFW). This document is referred to in this section and following sections as the 1989 IFW report. The IFW report identifies eight significant wetland areas in Westport. Other, smaller wetland areas are identified on the National Wetlands Inventory. The eight wetlands identified in the 1989 IFW report are:

Eight wetlands identified in the 1989 IFW report	
Half mile west of Tarbox Cove;	Heal Pond
Meadow Pond & Anderson Bog	Squam Creek
Doggett Road	East of Tarbox Cemetery
Northeast of Knight Cemetery	South of McCarty Cove

Table 6.1 Eight wetlands identified in the 1989 IFW report

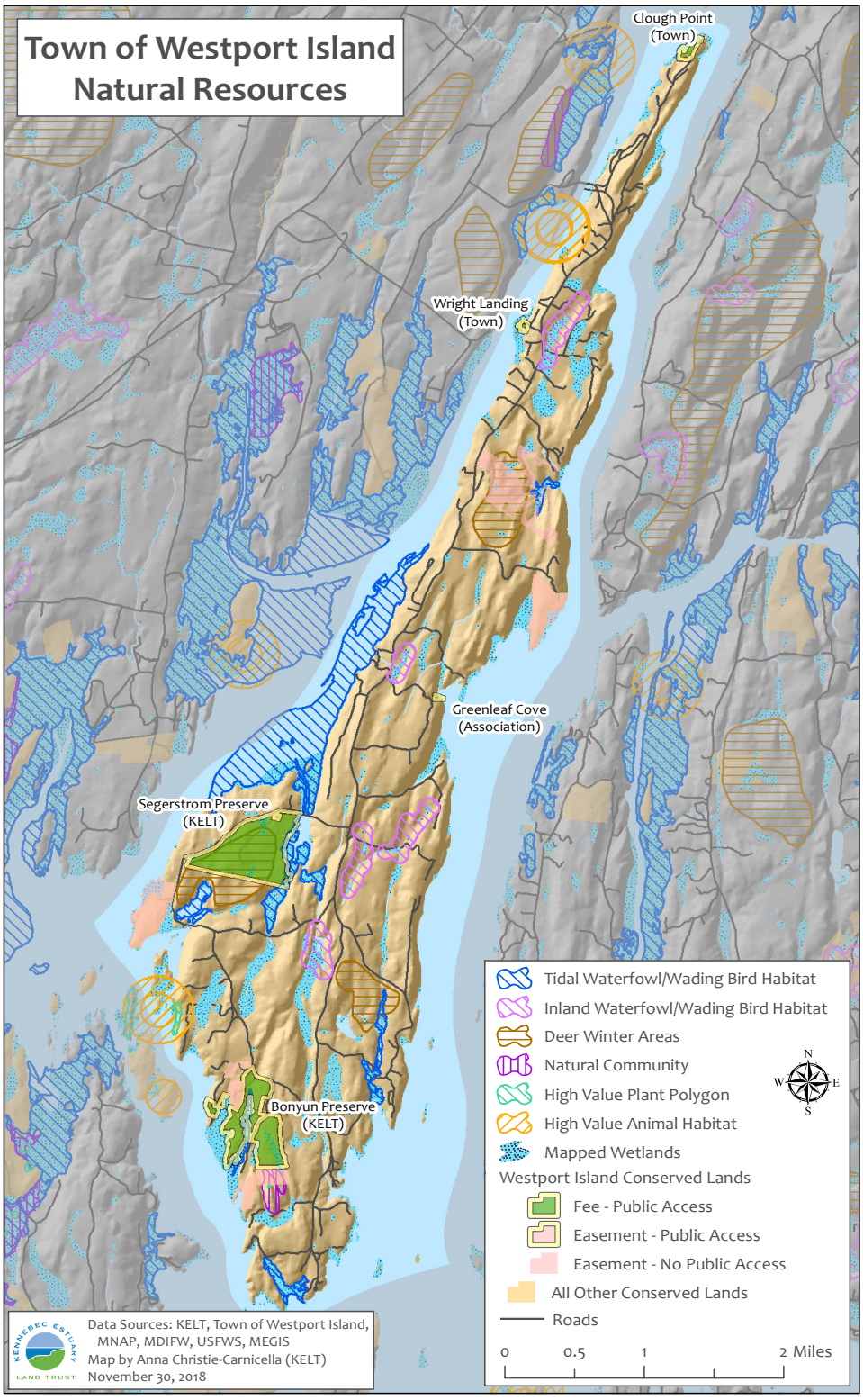


Figure 6.1 Natural Resources

One of the wetlands, Meadow Pond & Anderson Bog is classified as "high" value. Four are classified as "moderate" value (Half mile west of Tarbox Cove, Doggett Road, Northeast of Knight Cemetery, and Squam Creek), and two are classified as "low" value (East of Tarbox Cemetery and South of McCarty Cove).

Four of the identified wetlands are afforded protection under Westport's Shoreland Zoning Ordinance and are classified as pond districts. These are: Squam Creek Marsh (Squam Creek), Heal's Upper Mill (Heal Pond), Meadow Pond (Anderson Bog) and Beaver Pond (connects to the wetland referred to as Half Mile west of Tarbox Cove).

There are also numerous potential vernal pools that exist during the warm months. Essentially, vernal pools may be temporary, yet some in this area are permanent bodies of water. These pools support breeding habitat for a rich variety of amphibians and invertebrates, (except fish), due to the fact that the vernal pool will almost always dry up in summer. These vernal pools provide an essential breeding, fish-free habitat for such things as the commonly named peeper, blue frogs, rare Spotted salamanders of several colors and varieties including the protected Northern Dusky Salamander (Desmognathus Fuscus), Blandings turtles, and Spotted turtles. They also provide a safe feeding and watering area for birds and mammals. Cranberry bogs and blue iris, as well as other wetland plants, are integrally inclusive to the areas where vernal pools exist. None of Westport Island's potential vernal pools are registered at this time.

6.4 **Wildlife**

More than 70 species of bird's nest along the greater Midcoast area, frequently fishing offshore. Many of these can be found in Westport Island. The wide mud flats provide important feeding grounds year-round for local and migratory birds. Nearly 275 species of birds have been spotted in the Midcoast area. Spring warblers, black ducks, wintering sea ducks, cormorants, piping plovers, roseate terns, snowy egrets, Canada geese, loons, bufflehead ducks, kingfishers, puffins, barred owls, great horned owls, snowy owls, Sawhet owls, American Peregrine Falcons, American Kestrels, and terns can be spotted by birders at certain times throughout the year. For about eight years now the younger eagles have been wintering over in this area instead of migrating south during the coldest months, so they have been spotted regularly by residents year-round on Westport Island.

Deer, porcupine, red foxes, Virginia flying squirrels, weasels, and otter can be seen on a fairly regular basis. Less frequently, moose, beavers, coyotes, and an occasional black bear can be sighted. Wild roses, choke cherries, blackberries, cranberries, huckleberries, blueberries and raspberries may be found in all areas of open space on Westport island, providing plenty of food for the animals that winter here.

The 1989 IFW report identifies a number of significant wildlife areas on Westport Island as described in the paragraphs below. The description of these areas is taken from a 1990 IFW publication "Conservation of Land Fisheries and Wildlife Habitat" (the 1990 IFW report).

6.4.1 Coastal Wildlife Concentration Areas

Coastal wildlife concentration areas include a variety of important wildlife habitats. These areas are special because of the abundance and diversity of wildlife they support, and because of their importance to rare species. Many different kinds of birds commonly use these habitats during a part or all of their life cycles. Waterfowl, wading birds, shorebirds, seabirds, osprey, loons, bald eagles and seals are just some of the wildlife depending on Maine's coastline for feeding, resting, wintering, breeding, and migration habitat. There are eight coastal wildlife concentration areas including:

- Brookings/Hockomock Bays
- Montsweag Bay
- Greenleaf Cove
- Whittam/MacMahan Islands
- Knubble Bay
- Hodgdon Ledge
- Upper Mark Island
- Quarry Point

One of these, Brookings/Hockomock Bays, is classified Class A, meaning that it is "significant on a national or state level." The other seven are classified as Class C, meaning that they are "significant on the local level." These areas are afforded protection under Westport's Shoreland Zoning Ordinance.

6.4.2 Deer Yards

Wintering has long been considered a "bottleneck" for survival of white-tailed deer in the northeast. During winter, deer in northern climates often subsist on limited quantities of low-quality foods, while simultaneously coping with low temperatures, chilling winds, and high energy requirements to stay warm. In Maine, studies indicate that mortality of deer can exceed 35% during severe winters. The primary behavioral mechanism for deer to conserve energy during winter is to move to traditional wintering areas or "yards." These wintering areas provide deer with shelter from radiant heat loss as well as improved mobility in snow. The conifer canopy in a deer yard moderates the effects of winter by maintaining warmer than average temperatures and greatly reducing wind velocity. The conifer cover also intercepts much of the snowfall and ground accumulations become firmly packed. This makes traveling much easier for deer and decreases their energy demands. IFW has identified three deer wintering areas in Westport:

1. An area from Tarbox Cove to Route 144 bordered by East Shore Road;
2. An area west of Rum Cove between Greenleaf Road and Fowles Point Road in the center of the island;
3. An area from Heal Cove to Squam Creek.

The Heal Cove area is of unknown value. The other two areas are classified as "moderate value." It should be noted that these deer yards were identified a number of years ago and may no longer be used by deer. The inventory of deer yards has not been reviewed or updated.

6.5 **Seal Haul Outs**

Maine has the largest population of harbor seals on the Atlantic Coast and supports the only significant breeding population in the Eastern United States. Gray Seals, which are much larger than harbor seals, are uncommon but regular visitors to Maine and usually are found around remote offshore ledges and islands. Seal haul-outs are ledges, beaches and coastal islands traditionally used by seals for pupping and resting. These sites are necessary for survival of both adults and young. Whelping or "pupping" sites are used from year to year by the same breeding females, many of which were probably born on these ledges. Direct access to high quality feeding areas, and lack of human disturbance, are important characteristics of seal haul-outs. Seal haul-outs in Westport include those located at Upper Mark Island, Greenleaf Cove and Seal Rocks off Clough Point. Seals have been resting on the ice along Squam Creek and Heal Cove during the coldest time of spring although in warmer months they prefer the rocks offshore.

6.5.1 Seabird Nesting Islands

The town of Westport Island is, itself, an island. The Town includes an additional 14 registered smaller, surrounding islands within its municipal boundaries. They are listed below.

Island Name	Registry No.	Map/Lot	Acres	Notes
Westport	65-350	N/A	5,640	Town of Westport Island
Harper	65-361	4-53	1.66	Private Owner
Two	65-364	3-59 & 60	< 1	Private Owner
Hubbard	65-365	3-61	5.16	Private Owner
Tyler	65-366	3-63	5.00	Private Owner
Boiler	65-367	3-62	3.44	Private Owner
Tyler	65-368	3-64	3.00	Private Owner
Tyler	65-369	3-64 (part)	< 1	Private Owner
Little Cove Ledge	65-399	1-08.01	< 1	Private Owner
Upper Mark	65-400	2-25	1.00	Private Owner
Thomas Little Toes	65-406	2-57.01 (part?)	< 1	KELT
Thomas Great Toe	65-407	2-57.01 (part?)	< 1	KELT
Clous Ledge	65-410	None	< 1	Town/State
Brooks	65-411	1-64.04 (part)	< 1	Private Owner
Whittum	65-412	1-74	2.2	Private Owner

Table 6.2 Seabird Nesting Island

Source: Maine Registry of Islands

There are between three and four thousand islands and exposed ledges along the Maine coast. More than three hundred and fifty of these are traditional nesting islands used by twenty species of seabirds. Many of these birds are at the northern or southern limit of their range. For several species (common eider, black guillemot, Atlantic puffin, razorbill auk, great cormorant, Leach's Storm-Petrel), Maine is the only state in the contiguous 48 states with significant breeding populations. Nesting seabirds are extremely vulnerable to the effects of development and human disturbance during the nesting season. Disrupting the birds at this time can result in excessive mortality of chicks and eggs from predation or exposure.

In addition to its role as a seal haul-out, Upper Mark Island is the Town's only documented seabird nesting island.

6.6 Waterfowl and Wading Bird Habitat

Waterfowl and wading birds are a diverse group of species which make significant but not exclusive use of inland and coastal wetlands. Waterfowl are defined in Maine statute as species of the family Anatidae, which include ducks and geese but not grebes and loons. Wading birds include bitterns, herons, egrets, ibis, rails, coots and moorhens.

Waterfowl and wading bird habitat areas in Westport include the following:

- South of Colby Cove; bounded by Route 144, Doggett Road and Haskell Road (WWH 031659);
- South of Doggett Road, north of Colby Road (WWH 031666);
- South of Sortwell Road, north of Hopkins Road, east of 144 (WWH 031667);
- South of Hopkins Road; east of 144 (WWH 031664);
- Squam Creek, south of West Shore Road, west of 144 (WWH 031663);
- South of Post Office Road, west of 144 (WWH 031660);
- Within East Shore Road east of 144 (WWH 031661).

6.7 Analysis

6.7.1 Threats to Critical Natural Resources

Continuing steady development for home sites and the attendant erosion of open space available to the public, and wildlife, is the on-going threat to natural resources on Westport Island. Adding to that loss in future decades, is the projected steady rise in sea levels with loss of shoreland and migration of marshes inland.

There has been renewed discussion of the value of protecting land for public use and wildlife habitat and the attendant cost to property taxpayers. Such land protection conserves valued places for hiking, skiing, hunting, fishing, boating and enjoying nature. It also allows protection of cultural and historic sites and important habitat for plants and animals that share our community. However local communities may not have the access to resources needed for such preservation. In Maine, which has the lowest percentage of publicly conserved lands in the eastern seaboard, over 75 locally run land trusts have stepped in to help communities create valued public lands. Statewide, Maine now has 19% of its total land set aside as Public Conserved Lands and Land Trust Preserves, of which 6.5% is publicly owned. By contrast, New

Hampshire has 23.2%. Coastal and island regions of Maine have just 9% conserved and, in Lincoln County, only 4% is conserved.

Westport Island currently has 5% of its land conserved and available for public use and enjoyment.

In the survey done of town stakeholders, many focused on preserving the rural nature of the island and urged more preservation of the town's undeveloped lands, more trails and more water access. Here is a sampling of survey comments:

"I would like the preservation of natural areas, hiking trails, areas for dogs & horses, local unique businesses and preservation of agriculture and open spaces."

"A community that continues to value it's open space and encourages nature trails & bike paths."

"I'd like to see a network of trails to walk and bike that allows dogs. I'd like to see a south end and middle of island public boat launch and public water access."

"Need access to swimming. More preservation!"

"I would like the remaining large tracts of land incentivized to remain undeveloped through tax policy and promotion of clustered development where feasible."

6.8 Conservation Lands in Maine

Statewide, 19% of Maine is in some form of conservation which permanently protects the land. That is a total of 3.8 million areas. Much of that land is in the north country as shown in the county by county breakdown in Table 6.3 below.

Conservation Land in Maine Classified by percentage of total county land in conservation. State Average = 19%

Percent Conservation	County	Total Acreage Conserved (Million Acres)	Percent of State Total in Conservation
Above 19%	Piscataquis, Somerset, Washington, Oxford	2.7	68%
10% to 17%	Hancock, Aroostook, Franklin, Sagadahoc, York	0.99	25%
7% to 8%	Knox, Penobscot, Cumberland	0.21	5%
3% to 4%	Lincoln, Waldo, Kennebec, Androscoggin	0.07	2%

Table 6.3 Conservation Lands by Regions

Reference: Lloyd C. Irland, The Irland Group and Univ. of Maine, (10/13/2015 presentation)

With three quarters of all conserved Maine land in the north forest lands, Baxter State Park and the Great North Woods National Monument and in the fast-growing southern part of the state, it is evident that most conservation has occurred where large undeveloped tracks of land were available and where development pressures are the greatest (e.g. York, Cumberland and Sagadahoc) counties.

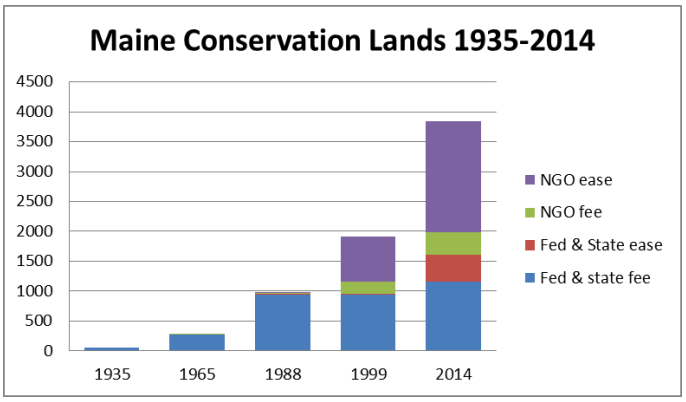


Figure 6.2 Maine Conservation Lands 1935-2014

In Lincoln County, and in Westport Island, development pressures are beginning to mount. Just since 2000, the number of houses on Westport Island has increased by 15% (74 dwellings built).

With most land in private hands, towns are turning to non-government organizations (NGOs) to partner with them to protect valuable open spaces and wildlife habitats to preserve their rural nature and provide recreational opportunities for their residents and to attract visitors. Land trusts have emerged to partner with towns to conserve lands, with rapid growth in land trust activity beginning in the mid 1980s. Maine's 75 land trusts can acquire land from willing setters (Fee property) or can acquire conservation easements that restrict development (Easement property). More than half (58%) of all Maine conserved land is protected by land trusts as either Fee property or Easement property, as show in Figure 6.2.

For Westport Island, the percentage is even higher since there is no state of federal land on the island and only one state easement (Hubbard Point easement held by Maine's Department of Inland Fisheries and Wildlife).

6.9 **Town Owned Parks and Public Conservation Lands**

The town owns two primary properties, totaling 10.7 acres dedicated to public use and conservation; the Wright Landing municipal boat launch and conservation area and the Clough Point town preserve. The Wright Landing encompasses about 3.4 acres and includes a public boat launch with a municipal pier and jetty, a parking lot, a house and open space along a point of land that extends into the Back River. Clough Point, which was acquired in 1972 with funding help from the Maine Department of Conservation, is a 7.3-acre public preserve with trails (some handicap accessible) along the north west shore of the island, a parking area, view site benches and educational displays on the importance of vernal pools. It remains largely in a natural state.

6.10 **Land Trust Public Conservation Lands**

With no state or federal owned land, and very little town owned land devoted to parks or open space (0.2% of island's lands), three active local land trusts have partnered with the town. The

Kennebec Estuary Land Trust (KELT), a non-profit land trust organization, permanently protects important undeveloped parcels with high habitat, natural resources, historical and recreation values in the Kennebec Estuary Focus Area. KELT currently owns and manages two public preserves on Westport Island (Bonyun Preserve and Segerstrom Preserve at Squam Creek) and holds an easement on another (Bailey Point). The focus of land trusts is to protect land with high ecological values. KELT's mission is to:

> *"Conserve, restore and instill appreciation of the land and water resources of the Kennebec Estuary to benefit today's communities and future generations."*

Also serving Westport Island is the Maine Coast Heritage Trust (MCHT). MCHT currently holds one easement protecting Fowles Point. Finally, Mid-Coast Conservancy includes Westport Island in their service area but has no active projects. (A land trust called "Westport Island Land Conservancy" had been formed but remains inactive)

Land trusts like KELT, MCHT and Mid-coast Conservancy can be an effective partner where its goals and the town's are complimentary.

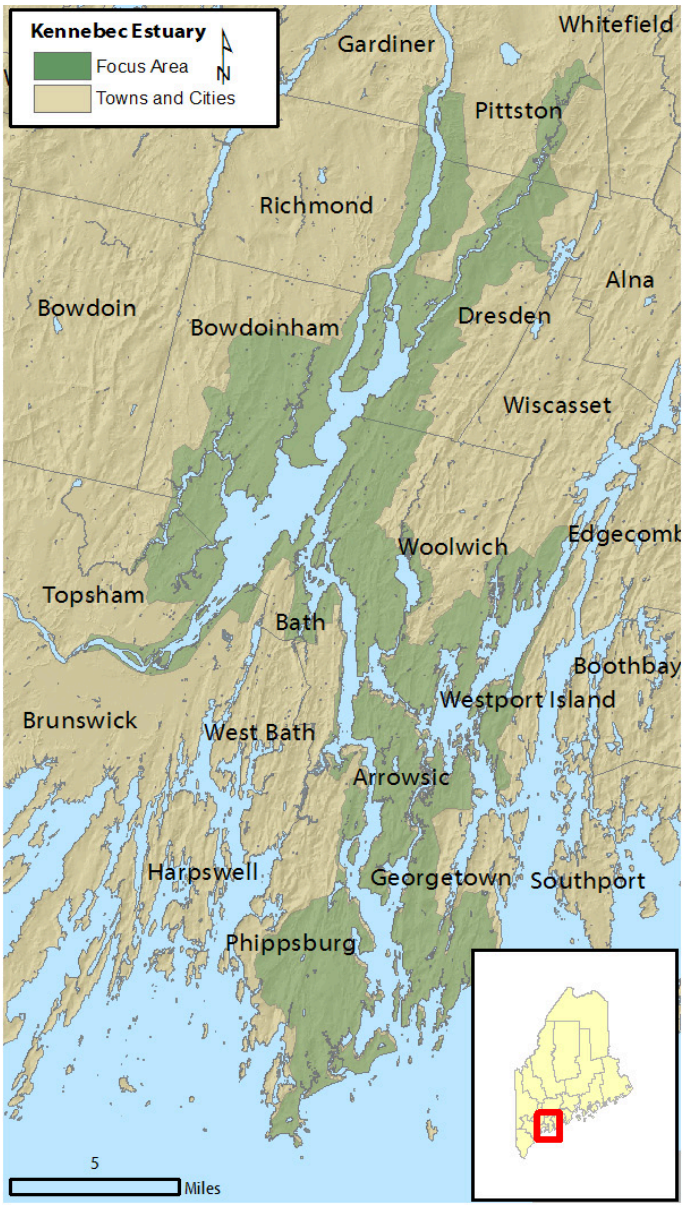


Figure 6.3 Kennebec Estuary

The town has other interests in conserving land such as protecting historic sites and view sites, providing parks or playgrounds, or protecting working waterfronts and farmland.

The Kennebec estuary, which includes the southwest part of Westport Island, is a focus area of statewide ecological significance. The Kennebec Estuary Focus Area contains more than 20 percent of Maine's tidal marshes, a significant percentage of Maine's sandy beach and associated dune habitats, and globally rare pitch pine woodland communities. More than two dozen rare plant species inhabit the area's diverse natural communities. Eight imperiled species of animals

have been documented in the Focus Area, and it contains some of the state's best habitat for bald eagles.

Figure 6.4 Estuary Picture

Estuaries are places where rivers meet the sea, where freshwater mixes with saltwater. Because of the rich supply of nutrients and varied habitats, estuaries are renowned for their productivity and ecological importance. The Kennebec Estuary features 25,000 acres of prime waterfowl habitat.

Given the importance of this habitat, a local land trust (KELT) has helped the town preserve a current total of 277 acres for public use within the Kennebec Estuary Focus Area. This does not include the 10.7 acres the town preserved at Clough Point and Wright Landing. KELT's preserved land presently amounts to 4.91% of the town's total 5,640-acre land area. Two additional KELT conservation projects are in work; one at the highly rated Meadow Pond and Anderson Bog wetlands and the other at Heal Pond, a high priority view and historic mill site. Should these projects be realized, an additional 69 acres would increase the KELT preserved land to 6.13%. Future land protection projects could, in the future, bring the total up to an anticipated maximum of just over 9%. As a non-profit organization, KELT, like other Maine land trusts, is not subject to property taxes. Property taxes are paid, however, on most of Bonyun Preserve, which is enrolled in the State of Maine Tree Growth program. The new preserve at Squam Creek, as well as an added parcel to Bonyun Preserve, are eligible for tax exemption and KELT applied for that tax treatment. However, KELT is contributing to town public service non-profits as an offset. Kennebec Estuary Land Trust current and projected protected publicly accessible land is shown in Table 6.4 below.

Property	Current Lands (Acres)	Assessed Value ($K)		Taxable Value Reduction	Notes
		Before Cons.	After Cons.		
Current Land Trust Lands (KELT)					
Bonyun Preserve (74.0)					
2-57.1	67.0	$23,558	$23,558	0	Land in Tree Growth (Before & After)
2-58	0.5	$262,100	$13,105	$248,995	Land now enrolled in Open Space
2-75	6.6	$262,093	$0	$262,093	Tax Exempt (Offsets Provided)
Junction (44.0) (1-77.2)	44.0	$69,452	$0	$69,452	Tax Exempt (Offsets Provided)
Squam Creek (159.0)					
4-55	112.0	$495,978	$0	$495,978	Tax Exempt (Offsets Provided)
4-61	47.0	$275,960	$0	$275,960	Tax Exempt (Offsets Provided)
Total – Current Land	277.1	$1,389,141	$36,663	$1,352,478	
Percent - Current Land	4.91%[1.]	-	-	0.61 %[2.]	
Active Land Trust Projects					
Heal Pond (31)	31.0	$56,362	$8,300		Land mostly in Tree Growth. Balance to be exempt after cons.
Meadow Pond (38)					
3.35	17.0	$59,207	$0	$59,207	Tax Exempt (Offsets Provided)
3-39	21.0	$5,600	$5,600	0	Land is Tree Growth (Before & After)
Total – Active Projects	69.0	$121,179	$13,900	$135,079	
Percent – Active Projects	1.22%[1.]	-	-	0.06%[2.]	
Future Potential Projects					
South End Area	85	$300,000	TBD	TBD	Unknown area
Mid-Island Area	85	$800,000	TBD	TBD	Unknown area
Total – Potential Projects	170	$1,100,000	TBD	TBD	
Percent – Potential Future	3.01%	-	-	TBD	

Table 6.4 Tax Base Impact of Land Trust Conserved Lands on Westport Island

Notes:

- The total town land area for this assessment is 5,640 acres.
- The total town property taxable valuation for 2017-2018 is $221,288,000

- Includes only those lands that are permanently protected and open to public use. (easement not included)

Reducing property tax revenue by conserving land is an On-going issue in communities like Westport Island. The often-asked question is; "How much conservation is enough?"

6.11 Tax Impact of Land Trust Conserved, Publicly Accessible Lands

What is the cost to Westport Island taxpayers in terms of increased property taxes for this locally conserved public land? The decrease in assessed valuation for the 277 acres of current land trust preserves is $1.35 million. That represents 0.61% of the town's total assessed value. Each owner of taxable property, consequently, sees an increase in property tax of 0.61%. That cost amounts to 4 cents of our 2018 $6.60 mill rate. For that 4 cents, the land trust pays for the acquisition of the land, the building of trails, parking areas and other improvements, maintenance, and public programs held on the land. The land is preserved "in perpetuity" for the use and enjoyment of Westport Island residents for generations to come.

As development of the island has occurred and continues, how much open space should be set aside for public and wildlife use? Is the state's current coastal average of 9.2% enough, or too much? That is a value judgement for our community.

Westport Island's current 4.91% of conserved land is among the lowest in the lower Kennebec mid-coast region. The opportunities on Westport Island are limited and targeted based on specific resource protection criteria. MCHT, Mid-Coast Conservancy and KELT have a co-occurrence-based Focus Area on Westport Island in the southwest quarter of the island. Should the total of conserved and protected land increase to a maximum projected 516 acres in future years, about 9.15% of the total land area, the cost to taxpayers would be still less than 1% of their property taxes.

Based on the high value placed on preserving open space by Westport Island residents (see Survey) and the natural limitations of the island, 5% to 10% is the expected range of land trust protected land. Including town owned land, an additional 0.2% - 1% can be expected.

6.11.1 Other Permanently Protected Publicly Accessible Open Space

One small water access place was permanently protected for public access to the Sheepscot River at Greenleaf Cove, midway down the island on the eastern shore. The parcel is owned by the Greenleaf Cove Association and serves as a common lot for the association members but has been entered into a trust which allows for public access and use. It is the only public access point to shore on the eastern (Sheepscot River) side of the island. This parcel is enrolled in the Open Space Tax Program and is eligible for a property tax reduction due to the public benefits provided to the community.

6.11.2 Easement Protected Land (Public Access not Offered)

Three parcels have been permanently protected by their private owners thru conservation easements. The easements, held by a land trust or state agency, extinguishes the property owner's rights to develop the land and permanently protects the land in its natural state. The

Fowles Point easement protects 52 acres of scenic shorefront and forested land on the eastern side of the island. This easement is held by Maine Coast Heritage Trust. The property owner does not make the property available to the general public for use and no trails are available.

The Bailey Point easement protects 35 acres of scenic shorefront and forested land on the southwest side of the island, at Knubble Bay. This property is located at the site of "The Junction" which was a steamboat landing point in the 19th century. The easement is held by Kennebec Estuary Land Trust. Due to accessibility and parking constraints, the property owner does not make the property available to the general public for use, and no trails are accessible without owner permission.

On the west side of the island, at Hockomock Bay, is the site of the 52-acre Hubbard Point easement. This land is important wetland and marine habitat protected by the Maine Department of Island Fisheries and Wildlife (IF&W). The property owner does not make the property available to the general public for use and no public trails are available.

Table 6.5 above summarizes the Accounting for potential additional planned and potential conserved lands, the current 427.8 acres or 7.6% could increase to 667 acres or 11.8%.

Property	Land Size(Acres)	Percent of Town Land (%)
Publicly Accessible Conserved Land		
Town Properties		
Clough Point	7.3	
Wright Landing	3.4	
Subtotal	10.7	0.2%
Land Trust Properties		
Bonyun Preserve	74.0	
Junction Parcel	44.0	
Squam Creek Preserve	159.0	
Subtotal	277.0	4.9%
Other Property		
Greenleaf Cove Assn	1.1	
Private Easements (not publicly accessible)		
Fowles Point Easement (MCHT)	52.0	
Bailey Point (KELT)	35.0	
Hubbard Point (Maine IF&W)	52.0	
Subtotal	139.0	2.5%
Total Permanently Protected Conserved Land	427.8	7.6%

Table 6.5 All Permanently Protected Conserved Land on Westport Island

6.12 Total Permanently Protected Conserved Land on Westport Island

The statewide average for all conserved lands (public and private) is 19%. The average for conservation in island and coastal communities like Westport Island is 9.2%, according to a study by the Island Institute. Lincoln County towns currently average

The total of all permanently protected conservation land is 427.8 acres or 7.6% of the lan Westport Island.

4%. Although the answer to "How much conservation is enough?" is a judgment based on local values and circumstances, a common indicator for sustainable development is 12% based on the Brundtland Commission finding. (The Brundtland Commission was established by the United Nations General Assembly in 1983.)

6.13 **Tree Growth Land**

Land that private owners wish to hold as tree lots for harvesting wood can be enrolled in Maine's Tree Growth Program. By managing their land for commercial tree harvesting, they can apply for property tax reductions based on the "current use" for tree growth which values land based on average stumpage values in the county. Enrollment in Tree Growth does not permanently protect the land since it can be withdrawn at any time by paying a withdrawal fee.

Tax Year	Total Enrolled Land (Acres)	Soft (Acres)	Mixed (Acres)	Hard (Acres)
2000	474.00	-	-	-
2015	712.45	276.9	287.75	147.80
2018	781.95	256.78	412.45	112.80

Table 6.6 Acres enrolled in the Tree Growth Tax Program

Westport Island currently has 782 acres enrolled in the Tree Growth Tax Program (2018 tax commitment). That is an increase from the 474 acres enrolled in 2000.

6.14 **Recent Development Patterns and Remaining Undeveloped Blocks**

A review of 105 building permits issued between 1998 and 2017 illustrates the geographic pattern of home building. The map on the following page shows "red dots" for new year-round homes and "green dots" for seasonal summer homes. The majority continue to be located on shorefront parcels or in subdivisions with deeded shore access. Consequently, the majority of remaining undeveloped land is in the interior of the island. Undeveloped blocks of contiguous land in excess of 50 acres each are highlighted in yellow on the map. These highlighted areas are potential areas for exploring natural resource and habitat values for consideration of further conservation. Specifically, the area outlined in a blue dotted line is within both the Midcoast Conservancy and the -Kennebec Estuary Land Trust (KELT) focus area on Westport Island. It is also a Beginning with Habitat focus area of statewide significance.

With the rate of new home construction that the town has experience since 2000, and with the strong wishes expressed in the survey to retain Westport Island's rural nature and open space, conservation is a priority for the next 10 - 20 years. Guided by the undeveloped blocks shown on the Conserved Lands map, by town priorities, by ecology focuses, and by property owner wishes, conservation efforts should continue to protect Westport Island's natural beauty for future generations.

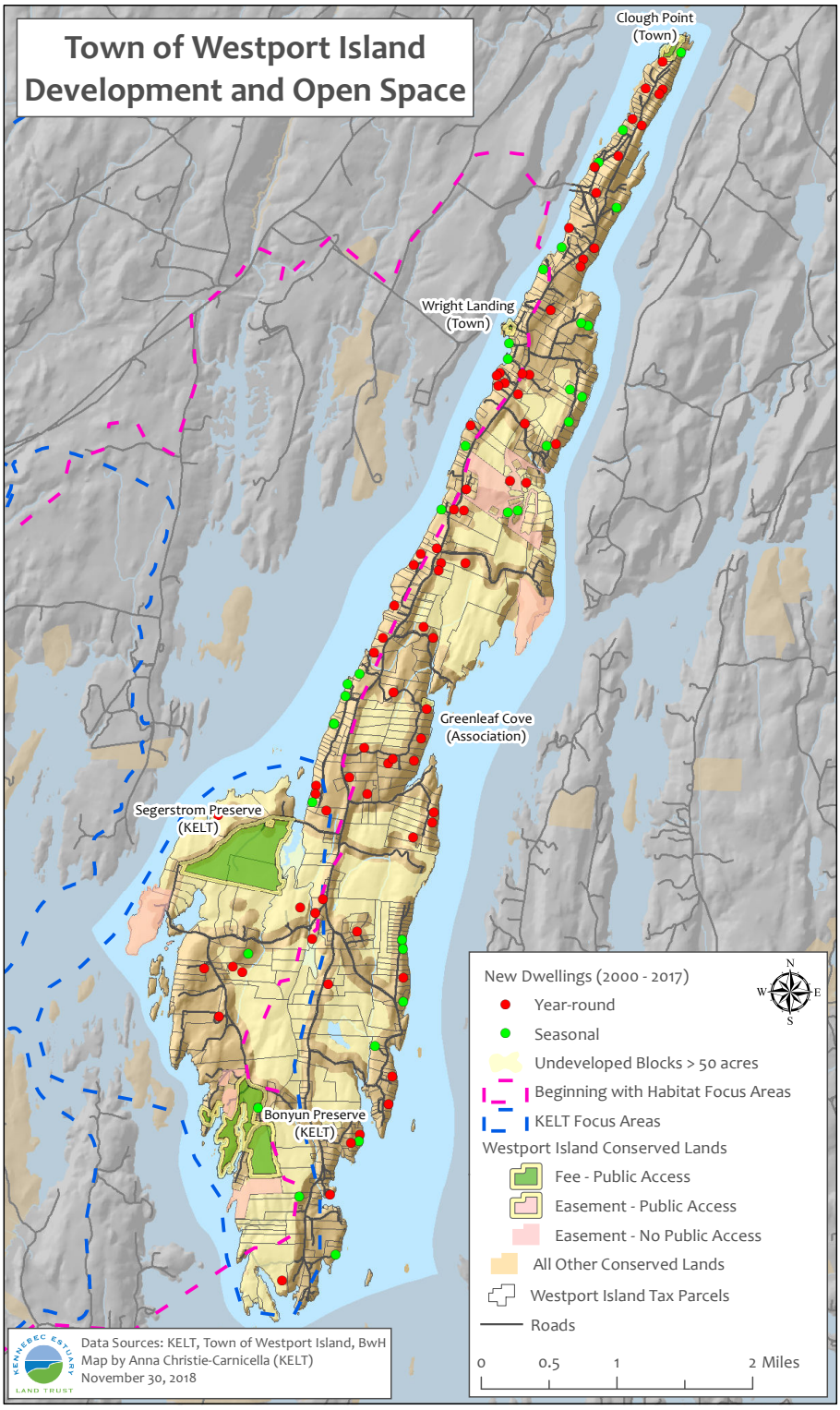


Figure 6.5 Development and Open Space

6.14.1 Fish Passages

Four potential fish passage restoration opportunities have been identified based on state sponsored stream barrier studies and field investigation. These opportunities are shown in Figure 5.6 below. Correcting these passage restrictions can restore Alewives and Sea Run Atlantic Smelt to historic habitats on Westport Island. Three of these identified passage restrictions are on causeways crossing former tidal inlets. The Squam Creek causeway employs a large failing metal circular culvert where fast water flow rates inhibit passage. The Heal Pond causeway relies on water flow between granite boulders and fill for drainage, with no allowance for fish passage. The Parson's Mill Cove causeway relies on a failing metal culvert, each will need replacement in the next 5-10 years due to continuing failure and expected sea level rise.

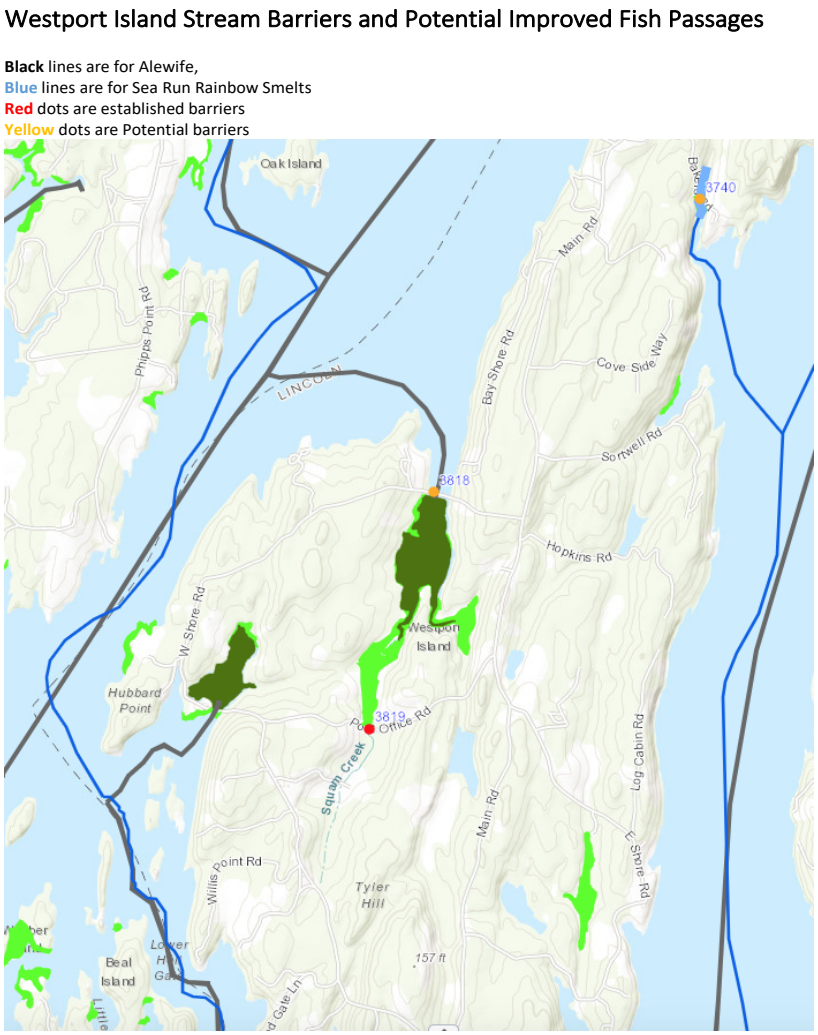


Figure 6.6 Stream Barriers and Potential Improved Fish Passages

A successful fish passage restoration project conducted at Sewell Pond in Arrowsic may serve as a model for combining a culvert replacement project with a fish passage restoration. In this restoration, a box culvert design with unique integral "fish ladder" features to tailor water flow rates and resting pools for alewife and other fish and marine life and small animal passage replaced a failing round steel culvert. See Figure 6.7.

Figure 6.7 Box Culvert at Sewell Pond in Arrowsic

6.14.2 Resilience Planning for Sea level Rise and Storm Surge

Sea levels are rising faster on the US east coast than nearly any other place. Although there is a wide range in projected increases by the end of this century, conservative planning is prudent. Several years ago, NOAA projected an additional 2'-4' of sea level rise in Maine (NOAA State Summary 149-ME). More recently, Maine Geologic Survey reported a range of 1.1' to 10.8' with an "intermediate" expectation of 3.8' and an "intermediate high" expectation of 6'. Conservative "no regret" planning would suggest consideration of 6' by the year 2100. However, there remains much uncertainty in future sea level rise expectations. During the 10 - 20 year period of this plan, much more will be learned and infrastructure replacement planning can be done based on both refined expectations and the service life of replacement infrastructure elements such as causeway and stream crossings.

In addition to sea level rise, storm surge will need consideration. The "100-year storm" surge in our area is 4.8' based on a storm on March 3, 1947 (measured in Portland). The combination of "high intermediate" sea level rise and 100-year storm surge bring a total increased level of 10.9' above Highest Annual Tide.

Sea level rise alone will overtop three town owned road crossings; Squam Creek causeway, Heal Pond Causeway (both on West Shore Road) and Post Office Road crossing of Squam Creek. Consideration for replacement of these crossings will need to be planned. See the Transportation part of this plan for details.

Another consequence of sea level rise is marsh migration. Marshes will migrate inland and inundate low lying land. The area most affected is in the Squam Creek area, Heal Pond area and

Hubbard Point as shown in Figure 5.8. The State is assessing and modeling projected marsh migration and providing on-line models to identify inundations areas for towns and partner land trusts to plan for potential conservation.

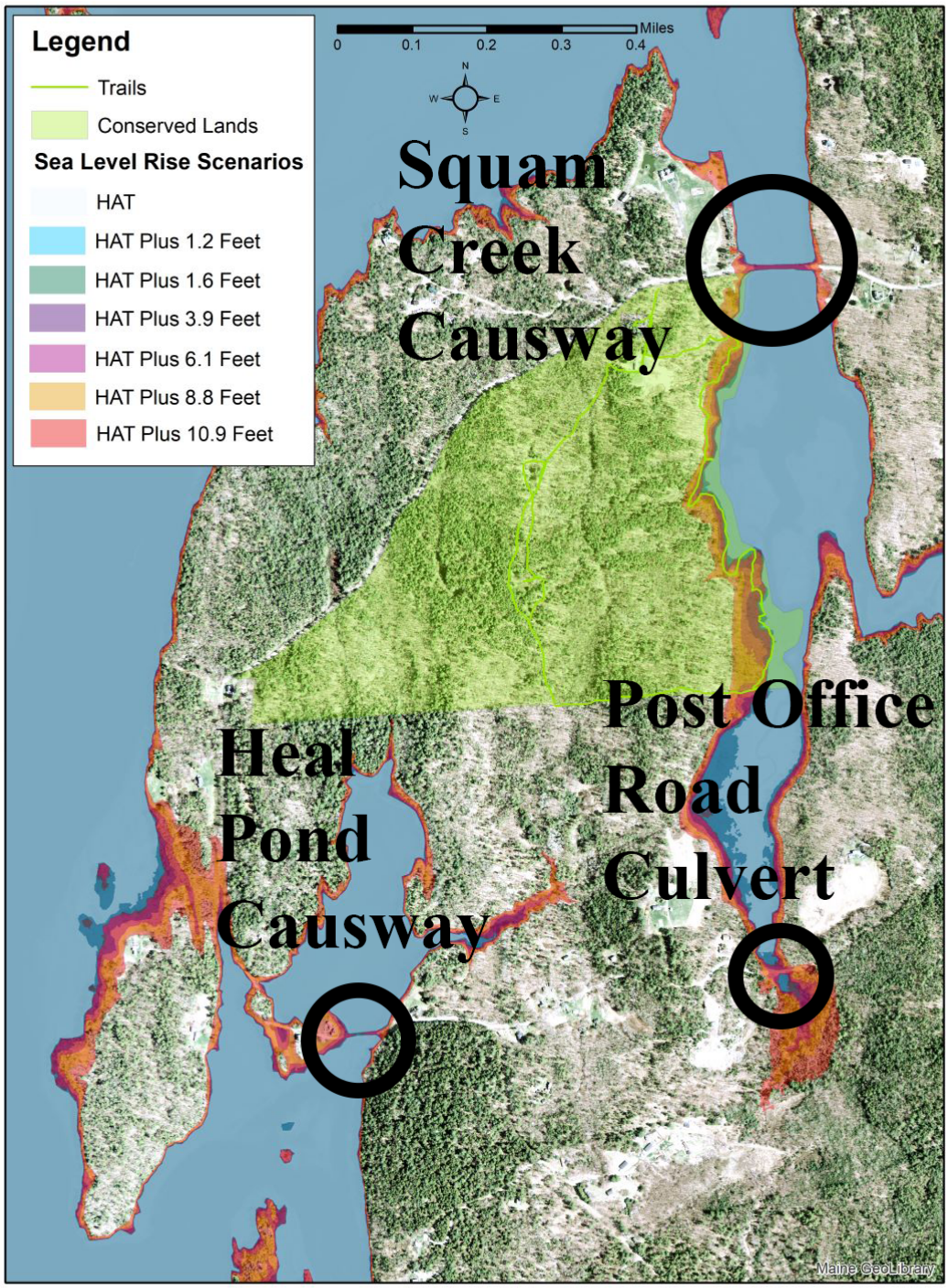


Figure 6.8 Road Crossings susceptible to sea level rise.

6.14.3 Are local shoreland zone standards consistent with state guidelines and with the standards placed on adjacent shorelands in neighboring communities?

Yes, the Westport Island Shoreland Zoning Ordinance was updated in June of 2012 in compliance with state filing 2012-134. The most recent January 26, 2015 filing (2015-009) amendments regulate expansion of nonconforming structures based on footprint and height. "A municipality may choose to limit expansion of a non-conforming structure by footprint by square footage or by percent, therefore it is essential to review local shoreland zoning ordinances before calculating the expansion of a structure. Alternatively, a municipality may amend its Shoreland Zoning Ordinance such that landowners may choose either calculation method". The Town of Westport Island has not yet chosen to adopt the options allowed in these amendments.

The Shoreland Zoning Ordinance is consistent with state guidelines and with the standards on adjacent shorelands in the towns surrounding Westport Island. The Code Enforcement Officer actively monitors compliance.

6.14.4 Regulatory and Non-regulatory Measures

In addition to the basic measures in the town's Minimum Lot Size Ordinance, the Shoreland Zoning Ordinance and the Building Code Ordinance, the town adopted Resource Protection Districts (RPD) and Limited Development Districts around ponds and wetlands deemed to be significant wetland resources. Further, to protect our working waterfront heritage, sites have been designated "Commercial Fishing and Maritime Activities" (CFMA) sites. Working with local land trusts, the areas identified by the Beginning with Habitat program as of "Statewide Significance" are designated as "Focus Areas" for conservation.

6.14.5 Regional Cooperation and Planning

Regional cooperation and planning is underway by the Conservation Commissions of the Kennebec estuary towns of Phippsburg, Georgetown, Arrowsic and Westport Island which share similar natural resources and face similar issues in protecting them. In 2017, they jointly published "Stewardship Guides" tailored to each town. Currently, these towns are working jointly on Browntail Moth control.

The town also partners with the Kennebec Estuary Land Trust and other land protection non-profits on protecting important habitats, view sites and open spaces.

Finally, the Lincoln County Regional Planning Commission has been a key partner in providing resources and guidance for natural resource protection studies and evaluations.

6.15 Conditions and Trends

6.15.1 Comprehensive Planning Natural Resources Data Set

The community's Comprehensive Planning Natural Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, Department of Environmental Protection and the Office, or their designees.

The resources provided by the state have been invaluable in developing this comprehensive plan and have been utilized extensively by both the town and supporting land trusts.

6.15.2 Scenic Areas and Scenic Views of Local Importance

Valued view sites are located in a number of locations along Westport Island's major roads. These include views from the:

- Main Road at Westport Bridge
- Main Road at Edwin Drive – Bay Side Oaks
- West Shore Road at Squam Creek Dike Bridge
- West Shore Road at Heal Cove-Heal Pond Dike Bridge
- East Shore Road at Long Cove Bridge
- East Shore Road overlook opposite Hodgdon Ledge

There are also eight areas along the roads of Westport where there are concentrations of particularly mature trees. These areas include the North End Road, three stretches along Route 144, most of the West Shore Road, the lower stretch of the East Shore Road and Fowles Point Road.

In addition to the areas mentioned above, there are stretches along all of Westport's secondary roads (which are mainly gravel roads) which are still sparsely populated. Their lack of development adds to the rural charm and atmosphere of the Town. These roads include the Greenleaf Cove Road, the Sortwell Road and the Old Post Office Road.

Important view sites have recently been protected on the public preserves by the town and the land trust (KELT). Refer to the recreation chapter (Chapter 9) to see maps of the public preserves and recreation sites. These maps identify view sites for each area.

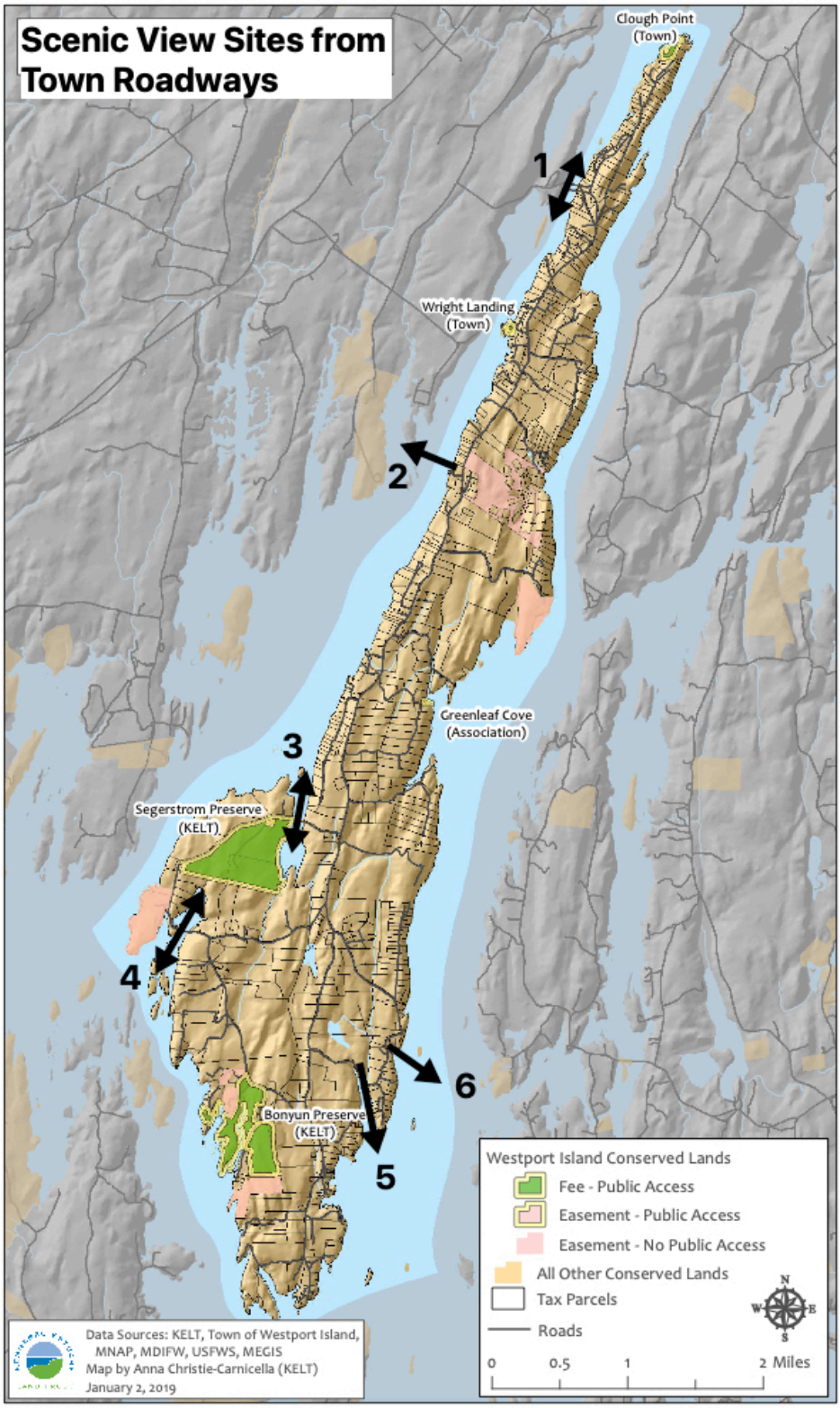


Figure 6.9 Scenic Views from Major Roadways

6.16 **Policies**

- To conserve critical natural resources in the community, with the protection and maintenance of our valuable open spaces, preserves, habitats, wetlands and shorefronts important priorities.
- To protect scenic View sites and corridors for future generations to enjoy.
- To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.

6.17 **Strategies**

Natural Resources Strategies	Responsible Parties	Schedule Plan
(1) Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Planning Board	On-going
(2) Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Conservation Commission	2020
(3) Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation	Planning Board	2021
4) Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent Beginning with Habitat maps and information regarding critical natural resources.	Planning Board	2021
(5) Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Conservation Commission	On-going
(6) Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Conservation Commission	On-going
(7) Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	Conservation Commission	On-going
(8) Continue to grow the “Land for Westport Island’s Future” fund for potential land acquisition for habitat protection, scenic view protection, shorefront access or recreation.	Select Board and Conservation Commission	On-going
(9) Perform a “Build-out” analysis to determine how much land should be preserved as open space to retain the rural character of the town.	Conservation Commission	2020

(10) Develop land use ordinance options to achieve the "Build-out" state to retain the rural character desired by town residents.	Planning Board	2021
(12) Inform property owners of the importance of the designated view sites.	Conservation Commission	2021
(13) Consider land use ordinance revisions that provide incentives for view preservation	Planning Board	2021
(14) Continue collaboration with neighboring coastal towns on commons strategies where appropriate.	Conservation Commission	On-going

Table 6.7 Natural Resource Strategies

7 Water Resources

7.1 Introduction

As an island town, water resources are of vital importance. Westport Island is 10 miles long and 2 miles wide at its widest spot. With many coves and inlets, the shoreline extends for 35.2 miles. The town is surrounded by ocean and estuarine brackish water (Sheepscot River, Back River, Sasanoa River, Sheepscot Bay, Knubble Bay, Hockomock Bay, and Montsweag Bay) and is wholly dependent on rainwater for drinking.

Our waters played a major role in our development history with our maritime and fishing legacy and our former ice harvesting and tidal mill businesses. Protecting the quantity and quality of our limited water resources remains essential for our future

7.1.1 Vision:

Parcels planned for development will be carefully evaluated for capacity of ground water and of septic systems. Limitations of the island's granite base are recognized, and no town-wide water or sewer system are envisioned during this 10 to 20-year period.

7.2 State and Westport Island Goal

To protect the quality and manage the quantity of the town's water resources and drinking water, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.

7.3 Analysis

7.3.1 Are there point sources (direct discharges) of pollution in the community? If so, is the community taking steps to eliminate them?

The town currently has five licensed Overboard Discharges which discharge residential wastewater into our surrounding ocean waters. All are located in the southern half of the island. Overboard Discharges (OBDs) are licensed and inspected by the Maine Department of Environmental Protection. Statewide, in September 2018, there were 844 systems throughout Maine.

The Department of Environmental Protection Issue Profile about OBDs states that an OBD is a discharge to surface waters of domestic pollutants consisting of sanitary or wastewater from household activities generated at residential or commercial locations. The OBDs provide a secondary level of wastewater treatment followed by effluent disinfection and discharge into receiving waters which are designed to work on a smaller scale than larger municipal wastewater facilities. The OBD can be a sand filter or a mechanical system which is required to be licensed for a 5-year term. The long-term goal is for OBDs to be eliminated and replaced with an alternative system that meets Maine plumbing standards. Each of the five Overboard Discharges on Westport Island are type 5A, which cover residential wastewater discharges of up to 600 gallons per day.

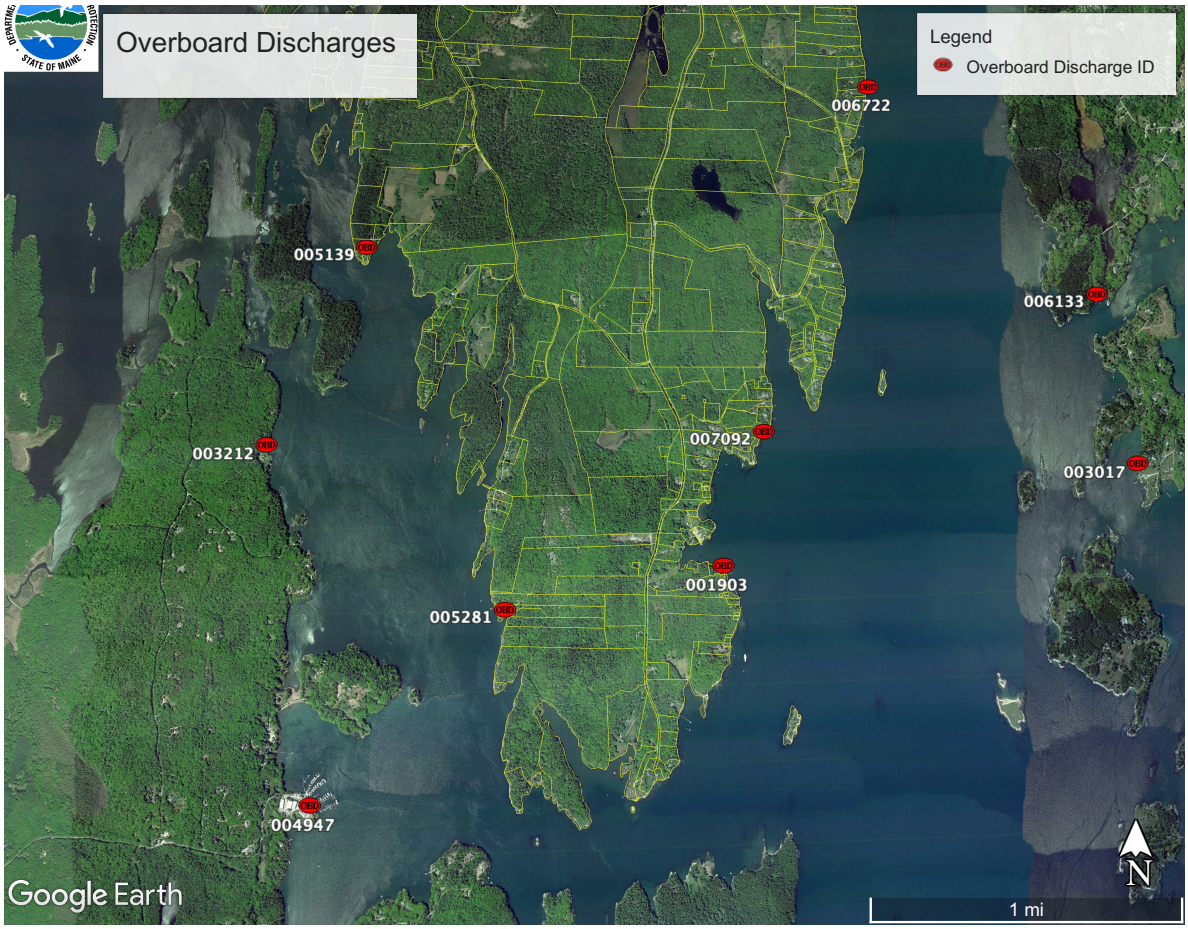


Figure 7.1 Overboard Discharges

Source: https://www.maine.gov/dep/gis/datamaps/lawb_obd/lawb_obd.kmz

DEP ID	Location	Map – Lot	Waterbody
006722	125 Log Cabin Rd.	3-16	Sheepscot Bay
007092	5 LeBlanc Drive	1-22	Sheepscot Bay
001903	54 Harriman Point Rd.	1-42	Sheepscot Bay
005281	119 Knubble Bay Rd.	1-33	Sasanoa River
005139	170 Willis Point Rd.	2-75	Sasanoa River

Table 7.1 Overboard Discharges

A grant program is available to assist property owners with the cost of replacing their OBD system if they meet certain requirements. The transfer of a property with an OBD also triggers an evaluation of whether the OBD can be replaced by a system conforming to the Maine

Plumbing Rules based upon an inspection by a licensed site evaluator. Since 2010, a total of 456 OBD systems throughout the State have been replaced.

7.3.2 Non-Point Source Pollution - Are there non-point sources of pollution? If so, is the community taking steps to eliminate them?

The town formed a Groundwater Protection Committee in 2007 to review risks to our groundwater resulting from winter use of salt on the State and town owned roadways. Wells were selected to participate in a monitoring program to determine if salt intrusion or road contamination was compromising wells. After several years of monitoring, it was determined that town road maintenance and snow removal practices were not affecting groundwater. The committee also reviewed best practices for owners of properties located on, or adjacent to, identified "Aquifer Protection Areas". Guidelines were developed and the Westport Island Conservation Commission, in conjunction with several nearby towns, published a Stewardship Guide for caring for our land and waters that provided detailed guidance to property owners for protecting against contamination, including erosion, household chemicals, pesticides, herbicides, septic failure, auto, boat and other contamination sources. All residents were given a copy of the Stewardship Guide.

7.3.3 Protection of Groundwater and Surface Water Supplies

Maine is blessed with an average of 42 inches of precipitation per year. On average, about half this amount ends up as surface water runoff. Most of the rest returns to the atmosphere through evaporation or transpiration through plants. *Less than a quarter* is absorbed into the soil and cracks in the bedrock to become groundwater.

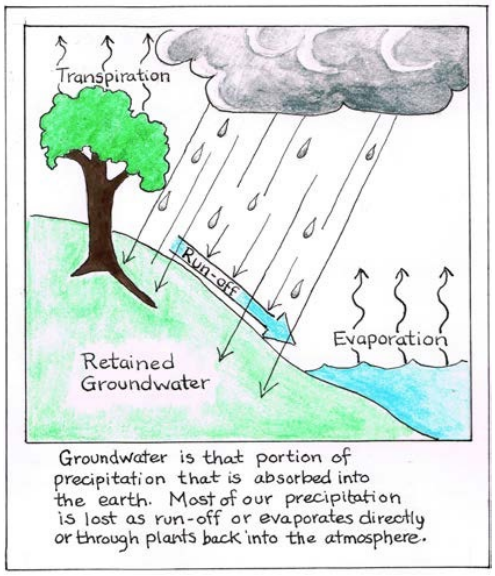


Figure 7.2 Precipitation

Our town is dependent on the availability and cleanliness of the water that surrounds us, both below ground and lapping our shorelines. We have no municipal water supplies, and our domestic water comes entirely from private wells. Our community farms have the potential to keep supplying us with fresh, local food, if we keep the water clean.

Our groundwater is the remaining 25%, or less, of the annual precipitation that does not run off the land or evaporate back to the atmosphere. It accumulates deep in the soils and within cracks and fissures in the bedrock. Soil and glacial till have more water storage capacity than bedrock; however, in our rocky coastal town, bedrock is very close to the surface of the ground. Therefore, our water storage capacity is limited and must be nurtured. Furthermore, the filtering capacity of sands and living soil are likewise limited. We must be very careful to prevent pollutants from seeping into the bedrock aquifers.

The hydrological studies of the Maine Coast conducted by the Maine Geological Survey show that the sources of fresh water for Westport, and coastal communities with similar geographic and geological structure, are not from off-island aquifers or origins. Rather, Westport's fresh water is derived entirely from the island's rainfall.

Moreover, Westport Island's geography is dome shaped. The preponderance of rainwater runs down the mostly rock surface into the Sheepscot River and other rivers and bays surrounding Westport Island. The remaining rainwater percolates down into bedrock via naturally occurring cracks and fissures. Westport's fresh water supply is contained in fractures within this underlying bedrock. These fractures generally trend north/south, along the length of the island. Water constantly moves through the bedrock fractures as it flows downhill to a stream then to the ocean. In general, the quantity of water available appears to be adequate for the island's foreseeable needs, although heavy demand during dry summer periods has led to some wells going dry as well as cases of saltwater intrusion in some wells close to the shoreline. Saltwater intrusion occurs where pumping fresh water out of the ground allows saltwater from the ocean to flow in to take its place. Without a reservoir, or other off-island source of fresh water, Westport development and quality of life is constrained by the limits of rainwater and its seasonal ebb and flow.

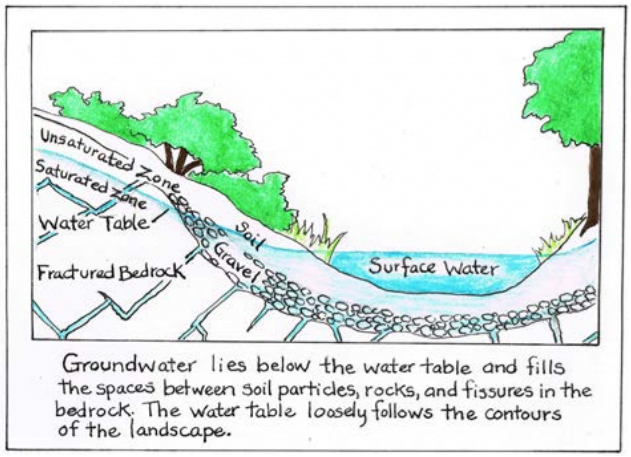


Figure 7.3 Water Table

While groundwater quantity may not be an immediate issue, at least in most areas, there is the issue that the bedrock water supply is vulnerable to contamination. Quantities of pollutants as small as a few gallons can travel long distances down and along bedrock fractures, and still remain concentrated enough to contaminate large quantities of groundwater. Potential contaminants include septic tank seepage, road salt, herbicides and pesticides, as well as petroleum products, MBTEs and solvents, to name a few. Once groundwater is contaminated, it is very difficult or impossible to clean up in as much as it is contained deep in the bedrock. Moreover, due to the aforementioned shallow soil conditions over bedrock in most areas of Westport, it is highly unlikely that Westport would be able to address groundwater contamination with a public water system, whether located on the island or extended to the island from a nearby community. The island's citizens will have to continue to depend on private wells and individual septic systems, with all the associated vulnerabilities.

Survey Comment: "Fresh water supply limits what Westport can support."

In the summer of 2001, Westport Island hired the firm Stratex to undertake an aquifer and soil carrying capacity study of the island. The study included an evaluation of the island's system of bedrock faults, a review of a Town well survey questionnaire, and an examination of well data on file with the Maine Geological Survey. Some of the major recommendations of the study

include:

- Minimize ground water recharge reductions and enhance recharge where possible (lot sizes over 2.5 acres produce negligible loss of recharge);
- Prevent degradation of ground water quality by:
    - A 200-foot setback between wells and the shoreline to prevent saltwater intrusion;
    - A 200-foot setback between septic systems and downgradient (downhill) wells to protect against viral contamination;
- Limit land use activities in areas of bedrock Aquifer Protection Areas (no chemical or petroleum storage); See Figure 7.4 for Aquifer Protection Areas on Westport Island.
- Utilize recommended lot sizes based on soil recharge capability to minimize nitrate-nitrogen contamination from residual wastewater (the minimum single-family lot densities recommended to protect water quality ranged from one acre for sand and gravel soils, to five acres for glaciomarine clay-silt soils).

To ensure protection of the island's groundwater resources in accordance with the recommendations of the study, it would be prudent to require that applicants for large developments including commercial projects be required to submit the result of hydrogeologic studies to demonstrate that these projects will not make unreasonable demands on groundwater or adversely impact existing users. These studies should also document that there will be adequate provision for the disposal of subsurface sewage disposal and hazardous materials used on or generated by these projects. It will also be important to continue rigorous enforcement of the State plumbing code, and to encourage state-of-the-art septic system technology, as well as regular pumping of septic systems. Finally, it would be prudent to address the recommendations of the study.

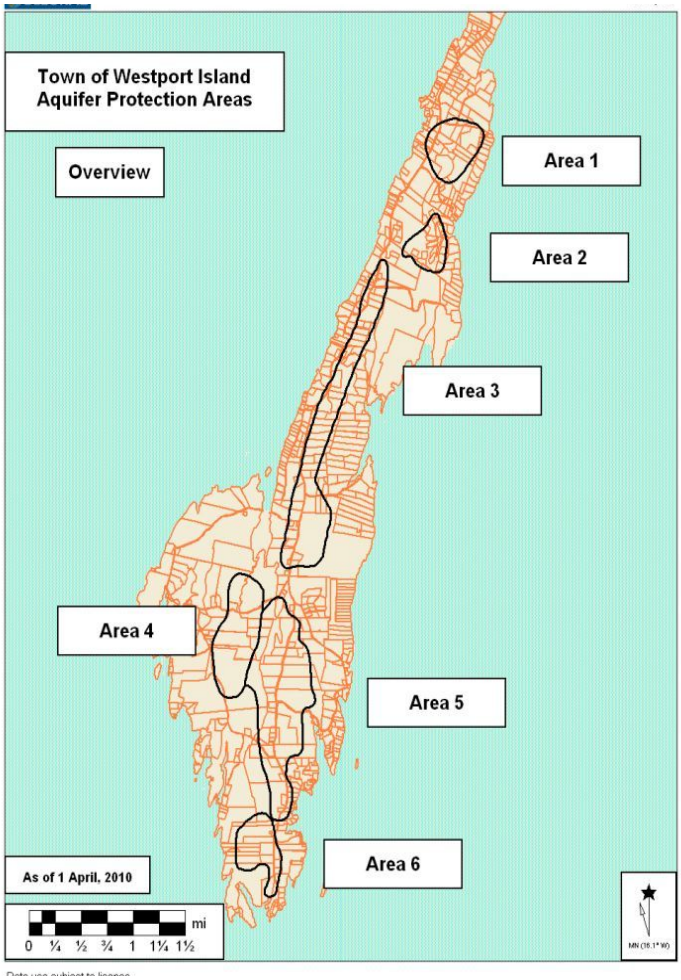


Figure 7.4 Aquifer Protection Areas

Surface waters are protected by inclusion of all major ponds and significant wetlands in Limited Development Districts and Resource Protection Districts. See Figure 7.5 for designated Resource Protection Districts and Limited

Development Districts. These districts were approved by the State and are controlled by the town's Shoreland Zoning Ordinance.

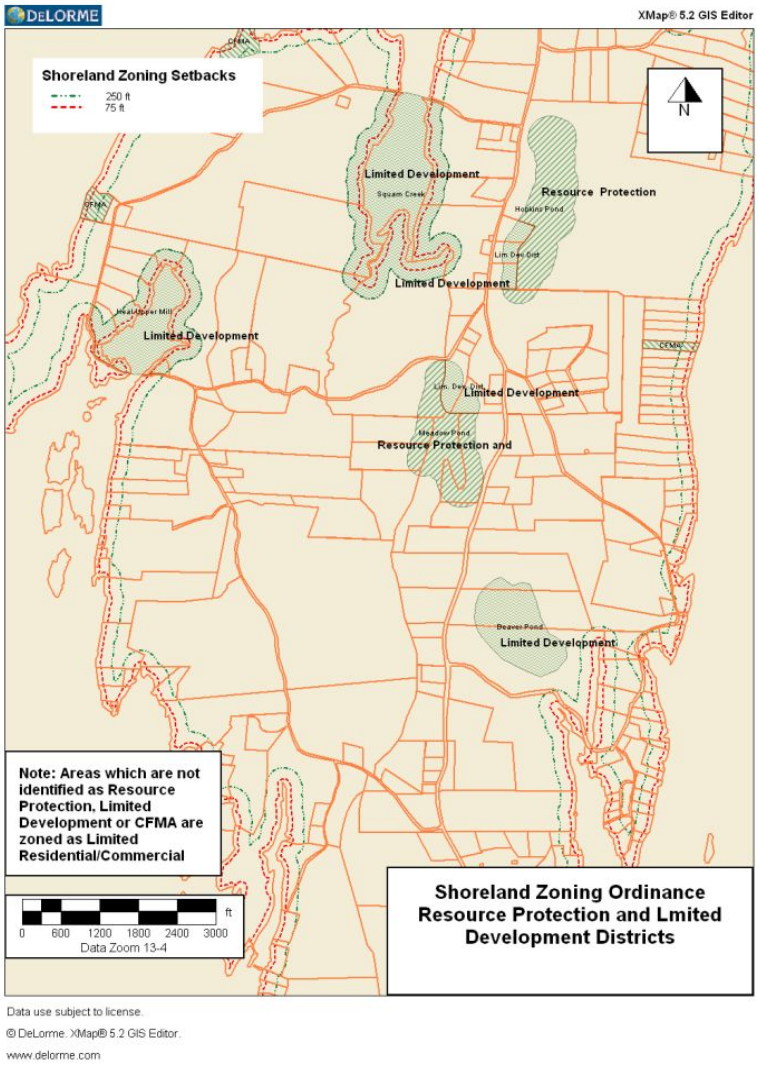


Figure 7.5 Shoreland Zoning Resource Protection and Limited

7.3.4 Management Practices of Public Works Contractors - Do public works crews and contractors use best management practices to protect water resources in their daily operations (e.g. salt/sand pile maintenance, culvert replacement street sweeping, public works garage operations)?

In 2018, the town completed a new town owned sand and salt facility to ensure that sand and salt storage did not pose a risk to groundwater. This facility was designed to meet all applicable standards and has performed well in its first full year of use. Culvert replacement is done on an

as needed basis when culvert failure or obstructions are noted. Street sweeping is done on State Route 144 in the spring.

7.3.5 Partnership Opportunities to Promote Water Protection - Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?

The town partners with a local land trust to help protect water resources contained in local ponds and wetlands. The town also has partnered with the Conservation Commissions of Georgetown, Arrowsic, Phippsburg to educate residents on effective stewardship of lands and waters in the region.

7.4 Conditions and Trends

7.4.1 Comprehensive Planning Water Resources Data Set

The state provided data sets have been incorporated into the analysis and maps developed for this Comprehensive Plan. Habitat maps were used to create the resource maps included in this plan for identifying important wetlands and surface water ponds.

7.4.2 Great Ponds and Water Bodies Recognized as "Resource Protection" and "Limited Development" Districts.

Westport Island has five great ponds or water bodies that have been recognized by the State and town as important to protect. The town's Shoreland Zoning Ordinance established limits and restrictions on development that can be allowed within the defined 250' setback from these important water bodies and designates them as "Resource Protection Districts" or "Limited Development Districts". The map in Figure 6.5 identifies each of these sites.

7.4.3 Summary of Past and Present Activities to Protect Water Resources

As discussed previously, the town hired Stratex Corporation to conduct a comprehensive study in 2001assessing the capacity of the towns groundwater supply and the ability of soils to safely manage wastewater from domestic septic systems. The resulting information serves to guide land use planning. In addition, in 2013 the town formed a Groundwater Protection Committee to assess the risks of road salt contamination. The control and removal of invasive species is performed by the local land trust for their preserves and by the Conservation Commission for the Town owned preserve.

7.4.4 Threats to Aquifer Drinking Water Supplies

As development continues and housing density increases, the risk to drinking water, likewise increases. Higher density at the shoreline risks saltwater intrusion as more fresh groundwater is removed. Higher housing density on inland land risks contamination to wells by septic failures, especially during drought conditions. Development over aquifers risks contamination of the aquifer due to spillage of household chemicals, paints, solvents, pesticides, insecticides and petroleum products.

7.4.5 Summary of Water Protection Measures and Ordinances

Westport Island's Shoreland Zoning Ordinance provisions protect water quality in the shoreland zone along the coast and for our streams, ponds and wetlands. State and federal laws that protect water resources are summarized below. Enforcement of these laws by State agencies can be limited due to agency staffing levels. Compliance with most State and federal environmental regulations is often left to individual landowners. In many communities, there is greater monitoring and enforcement of State and federal regulations through the municipal Code Enforcement Officer. Some of the most significant State laws affecting water resources, and other natural resources, include the following:

- Maine Erosion and Sedimentation Control Law – requires basic controls and stabilization when a project involves filling, displacing, or exposing earthen material. No permit is required, but the law sets minimum across-the-board standards that help prevent harm to surface waters.
- Maine Forest Practices Act – requires that landowners notify the Maine Bureau of Forestry of any commercial timber harvesting activities, and that commercial harvest activities meet specific standards for timber harvesting adjacent to water bodies, clearcutting and forest regeneration following the timber harvest. If harvesting activities result in a clear-cut larger than five acres, there must be a separation zone between clear-cuts, and regeneration standards must be met. This rule requires a harvest management plan developed by a licensed forester for clear-cuts greater than 20 acres. The rules prohibit clear-cuts greater than 250 acres.
- Maine Natural Resource Protection Act (NRPA) – regulates activities in, on, over or adjacent to natural resources, such as lakes, wetlands, streams, rivers, fragile mountain areas, high and moderate value waterfowl and wading bird habitats, shorebird areas, high and moderate value deer wintering areas, significant vernal pools, and sand dune systems. Standards focus on the possible impacts to the resources and to existing uses.
- Maine Plumbing Code – rules pertain to materials, fixtures, vent and waste piping, potable water supply piping, and approved subsurface wastewater disposal (septic) systems necessary to protect the public health, safety, and welfare of the citizens of Maine.
- Maine Site Location of Development Law (Site Law) – regulates developments that may have a substantial impact on the environment (i.e., large subdivisions and/or structures, 20-acre-plus developments, and metallic mineral mining operations). Standards address a range of environmental impacts.
- Maine Storm Water Management Law – regulates activities creating impervious or disturbed areas (of size and location) because of their potential impacts to water quality. In effect, this law extends storm water standards to smaller-than Site Location of Development Law–sized projects. It requires quantity standards for storm water to be met in some areas, and both quantity and quality standards to be met in others.

7.5 Policies

- To protect current and potential drinking water sources from contamination and saltwater intrusion.

- To protect significant surface water resources from pollution and improve water quality where needed.
- To minimize pollution discharges through the gradual elimination of all Overboard Discharges (OBDs) by supporting and assisting homeowners install compliant system upgrades.
- To cooperate with neighboring communities and regional/ local advocacy groups to protect water resources.

7.6 **Strategies**

Water Resources Strategies	Responsible Parties	Schedule Plan
(1) Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program	Planning Board	2022
(2) Consider amending local land use ordinances, including minimum lot sizes, as applicable, to incorporate low impact development standards and implement Stratex recommendations.	Planning Board	2022
(3) Maintain, enact or amend aquifer recharge area protection mechanisms, as necessary. Publish guidelines for residents.	Conservation Commission	2021
(4) Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.	Conservation Commission	2021
(5) Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Planning Board	2022
(6) Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Plumbing Inspector & Conservation Commission	On-going

Table 7.2 Water Resource Strategies

8 Marine Resources

8.1 Introduction

Westport Island has had a long history of benefiting from Maine's marine resources. As discussed in the brief town history in section 4 above, maritime occupations have long been the foundation for the local economy, with most of the island's men in the middle of the 19th century working in the fishing industry. Islanders in maritime occupations today are now few in number, less than 5% of respondents to the Survey, but the tradition continues. And almost 82% of respondents felt that the Commercial fisheries and aquaculture should be encouraged, second only to agriculture. Westport Islanders clearly see marine resources as one of the elements that they value in the town. Most value the easy access to the water that their island residence provides and would want to see that preserved.

8.2 State Goal and State Coastal Policies

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.

8.3 Analyses

8.3.1 Is coastal water quality being monitored on a regular basis?

Yes. There are several water sampling points around the island that the Department of Marine Resources (DMR) monitors.

8.3.2 Is there a local or regional plan in place to identify and eliminate pollution sources?

There is currently no plan that the Town of Westport is aware of. The Town used State funds for assisting landowners to replace some overboard discharges (OBD's) while those funds lasted. No funds have been available for approximately 10 years. However, there are now limited funds available for qualified OBDs. Based on information provided by the Department of Environmental Protection (DEP), Westport has six remaining properties with OBDs. (Refer to Figure 7.1)

8.3.3 Has closing of clam or worm flats threatened the shellfish industry, and are sources of contamination known? If so, are sources point (direct discharge) or nonpoint sources?

There are areas of closures due to overboard discharges (OBDs) but none of these are in critical shellfish harvesting areas. There are other OBDs from surrounding towns that also impact the closures of shellfish habitats. Water quality can be degraded by many factors, resulting from natural occurrences and from human activity. Pollution can be classified by its origin. Point source pollution originates from a single point, such as an outflow pipe (Town of Wiscasset Wastewater Treatment Plant), an overboard discharge including untreated waste from a residence, business or industry. Fecal coliform is the primary pollutant especially from residential overboard discharges. Non-point source pollution, for example from stormwater runoff of fertilizer, phosphorous, motor oil and other chemicals, is also of concern. With the elimination of (OBDs) some clam seeding efforts could take place to establish more harvestable flats. At this time nonpoint sources are believed to be limited threats to shellfish harvesting areas. (See Figure 8.1, Figure 8.3, Figure 8.4)

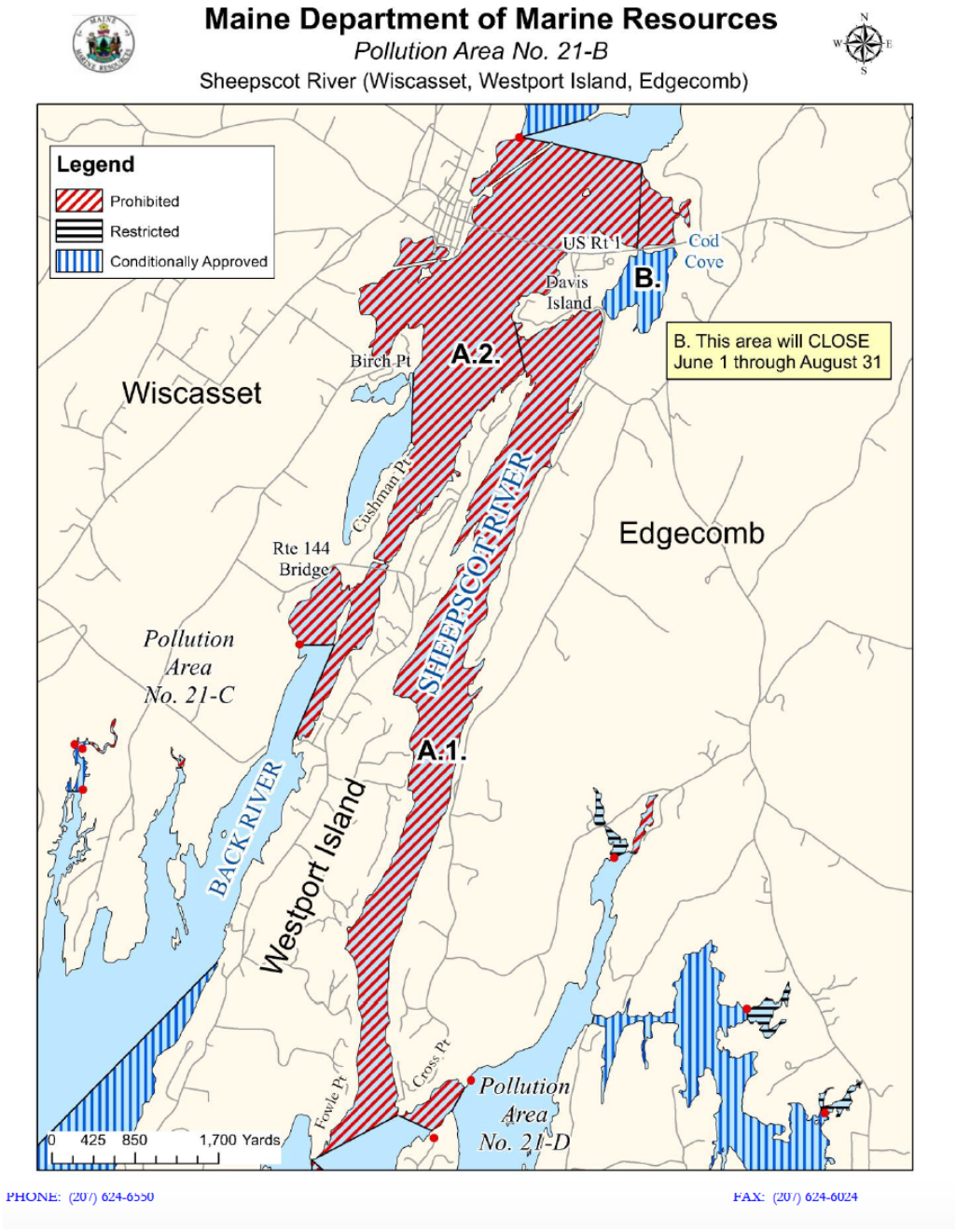


Figure 8.1 MDMR Pollution Area No 21-B

Source: https://www.maine.gov/dmr/shellfish-sanitation-management/closures/documents/21-B.pdf

May 10, 2019

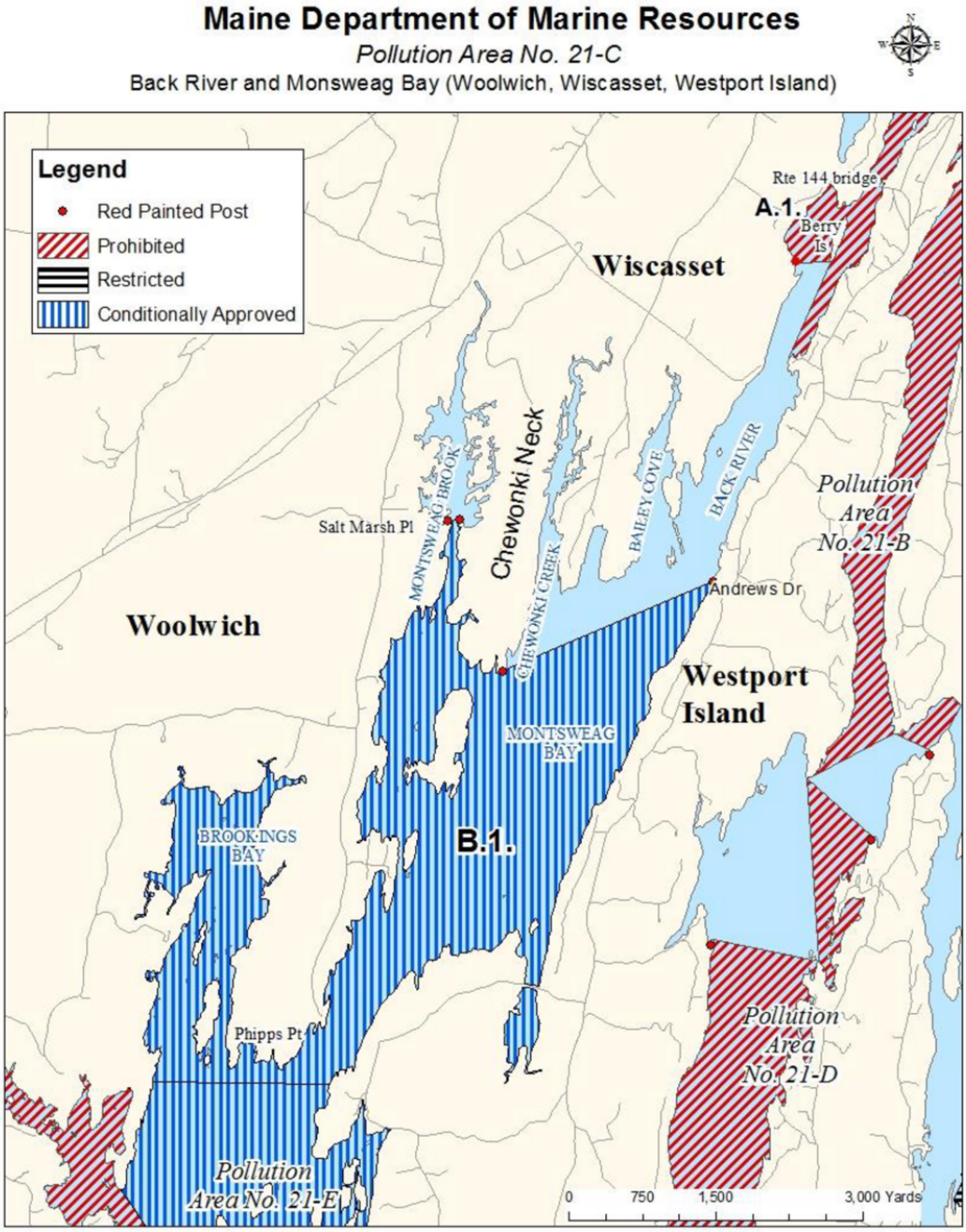


Figure 8.2 MDMR Pollution Area No 21-C

Source: https://www.maine.gov/dmr/shellfish-sanitation-management/closures/documents/21-C.pdf

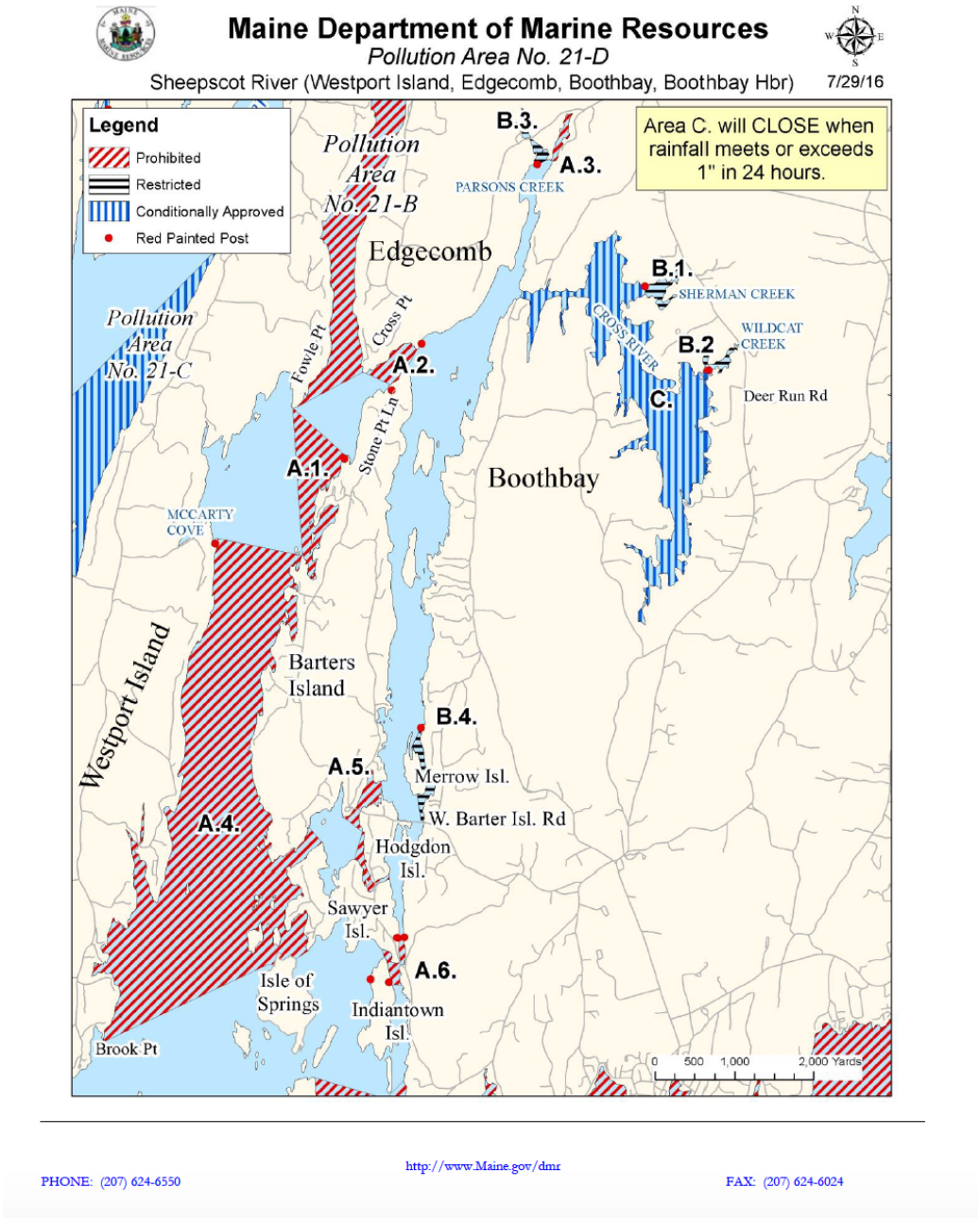


Figure 8.3 MDMR Pollution Area No 21-D

Source: https://www.maine.gov/dmr/shellfish-sanitation-management/closures/documents/21-D.pdf

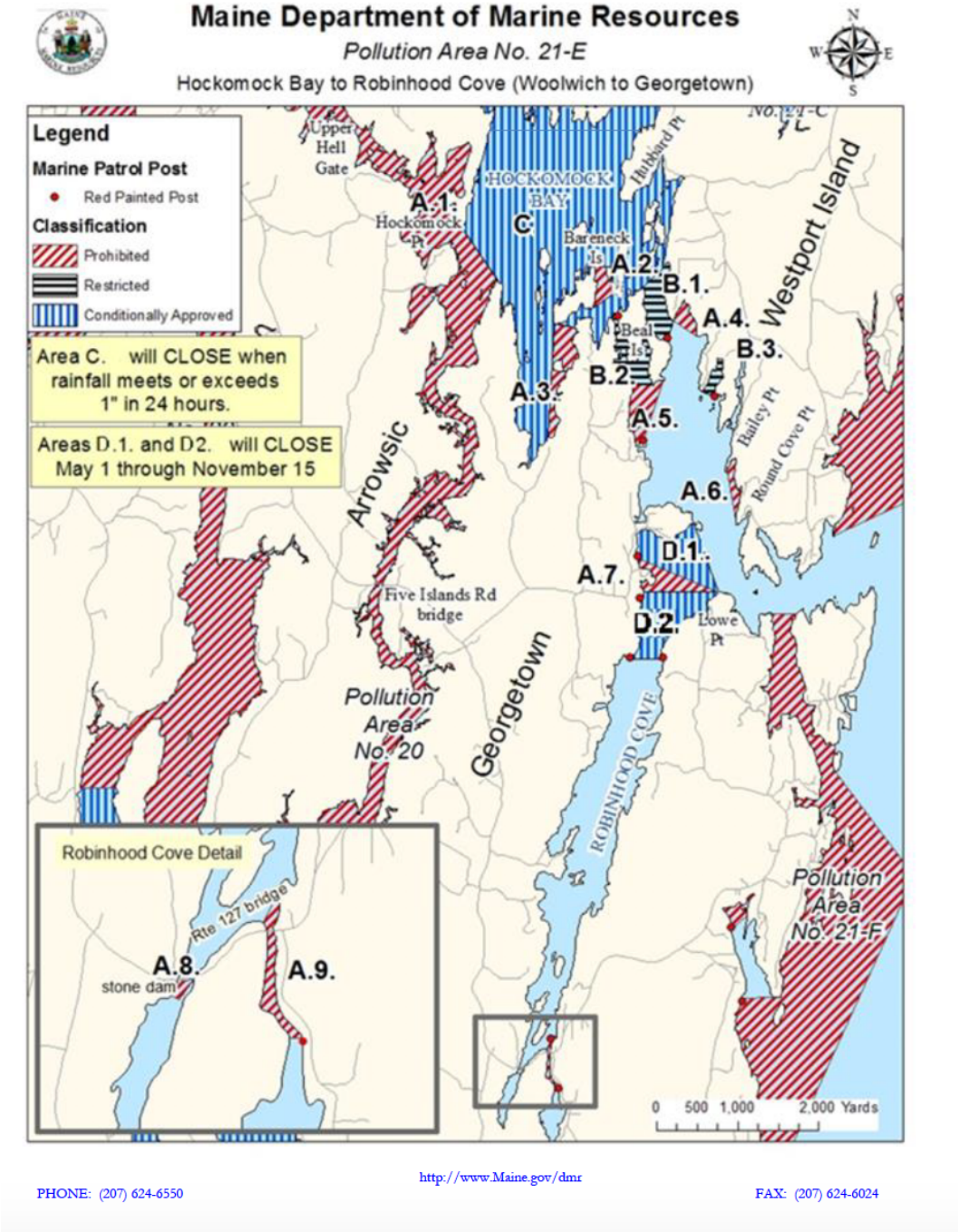


Figure 8.4 MDMR Pollution Area No 21-E

Source: https://www.maine.gov/dmr/shellfish-sanitation-management/closures/documents/21-E.pdf

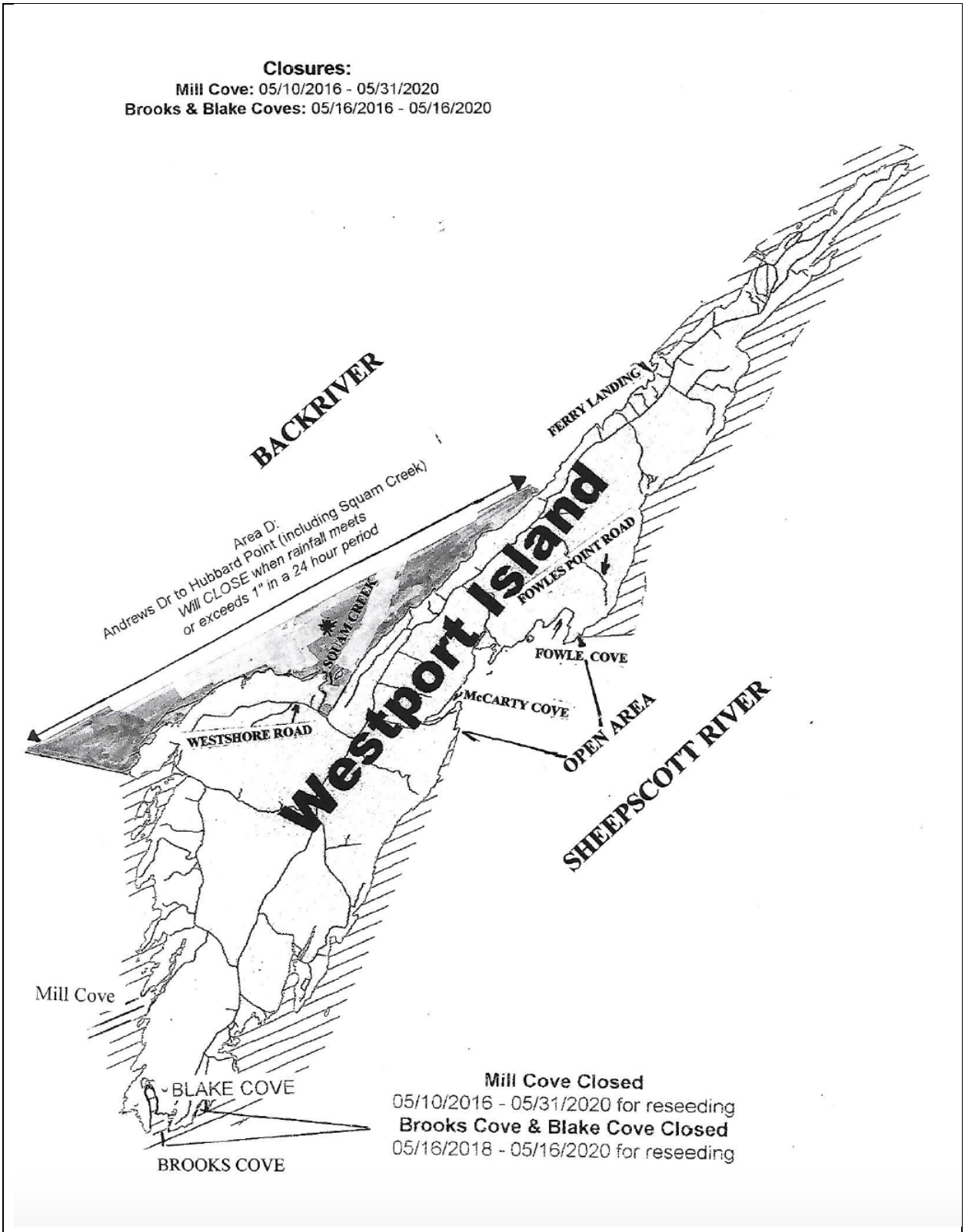


Figure 8.5 Westport Island Closures Map

8.3.4 Are traditional water-dependent uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?

Most traditional water dependent uses are declining. Marine worm harvesting appears stable for now. Clam harvesting is in decline due to lack of open areas and green crab infestation. Lobstering is also in a decline due to the limited entry for new lobster licenses and the lack of working waterfront. Many clam and worm harvesters now rely on direct access through private property to reach the shoreline. This could change anytime with the sale of a property and the long-standing courtesy provided by homeowners; this access could be denied. In ten years, the Town may see a 10% decline in the number of shoreline access points.

8.3.5 Is there reasonable balance between water-dependent and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?

Currently on Westport Island there is only one public boat launching site. The site is used for both commercial and recreational activity. When residents were asked to rate town services in the Survey 76% of respondents gave it a rating of "Good". However, with only one ramp the facility has extremely limited tie-up options. Several days throughout the year the parking lot is at full capacity due to the increased use by marine worm harvesters. The popularity of kayaking has increased over the years. These increases over time could place more pressure on the parking and launching sites, possibly creating issues for both commercial and recreational users of the water.

8.3.6 How does local zoning treat land around working harbors?

Westport does not have what would be considered a working harbor. There is a "Lobsterman's Co-op" on the north end of the island, which has been zoned as a Commercial Fisheries/Maritime Activities (CFMA) district. There are also eight other properties in the CMFA district. Within the shoreline zoning, there is the limited residential/commercial district which allows for functionally water dependent facilities for hauling and storing a maximum of 10 boats and for individually operated lobstering and fishing activities. See Westport Island Tax Maps and Data Figure 7.5. All CFMAs are highlighted in green on these tax maps.

8.3.7 Is there a local or regional harbor or bay management plan? If not, is one needed?

There is no local or regional harbor or bay management plan in place like there is in the Casco Bay area. Obviously, a Bay Management plan would be beneficial to the island and surrounding towns, however, some form of funding would need to become available to implement such a plan.

8.3.8 Are there local dredging needs? If so, how will they be addressed?

There are no local dredging needs known at this time.

8.3.9 Is there adequate access, including parking, for commercial fishermen and members of the public? Are there opportunities for improved access?

Issues revolving around access to the water are described in paragraph 8.3.5 above in this section. There are no opportunities for improved access currently. There is a town owned shoreland parcel of land on the north end of the island, but it has been deemed as unbuildable.

8.3.10 Are important points of visual access identified and protected?

The Comprehensive Plan from 2002 highlighted certain scenic areas. Visual access can be controlled to some degree through the Shoreland Zoning Ordinances and the Site Plan Review Ordinance. However, outside the Shoreland Zone, residential uses only need a permit from the Code Enforcement Officer under the Town Building Ordinance. The Town Building Ordinance does not include any aesthetic or view-related standards. See Natural Resources, Chapter 5, Future Land Use, Chapter 15, for descriptions of scenic resources and their protective measures. Most of these view or corridors are found within or are close to shoreland areas.

8.4 Conditions and Trends

The community's Comprehensive Planning Marine Resources Data Set was prepared and provided to the community by the Department of Marine Resources, and the Office, or their designees.

All of the maps and data provided to the Town as part of the State Data Set have been incorporated into this plan.

Although not asked for in any of the other requirements of this section, we provide the following tables and figures from the State Data Set:

- Marine Fish and Shellfish Licenses for Westport Island (See Table 8.2 below)
- There are currently 3 aquaculture leases on Westport Island (2 commercial oyster and 1 recreational oyster)
- Shellfish Habitat Map (See Pollution and Closure Maps Figure 8.1, Figure 8.3, Figure 8.4 above)
- Westport Island area Pollution Maps (See Figure 8.1, Figure 8.3, Figure 8.4 above)
- Westport Island area Closures Map (See Figure 8.5 above)

8.4.1 A map and / or description of water-dependent uses.

The Town has several conservation properties (see Figure 10.8 below as well as nine (9) Commercial Fisheries/Maritime Activities (CFMA) districts (see Westport Island Tax Maps and Data).

8.4.2 A brief summary of current regulations influencing land use patterns on or near the shoreline.

The Shoreland Zoning Ordinance is the major determinant of future land uses within the Shoreland Zone (within 250' of the shore). The Town Site Plan Review Ordinance requires review of all new commercial land uses in the Town and includes most of the standards that are

in the Shoreland Zoning Ordinance. The town participates in the National Flood Insurance Program and has adopted a floodplain management ordinance which regulates construction in some of the shoreland zone.

8.4.3 A description of any local or regional harbor or bay management plans or planning efforts.

As mentioned previously, there are no regional harbor or bay management plans. The locations and use of moorings within the Town of Westport should be and are regulated by the Harbormaster to provide for safe mooring conditions and a system for permitting new boat owners to secure a mooring location.

8.4.4 The location of facilities (wharves, boat ramps, pump-out stations, etc.), with a brief description of any regional or local plans to improve facilities.

Figure 10.2 shows commercial and recreational facilities on the shore. There are no known regional plans and no local plans at this time to improve local facilities.

8.4.5 A description or map showing public access points to the shore. Include a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.

There are four conservation preserves on Westport Island.

1. Clough Point Town Preserve has limited parking, walking trails, handicap access, picnic tables, benches and hand carry boat launch.
2. Wright Public Boat Landing has parking, town dock, boat launch, restrooms, benches and trails.
3. Preserve at Squam Creek has limited parking, trails, scenic overlook, picnic area and carry in boat launch.
4. Bonyun Preserve has limited parking, trails and scenic overlook.

See. 6.9 above and 6.10 above for a more complete list.

8.4.6 A list of scenic resources along the shoreline, including current ownership (public or private) and any protections.

The Town of Westport Conservation Property Map shows four (4) parcels open to the public and four (4) private preserves. See Figure 10.8 below.

8.5 Policies

- To protect, maintain and, where warranted, improve marine habitat and water quality.
- To foster water- dependent land uses and balance them with the other complementary land uses.
- To maintain and, where warranted, improve harbor management and facilities.
- To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.

8.6 Strategies

Marine Resources Strategies	Responsible Parties	Schedule Plan
Identify needs for an additional recreational and commercial access, including parking, boat launches, swimming, etc.	Selectmen, Harbor Committee and Harbormaster	2020
Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Selectmen	2020 and On-going
Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access or to support the conduct of commercial fishing activities.	Selectmen and Town Clerk	2020 and On-going
Support implementation of local and regional harbor and bay management plans.	Selectmen, Harbor Committee, Harbormaster, Commercial Fishermen, Maritime businesses and Town meeting vote	On-going
Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	Selectmen, Harbor Committee, Harbormaster, Property Owners and Land Trust	On-going

Table 8.1 Marine Resources Strategies

8.7 Notes on Marine Resources Strategies

8.7.1 Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).

Based on comments from the most recent comprehensive plan survey mailed in 2018 the Town may want to pursue options for more shore access. The potential opening of shellfish areas in the future or the increase in aquaculture leases could create a need for additional shore access.

8.7.2 Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.

There is only one boatyard for servicing and boat storage. There is one small marina with slip space only. The town will provide information to these businesses, along with posting on the town website.

8.7.3 Provide information about the Working Waterfront Access Pilot program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.

The town will provide literature on its website concerning the Working Waterfront Tax program.

8.7.4 Support implementation of local and regional harbor and bay management plans.

If and when a bay management plan is developed, the Town will do its best to implement it locally.

8.7.5 If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.

The Town has an appointed Harbormaster and he receives a stipend of $1,000.00. It also has a Harbor Committee consisting of volunteer members with no budget provided by the town.

8.7.6 Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.

The Town has partnered with groups like The Kennebec Estuary Land Trust (KELT), to acquire parcels of land that have shorefront. Figure 10.8 below shows all the conserved lands that also provide shorefront access where the ownership by the conservation groups extends to the shoreline.

Westport Island DMR License Count for License Year 2017	Count
Commercial Fishing Crew (CFC)	1
Commercial Pelagic and Anadromous Single (CPS)	1
Lobster/Crab +70 (LCO)	2
Lobster/Crab Class 1 (LC1)	4
Lobster/Crab Class 2 (LC2)	4
Lobster/Crab Class 3 (LC3)	2
Lobster/Crab Non Commercial (LNC)	7
Marine Worm Digging (MWD)	7
TOTAL	28

Table 8.2 Westport Island DMR License Count for License Year 2017

Updated on 12/14/18 Source: Department of Marine Resources

9 Agricultural and Forest Resources

9.1 State Goal

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

9.2 Analysis

The Comprehensive Plan Review Criteria require the Town to analyze and answer seven questions, which are addressed individually below.

9.2.1 How important is agriculture and/or forestry and are these activities growing, stable, or declining?

In colonial times agriculture and forestry, and associated activities such as lumber and grist mills, were the primary livelihood of most of Westport's residents. But as the population grew, the limited amount of arable land available was all taken, and the woodlands were harvested of marketable timber. By the mid-19th century most men on the island reported to the census takers that they were fishermen, and many others worked on cargo vessels, both wind and steam powered. Though while fewer men considered themselves to be primarily farmers, homes usually had a garden and animals to provide food for the family. Some Westport residents would sell farm products to their neighbors and to shops and markets in neighboring towns like Bath.

In the early 20th century there was an attempt at reviving farming as a commercial activity on the island, associated with "market gardens" and a new resident, Henry Swanton. The farmers of those days grew produce for the summer visitors that were now flocking to Midcoast Maine, and it was not a long boat ride down to summer colonies like Squirrel Island to deliver fresh vegetables. But farm properties were not large, as, nicknamed "The Rock", Westport's geography of granite outcroppings and mostly poor soils precluded the large fields usually associated with commercial agriculture in the 20th century. Farming, as an industry, continued to decline, though many residents continued to have gardens that provided much of their food.

In the forestry industry, Westport's tide-powered lumber mills in the 19th century had come to rely on timber harvested elsewhere and floated down river to the island. But the mills themselves were on their way out, and by the early 20th century were abandoned. Ironically, as many farms and homes were also abandoned in the collapse of the year-round residential population, the forests returned. The scenes of open fields from 19th century photographs were transformed by the middle of the 20th century into the largely wooded appearance that characterizes Westport Island today.

Edwin Cromwell operated a lumbering business in the 1940s and 1950s, with the help of family and friends. But today Westport's forest industry has primarily become the passive holding of woodlands that are occasionally cut providing a small income to the landowners. Many island residents will cut and process firewood from their own woodlands. An increasing number of property owners have put some of their land under the Tree Growth current use program, which is thus helping to maintain the island's rural character. Off-island foresters provide advice and management plans for Tree Growth certification, and off-island logging outfits periodically harvest lumber.

By the time of the 2002 Comprehensive Plan there was no active commercial agriculture on the island. But commercial agriculture has returned, albeit of small economic importance for the island. The spread of Farmers' Markets in towns surrounding ours, supported by consumers who want fresh, locally-produced vegetable, meat, and other farm products, and the Farm-to-Table culinary movement in fine restaurants, has provided the necessary market demand to support today's farmers.

Westport Island now has a MOFGA-certified organic farm, Tarbox Farm, producing diversified vegetable crops and pork on approximately 30 acres of fields, greenhouses, forest, and ledge. Their operation would look familiar to Westport's farmers of the 19th century, if you substituted tractors for horses and oxen. But farming in New England has new crops. Micromania, a grower of micro-greens, and the newly established Island Mushroom Company, are farm businesses that look less familiar. Both do their farming inside of buildings, so open land and the quality of existing soils is not critical to their operation and success. Farms can be viable today with a much smaller acreage than in the last century, and, as these two examples show, may need little land at all. Such small, building-based farms are also not limited by the fertility of the soils, as they provide their own growing mediums rather than rely on the ground of the property. But farms will always need a market for their produce, to support them. And the support of their community.

9.2.2 Is the community currently taking regulatory and/or non-regulatory steps to protect productive farming and forestry lands? Are there local or regional land trusts actively working to protect farms or forest lands in the community?

Westport Island has not taken any steps to protect farming, as there has not been any productive farming to protect until the last 15 years. But the Kennebec Estuary Land Trust (KELT) has been very active in preserving parcels which are forested, and, in the case of the Carl and Barbara Segerstrom Preserve at Squam Creek, there are also prime farmland soils which are now protected from development.

9.2.3 Are farm and forest landowners taking advantage of the state's current use tax laws?

As of 2018 there were 29 parcels of land which the town reports are participating in the Tree Growth current use tax program, for a total of 782 acres of soft, hard, and mixed wood acres. This constitutes approximately 8.6% of Westport Island's 14.24 square miles of area.

Only one parcel is registered with the town as agricultural land, the site of the organic Tarbox Farm.

9.2.4 Has proximity of new homes or other incompatible uses affected the normal farming and logging operations?

Westport has undergone a large amount of development in the past 40 years, especially along its shoreland zone. However, there has not been "normal farming" to disrupt, and in many cases the new residents have kept the forest cover on part of their property. (It may have been what attracted them to their land in the first place.) And while there has been harvesting of forest lands, it is not known that anyone complained about the logging operations.

However, it is possible that at some future time, with the continued development of new homes on the island, residents might object to the proximity of farming and logging operations.

9.2.5 Are there large tracts of agricultural or industrial forest land that have been or may be sold for development in the foreseeable future? If so, what impact would this have on the community?

Westport lacks large tracts of either agricultural or industrial forest land. However, forested land is cut and sold for development, from time to time. And though no new applications for subdivisions have been submitted for several years, there is nothing to prevent such development in the future.

9.2.6 Does the community support community forestry or agriculture (i.e. small woodlots, community forests, tree farms, community gardens, farmers' markets, or community-supported agriculture)? If so, how?

Westport is largely forested today, helped often by lot sizes that are more than the 1.5 acre minimum for new development. But there are no publicly owned or supported forests or farm fields. Westport lacks a town common, or even a town center.

The support provided to farming today comes not from the town, as such, but from town residents, and residents of the surrounding communities, who patronize the Bath, Brunswick, Wiscasset, and Damariscotta Farmers' markets, as well as from the shops in those towns and Wiscasset that buy produce from Westport farms. Tarbox Farm operates a CSA (community-supported agriculture) program with many Westport residents participating.

The Westport Community Association (WCA) provides farmers, as well as other Westport Island businesses, an opportunity to showcase their wares at WCA meetings and events.

9.2.7 Does the community have town or public woodlands under management, or that would benefit from forest management?

Westport Island does not have any substantial public land.

9.3 Conditions and Trends

9.3.1 Farmland

Westport Island is often described as a granite "rock", located in the midst of a river. The Maine terrain was scoured by the glaciers in the last ice age, with much of the topsoil deposited out at sea in the Gulf of Maine, creating the rich fishing grounds of the Georges Bank and others. What was left behind were shallow soils that are not as productive as the farmlands elsewhere in the United States. Westport's terrain is characterized by ridgelines and shallow soils, and it is this poor Maine geography for farming that contributed to the exodus of people from Maine's coast in the late 19th and early 20th centuries, Westport included.

There are prime farmland soils on Westport Island, as characterized by the US Dept of Agriculture and the State of Maine. But they are broken up into approximately 41 small areas, most of which run north-south along the western shore of the island. That has also been the location of much of the residential development of the 1970s thru 1990s, so many of the areas of prime farmland are now divided into many small house lots, making commercial agriculture, even of the smaller organic vegetable farm variety, impossible at this time on these parcels. There are a handful of properties containing prime farmland which are large enough to support a small traditional farm, say10 acres of fields, but today this land is largely forested, and would require extensive clearing to make it usable. See the map that follows for the location of prime farmland soils.

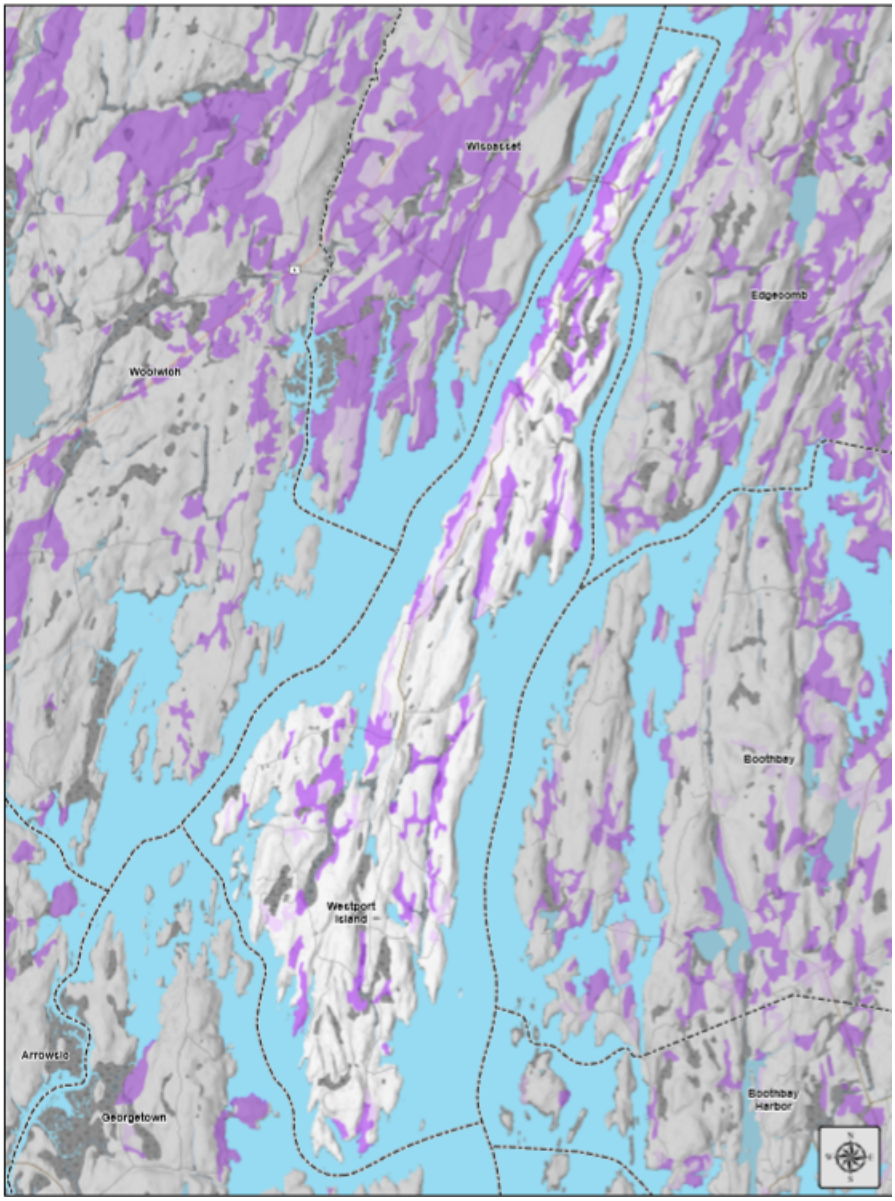


Figure 9.1 Island Agricultural Resources – Location of Prime Westport farmland soils

Source Data: USDA, MEGIS, Maine DACF

9.3.2 Forest Resources

Viewed from the air, Westport Island today appears as largely wooded. But as land has been subdivided and new homes built, the woods are hiding houses, garages and outbuildings, and the forest lands are not being managed as a harvestable resource. Nevertheless, there are parcels of land that are managed woodlands, with 29 taking advantage of the Tree Growth current use tax program according to the Town Office, for a total of 782 acres in 2018. And timber harvesting is a regular activity on the island, as Table 9.1 shows below.

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1999	34	0	0	34	8	6
2000	81	0	0	81	0	4
2002-2005	171	15	0	186	1	6
2007-2010	81	0	0	81	0	7
2011-2014	130	0	0	130	0	7
Total	367	15	0	382	9	23
Average	24.4	1.0	0	25.5	0.6	1.5

Table 9.1 Summary of Timber Harvest Information for the Town of Westport Island

Data compiled from Confidential Year End Landowner Reports to Maine Forest Service.

Source: Department of Agriculture, Conservation and Forestry - Maine Forest Service

9.4 Policies and Strategies

The State mandates that comprehensive plans include a minimum set of policies and strategies for Agriculture and Forest Resources

9.4.1 Minimum Required Policies:

- Safeguard lands identified as prime farmland or capable of supporting commercial forestry
- Support farming and forestry and encourage their economic viability

9.4.2 Minimum strategies required to address state goals:

- Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.
- Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.
- Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.
- Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.
- Encourage owners of productive farm and forest land to enroll in the current use taxation programs.
- Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.

- Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.

9.4.3 Additional Strategies, and Action Plan

Additional strategies to meet state goals for agricultural and forest resources as well as the widespread and strong desire of Westport Islanders to preserve the rural character of the town:

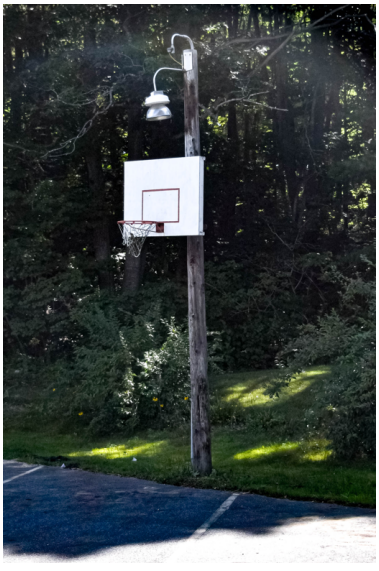
- Incorporate a "Freedom to Farm, Freedom to Garden" concept in town ordinances, to encourage farms and non-commercial farming activity (floral and vegetable gardens, small livestock pens and corrals) while protecting the abutting landowners.
- Support residents' efforts to remove invasive plants and pests, to protect native species of plants, insects and animals. The Knox-Lincoln Soil and Water District provides classes, workshops and resources for landowners.

Policies necessary to address State of Maine Goals	Action Strategies necessary to address State of Maine Goals	Responsibility	Time Frame
Safeguard lands identified as prime farmland or capable of supporting commercial forestry	Consult with the Maine Forest Service district forester if ever any land use regulations pertaining to forest management practices are considered	Planning Board	As Needed
	Amend subdivision regulations and include in the Site Plan Review ordinance language requiring commercial or subdivision developments to consider maintaining areas with prime farmland soils as unencumbered for future agricultural use, to the greatest extent possible. Include similar language for retaining large stands of timber.	Planning Board	2020
	Encourage owners of productive timber stands to register them under the Tree Growth tax law	Selectmen & Assessors	On-going
Support farming and forestry and encourage their economic viability	Incorporate a "Freedom to Farm" concept in town ordinances, to ensure farms and non-commercial farming activity while protecting the abutting landowners.	Planning Board	2021
	Relax building codes for agricultural buildings: Don't include greenhouses as taxable buildings	Planning Board, Selectmen & Assessors	2021

	Establish a relaxed building code to enable low cost housing for seasonal agricultural labor		
	Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans	Westport Island representatives to the Lincoln County Regional Planning Commission	On-going
	Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations	Selectmen, Planning Board	On-going
	Support residents' efforts to remove invasive plants and pests, to protect native species of plants, insects and animals.	Residents, KLSWCD	On-going

Table 9.2 Agricultural and Forest Recommended Policies and Action Strategies

10 Recreation



10.1 **Introduction**

Recreation on Westport Island focuses on outdoor pursuits such as boating, hunting, fishing, hiking, biking and other outdoor activities. For other forms of recreation activity, and for youth-oriented recreation, the town relies on the services provided by the neighboring town of Wiscasset. Under a cost sharing agreement with Wiscasset, Westport Island residents have use of the Wiscasset Parks and Recreation facilities, including the Community Center facilities and the Wiscasset library. With no schools of their own, Westport Island students attending Wiscasset schools have access to Wiscasset ball fields and organized sports.

10.2 **State Goal**

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

10.3 **Analysis**

With the current age demographics of Westport Island's resident population (median age of 52), the recreation opportunities for hiking, biking, cross country skiing, boating, dog walking, nature appreciation and other outdoor oriented activities are most valued, according to survey results.

Westport Island's school age children number only about 60 (8% of the town's population), making facilities such as ball fields and playgrounds less in demand. However, should adding such facilities attract more young families to Westport Island, consideration should be given to them in the future.

Overwhelmingly, survey respondents treasured the rural nature of Westport Island and placed a high value on protecting our natural resources, maintaining our valuable open spaces, our preserves, habitats, wetlands and shorefronts. Currently nearly 5% of lands have been permanently protected for public use. With a number of large undeveloped blocks remaining, more permanently protected public preserves would be welcome.

Some Survey Comments:

"I would like the preservation of natural areas, hiking trails, areas for dogs & horses, local unique businesses and preservation of agriculture and open spaces."

"To establish a sandy town beach would be a real gem to bring people together."

Although the town is an island, water access is limited currently and access sites should be expanded, especially for residents who do not have waterfront property, and for visitors. Canoe and kayak launch sites are especially desired. In addition, there are currently no public beach areas for residents and visitors to enjoy.

Four public open space tracts are either publicly owned by the town or owned by a local land trust, Kennebec Estuary Land Trust (KELT) which serves our community. An additional small

tract is privately owned (Greenleaf Cove Association, in trust) and accessible to the public for water access. These properties are described below.

10.3.1 Clough Point Town Preserve (Town of Westport Island)

At the northern end of Westport Island facing Wiscasset Harbor, at the confluence of the Back River and the Sheepscot Rivers, the area of Clough Point Town Preserve hosts bald eagles and osprey every year.

In 1972, the 8-acre Clough Point Town Preserve was established under the auspices of the U.S. Department of the Interior, the State of Maine Bureau of Parks and Recreation, and the Town of Westport. In 1998, the Soules of Westport donated additional acreage to this preserve to enhance the area for protected species.

Figure 10.1 Clough Point Town Preserve

This shoreline area is maintained by the Westport Island Conservation Commission in its natural state, offering exceptional views of the island's woods, shoreline, tidal coves, and historic Fort Edgecomb and Wiscasset Harbor. The short walking trails lead through pine and oak woods to picnic tables and granite benches, located along the shore. Handicapped-accessible trails marked on the map were constructed in 2007 with assistance and funding from the Recreational Trails Program of the Maine Department of Conservation and the Town of Westport Island.

10.3.2 Wright Landing Municipal Boat Launch and Park (Town of Westport Island)

Wright Landing is located a mile and a half down the Main Road from the bridge, on Ferry Road. The 2.3-acre site is the town's former landing site for ferries from Wiscasset. The ferry landing was in use before the bridge was constructed. The town purchased the property in 2004 from the Wright family. Grants from Land for Maine's Future and other state agencies helped with the cost of acquisition of the land and for site improvements. The town's Wright Landing Committee maintains the property.

Wright Landing serves not only as the town's municipal boat launch, but also as a park-like setting with gardens, picnic areas, a jetty with a fishing pier (no fishing on the Town Dock), a rest room, and a pleasant trail to the point of land to the south with views down the Back River. Sites are available to launch canoes and kayaks for exploring by water. A basketball hoop is available with motion activated lighting.

At low tide, local shellfish and worm harvesters take advantage of the boat launch and the nearby mud flats for commercial or recreational harvesting.

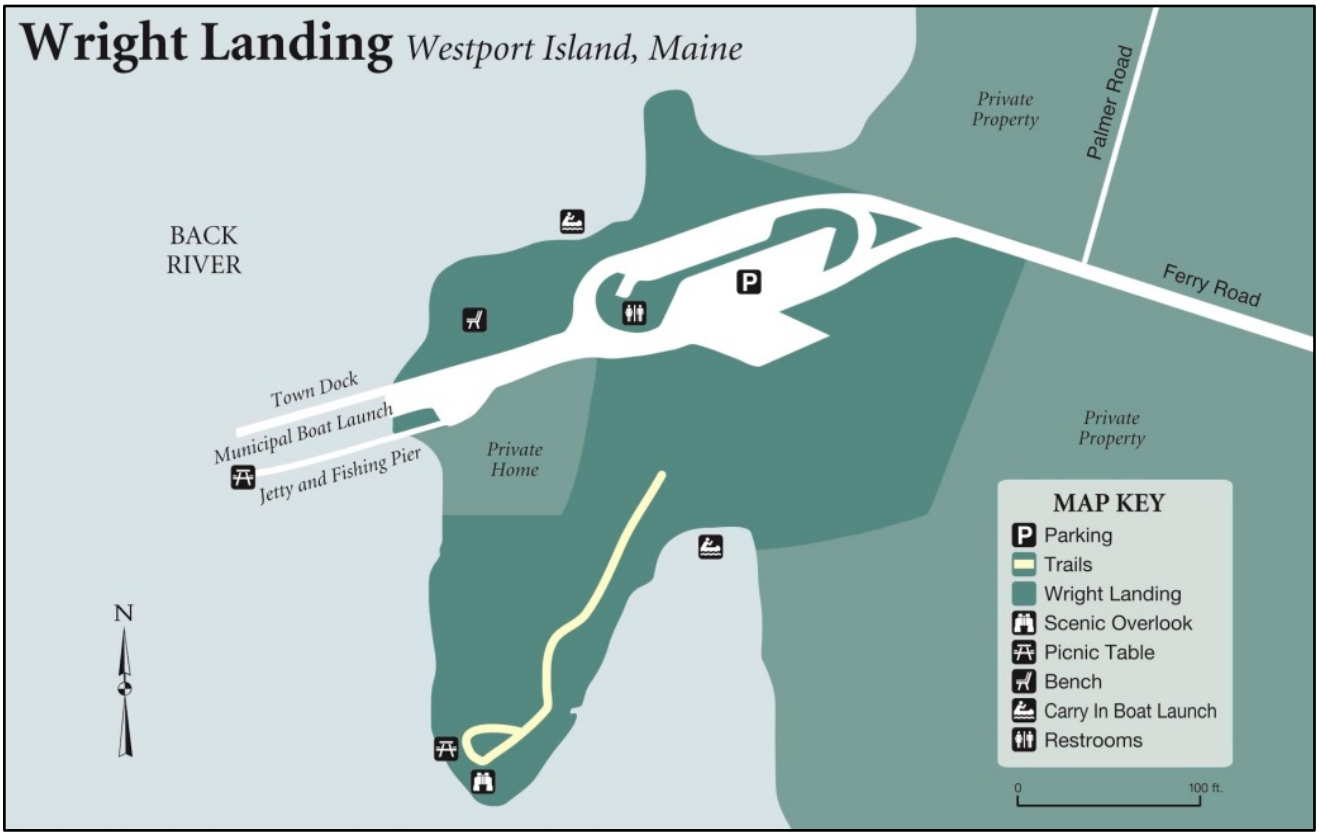


Figure 10.2 Wright Landing

10.3.3 Bonyun Preserve (Kennebec Estuary Land Trust)

The Bonyun Preserve is located on the south end of West Shore Road, just to the west of Junction Road. The 119-acre preserve is owned and managed by the Kennebec Estuary Land Trust (KELT). The trail to Thomas Point - the Mill Cove Trail, is about one mile long. For great views of the Back River, and a two-mile round-trip, return by way of the Thomas Point Trail. The Junction Trail and the Junction Loop Trail add another mile hiking on to additional land acquired in 2016 and 2017.

Located near the end of the Mill Cove Trail are the remains of the historic Heal's Lower Mill, a tidal saw and grist mill. A display along the trail describes the site and its history. Walk down to the old dam built in 1830.

The Bonyun family generously donated the Bonyun Preserve to KELT in 2001. Bill and Gene Bonyun were beloved folklorists and folk singers who purchased the land from the Thomas family in 1940. The Thomas family, and their ancestors before them, farmed on Thomas Point since the island was first settled.

Figure 10.3 Bonyun Preserve View

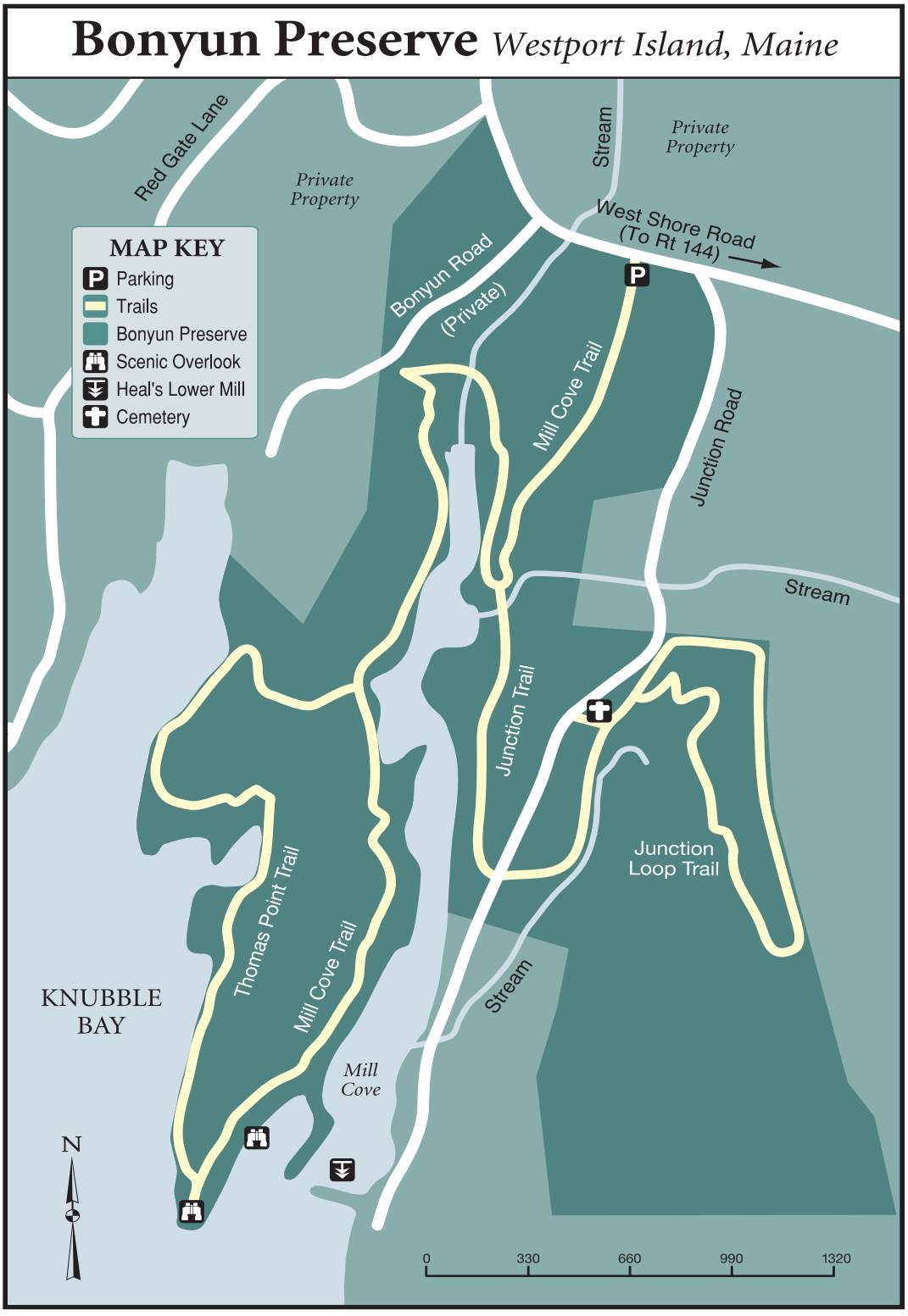


Figure 10.4 Bonyun Preserve Map

10.3.4 Carl and Barbara Segerstrom Preserve at Squam Creek

Westport Island's newest preserve, opening in 2017, is the 159-acre Carl and Barbara Segerstrom Preserve at Squam Creek. The Kennebec Estuary Land Trust acquired the land to create the preserve in 2016. The preserve offers 2-miles of hiking trails thru the historic Dunton and Hodgdon homestead lands, now dotted with abandoned cellar holes and cemeteries from some of the earliest settler families on Westport Island.

Squam Creek's salt marsh supports wading birds such as snowy egret and great blue heron, as well as migrating shorebirds. Oysters grow in the brackish water and mud flats offer abundant crustacean and clam flats. Otters have been seen along the shore. Populated by salt-tolerant species, tidal marshes like those along Squam Creek are the most productive ecosystems in the world. Oak, pine and hemlock forests provide habitat for white-tailed deer, fox, raccoon and mink.

Wetlands and vernal pools nurture amphibians and provide biodiversity hotspots and help to filter water. This section of the east coast flyway is essential for the survival of migrating birds, providing shelter and abundant food. Over 40 species of fish use these waters including striped bass (Morone saxatilis).

Figure 10.5 View from Squam Creek Preserve

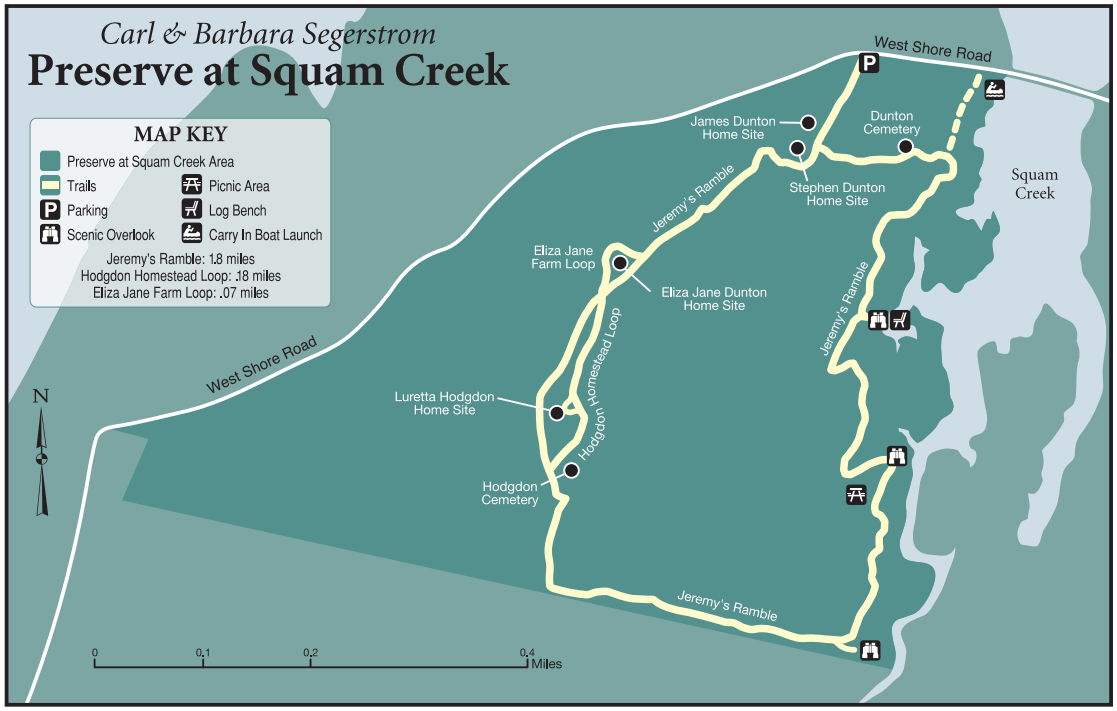


Figure 10.6 Carl and Barbara Segerstrom Preserve at Squam Creek Trail Map

10.3.5 Greenleaf Cove Common Lot (Greenleaf Cove Association)

Water access points are quite limited to the shoreline on Westport Island, even though the island has over 25 miles of shore. Under the Open Space Tax Program, the Greenleaf Cove Association permanently protected their common lot as open space using a Declaration of Trust. The lot is available to the general public for access to the shore at Greenleaf Cove and the Sheepscot River. It is the only water access point on the Sheepscot River side of Westport Island currently available for public use. See Figure 10.7.

Figure 10.7 Greenleaf Cove View of the Sheepscot River from the Greenleaf Cove Association Dock

10.3.6 Land for Westport Island's Future

The town has established a fund, the "Land for Westport Island's Future" fund. It is funded thru a warrant article presented to the voters at Town Meeting annually. The fund accumulates appropriated funds to be used for small grant matches or other land protection or town priority projects. Funds that are not expended can be carried forward to future years with the vote of the residents. Although it has not been used as a mechanism to acquire open spaces or access sites, it can readily be adapted to do so. Funds to match grants to improve the Clough Point Town Preserve and the Wright Landing Municipal Boat Launch were raised, in part, thru the Land for Westport Island's Future fund and by specific Town Meeting appropriations. The town also contributed 10% of funds for the recent acquisition of the Squam Creek Preserve thru referendum vote approving a loan.

The Kennebec Estuary Land Trust (KELT) serves Westport Island and has been active in identifying important sites for protection in accordance with their strategic conservation plan and corresponding focus areas of highest conservation and recreation value.

Access to the shore and ponds on Westport Island is limited. The shore and ponds are largely in private ownership. The land trust is pursuing projects in Heal Pond and Meadow Pond to potentially provide public access. Wading bird and waterfowl habitats are a high priority for the land trust.

Vision:

Public access to Westport Island's natural resources will be protected and expanded when and where possible, for recreation, shore access, boating access, swimming and other traditional uses.

Island trails and bike paths will be added where appropriate and safety of walkers, pets and bicyclists will be enhanced.

Although Westport is an island, there is no place that can be truly called a harbor that can provide shelter for more than a limited number of boats and that has sufficient depth for secure mooring on a 24-hour basis.

The Wright Landing is a boat launching area on Westport with some space for parking cars and trailers. Also easily accessible to Westport residents are several access points in Wiscasset including two public ramps at the Town dock, and another adjacent to Maine Yankee on the Back River, opposite Westport's Wright Landing.

There are tidal mud flats at various locations around Westport which yield marine worms and some shellfish, but not of commercial quantity. The only flats which are open are Squam Creek (except during periods of high runoff), Fowle Cove and Greenleaf Cove. The rest of the island is closed because of chlorinated overboard discharge systems.

Trails at town owned open space are well maintained by the Westport Island Conservation Commission for trails at Clough Point and by the Wright Landing Committee for trails at Wright Landing. KELT maintains approximately five miles of trails on their Bonyun Preserve and at the

Preserve at Squam Creek. Several privately maintained trails are located at abandoned town roads and along old logging tote roads. These are maintained by neighboring property owners.

Conflicts are rarely reported except for occasionally assertive dogs (on or off leash) on the trails frightening other hikers. Two trails on Bonyun Preserve prohibit dogs to the disappointment of some residents, but to the benefit of vulnerable wildlife. Snowmobile and ATV use is not allowed on KELT preserve trails with little objection.

Posting of private land that has traditionally been used by hunters and hikers, while not common, is increasing as the town has developed. Development since 2000 has been rapid, with an additional 15% houses built since 2000 (According to town property tax commitment reports), reducing undeveloped land, and making hunting less prevalent than it was in earlier decades. As new residents arrive, there is less awareness of, and acceptance of, the Maine tradition of public access to private lands.

10.4 **Conditions and Trends**

The data provided by State Planning Office for recreation was reviewed and addressed. Since the state data was compiled, an additional public preserve with trails has been established (Carl and Barbara Segerstrom Preserve at Squam Creek), the Bonyun Preserve and trails have been expanded and the boat launch site has been acquired by the town and significantly upgraded with parking, a pier, ramp and floats, a protective jetty and a restroom facility. Two basketball hoops have been established with one at the old Town Hall and one at the Wright Landing Municipal Boat Launch.

Additional active recreation programs, facilities and resources continue to be provided by a contract agreement with the nearby town of Wiscasset. The Town of Westport Island contracts with Wiscasset for participation in the Wiscasset Community Center's active recreational programs. Students from Westport Island participate in programs offered by RSU 12. Most students attend Wiscasset schools nearby and participate in extra-curricular recreation and athletic programs there. The Westport Island Community Association offers regular programs for residents throughout the year at the historic old Town Hall.

Hunting, hiking, bird watching, and nature appreciation can be had at town owned and land trust preserves. Being an island community, saltwater fishing is available to all with water access. Fresh water fishing is limited to several small ponds which are difficult to access since they have privately owned shorelines.

Based on the survey conducted for this plan, residents expressed a need for safe walking and biking paths along the town's Main Road (State Route 144). They also expressed a need for additional water access points at the shores around the island for canoe and kayak launching and, possibly, a sandy beach for swimming.

With most of the shoreline of Westport Island privately owned, public access is limited. The Wright Landing Municipal Boat Launch on the northwestern end of the island provides good access to the Back River and Wiscasset Harbor area and is well suited for launching larger boats. Sites for canoe and kayak launch on the Sheepscot River side and on the southern end of the

island currently have inadequate public access. Public access to Heal Pond, Meadow Pond, Beaver Pond and Hopkins Pond are all limited due to private ownership of the shore frontage land.

Approximately 6-miles of trails are formally established on Westport Island; one mile on town-owned open space and five miles on land trust preserves. Management and maintenance of those trails are performed by the town's Conservation Commission, Wright Landing Committee and the Kennebec Estuary Land Trust preserve stewards. All of these trails are designated for non-motorized use. There are no town, land trust or private club-maintained ATV or snowmobile trails on the island. However, some trails are informally used and maintained on abandoned town roads and old logging roads.

Regionally, many of the islands surrounding Westport Island and in the Kennebec estuary, Boothbay Harbor area and Damariscotta River area are part of the Maine Island Trails Association (MITA) system of water borne trails, which benefits island residents.

The map on the following page shows the location of current publicly used open spaces. Trail maps and facilities on these properties can be seen in the Analysis section of this chapter. The only property with rest room facilities is the Wright Landing Municipal Boat Launch.

For the waters around Westport Island, MITA maintains maps for its members of available islands. There are a lot of islands within and near the municipal boundaries of Westport Island that are on the trail system. The available islands change year-to-year depending on whether the owners of the islands are willing to allow public use. Some islands only offer day-use; some offer overnight camping to MITA members.

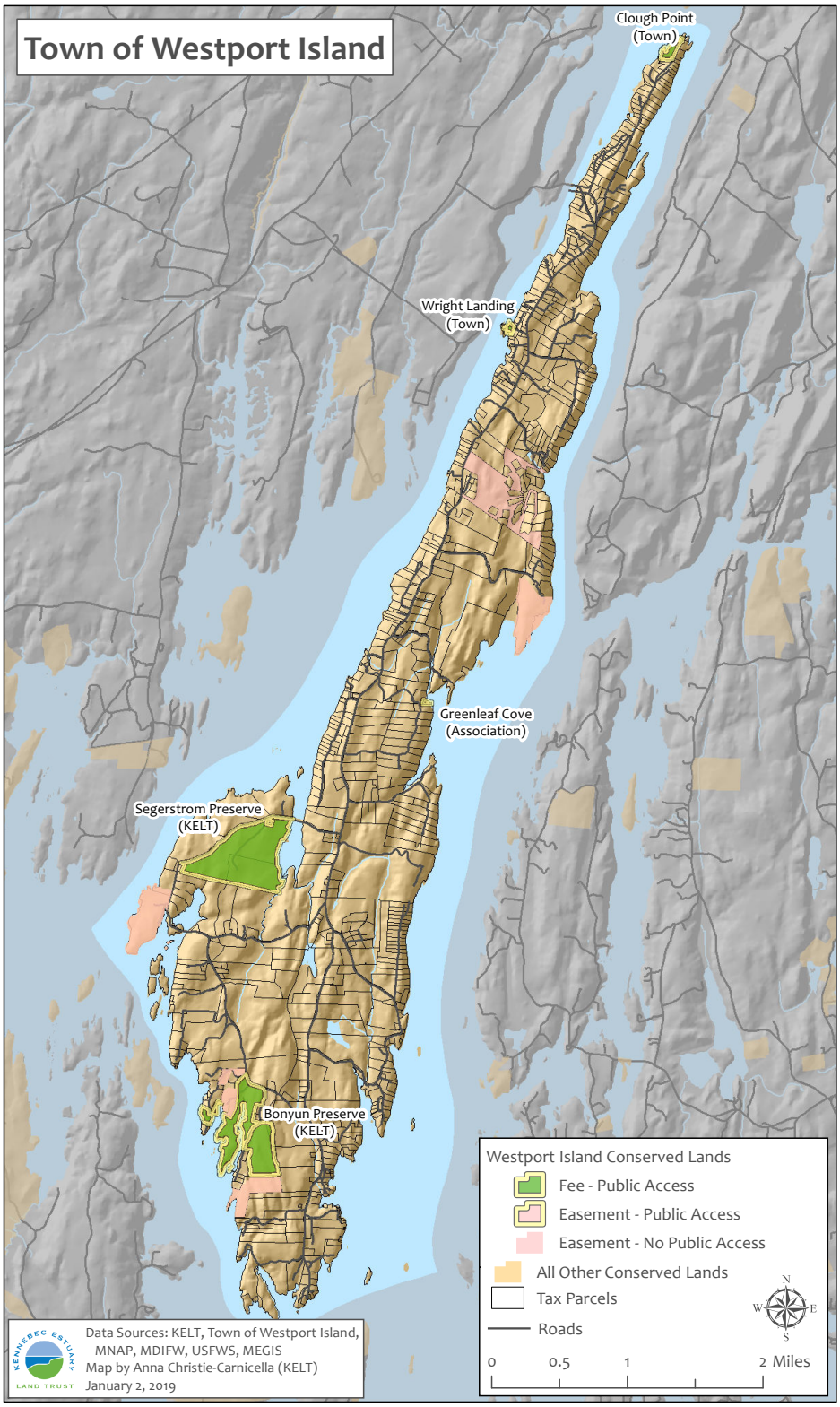


Figure 10.8 Conserved Lands Map

10.5 **Policies**

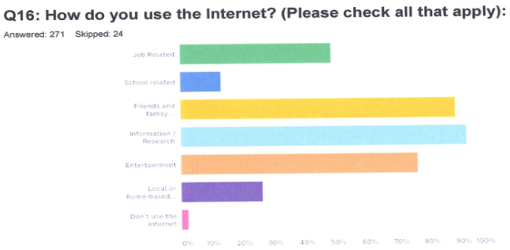
- To maintain/upgrade existing recreational facilities as necessary to meet current and future needs and to attract families.
- To preserve and expand open space for recreational use, as appropriate. The map above clearly identifies whether the publicly used recreation space is publicly or privately owned.
- To provide for and support public hiking, biking, skiing and dog walking trails or paths within easy access to all residents.
- To seek to achieve or continue to maintain at least one major point of public access to each of our significant freshwater ponds and our saltwater shore for boating, fishing, and swimming, and work with nearby property owners to address concerns.

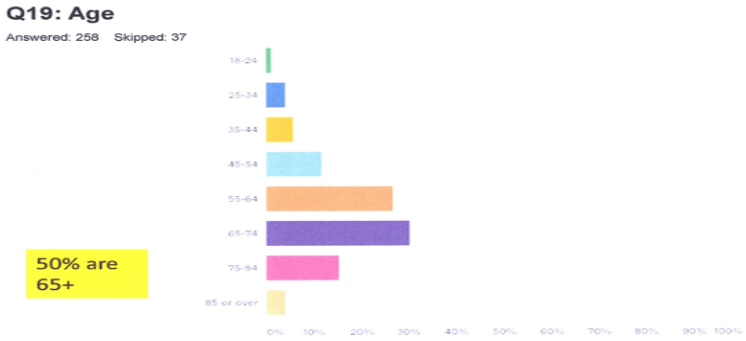
10.6 **Strategies**

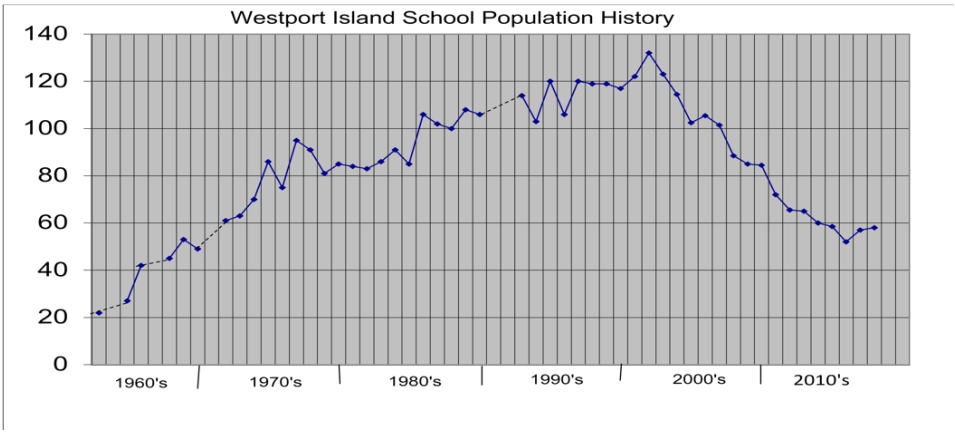
Recreation Strategies	Responsible Parties	Schedule Plan
1) Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Conservation Commission and the Community Association	2020
(2) Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible	Conservation Commission	On-going
(3) Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Conservation Commission	On-going
4) Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	Conservation Commission	2020
5) Work with the school board and parents to determine the need for local facilities for children's recreation (ball fields, tennis and/ or basketball courts etc.) to attract young families.	School Board	2020

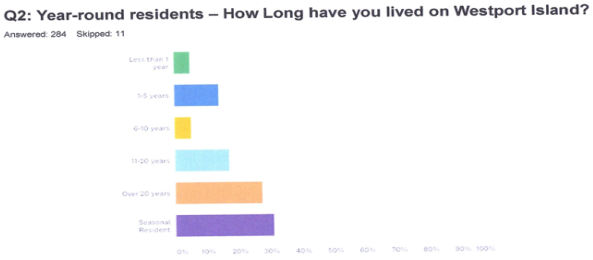
Table 10.1 Recreation Strategies

11 Population and Demographics









11.1 State Goal

Under the Comprehensive Plan Review Criteria, there is no "State Goal" with regard to "Population and Demographics."

11.2 Analysis

The Comprehensive Plan Review Criteria require the Town to analyze its population and demographics, and answer four questions, which are addressed individually, below.

11.2.1 Is the rate of population change expected to continue as in the past, or to slow down or speed up? What are the implications of this change?

Population Changes Historically: over the 120-year period from 1890 to 2010, the Town's population and Lincoln County's population have pretty much tracked each other.

During the years 1890 to 1930, the Town's population decreased from 451 to 108, then increased a little to 133 by 1960. During these years, Lincoln County's population decreased from 21,996 to 15,398, then increased somewhat to 18,497 by 1960.

During the years 1960 to 2000, the populations of both Westport and Lincoln County increased considerably. By 2000, the Town's population had increased to 745 and Lincoln County's population had increased to 33,616.

During the years 2000 to 2010, the Town's population decreased by 27, or 4%, while Lincoln County's population increased by 841, or 3%.

Figure 11.1 below shows both the historical population changes in Westport and in Lincoln County over many years, Westport during the 180-year period 1830 – 2010, and Lincoln County during the 120-year period 1890 – 2010. The Lincoln County population scale is the left-hand column and its population is depicted with the red line. The Westport population scale is the right-hand column and its population is depicted with the blue line.

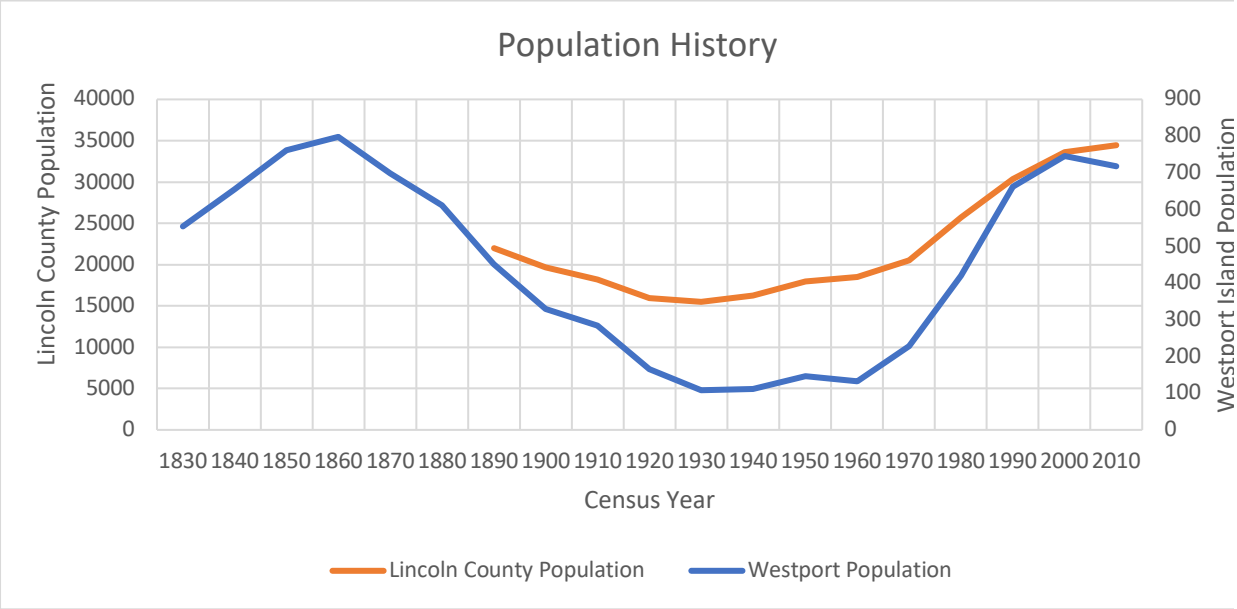


Figure 11.1 Population History

(Sources: Westport Island 2002 Comprehensive Plan for years up through 2000 which were based on U.S. Census, 1890-2000. For year 2010 - Maine State Economist, from US Census Bureau, Decennial Census)

Table 11.1 below shows population changes in Westport and Lincoln County during the 50-year period 1960 – 2010 as percentage changes. (See Table 11.6 below at the end of this chapter for the complete table showing actual figures for Figure 11.1 above)

	Change 1960-70	Change 1970-80	Change 1980-90	Change 1990-2000	Change 2000-2010
Westport	+ 71%	+ 84%	+ 58%	+ 12%	- 4%
Lincoln County	+ 11%	+ 25%	+ 18%	+ 11%	+ 3%

Table 11.1 Percentage changes, Westport and Lincoln County, 1960 – 2010

Sources: Westport Island 2002 Comprehensive Plan for years up through 2000 which were based on U.S. Census, 1890-2000. For year 2010 - Maine State Economist, from US Census Bureau, Decennial Census

Table 11.2 below shows how the population within various age groups have changed in Westport during the years 1990, 2000, and 2010. See

	Under 5	5 to 17	18 to 24	25 to 44	45 to 64	65 and Over	Total
Westport							
1990	51	105	47	221	149	90	663
2000	32	135	23	184	243	128	745

2010	18	91	28	144	265	172	718
Change:1990-2010	-33	-14	-19	-77	116	82	55
% change:1990-2010	-65%	-13%	-40%	-35%	78%	91%	8%
Edgecomb							
1990	56	190	49	324	223	151	993
2000	55	196	40	277	343	179	1090
2010	56	222	62	252	432	225	1249
Change:1990-2010	0	32	13	-72	209	74	256
% change:1990-2010	0%	17%	27%	-22%	94%	49%	26%
Wiscasset							
1990	226	692	265	1076	680	400	3339
2000	173	739	232	1025	961	473	3603
2010	200	535	325	900	1161	611	3732
Change: 1990-2010	-26	-157	60	-176	481	211	393
% change:1990-2010	-11%	-23%	23%	-16%	70%	52%	12%

Table 11.7 below at the end of this chapter for the entire table which includes the towns of Edgecomb and Wiscasset.

	Under 5	5 to 17	18 to 24	25 to 44	45 to 64	65 and Over	Total
1990	51	105	47	221	149	90	663
2000	32	135	23	184	243	128	745
2010	18	91	28	144	265	172	718
Change 1990-2010	-33	-14	-19	-77	116	82	55
% Change 1990-2010	-65%	-13%	-40%	-35%	78%	91%	8%

Table 11.2 Westport Population by Age-Groups, 1990, 2000 and 2010

Source: Maine State Economist, from US Census Bureau, Decennial Census

During the entire period 1990 – 2010, Westport's total population increased by 55 (even though it decreased by 27 during 2000 – 2010). During the period 1990 – 2010, Westport's population of younger people (ages 0 to 24) has dropped dramatically, most noticeably in the under-5 age group where it has fallen off by 33 people, or by 65%. The 25 to 44 age group has also dropped considerably. The population in the 45 to 64 age group has increased considerably, by 116, or 78%. The population in the 65-and-over age group has nearly doubled, increasing from 90 to 172.

11.3 **Other Demographics**

The following Figure 11.2 shows how Westport's school population has changed during the years. 1972 through 2018.

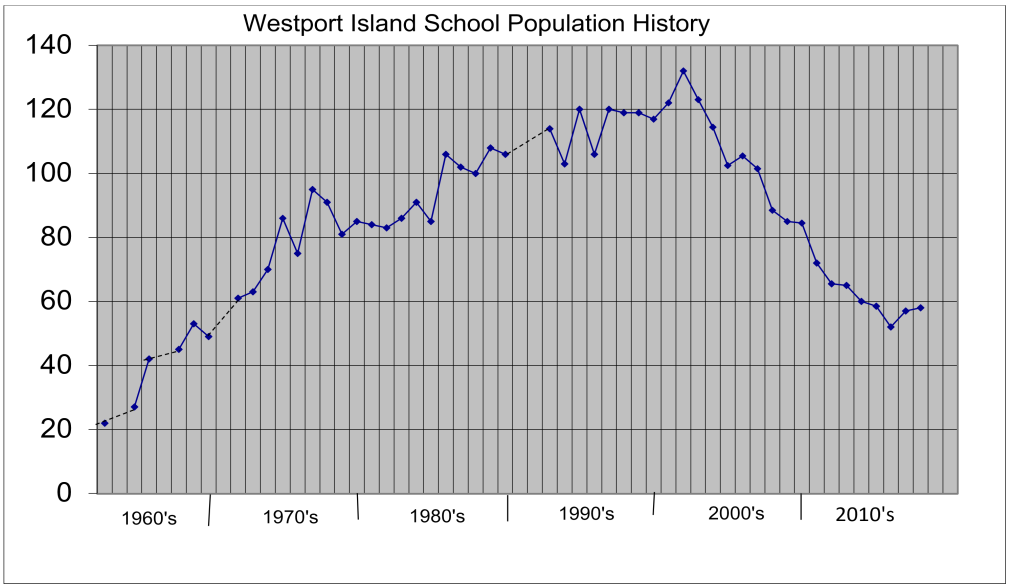


Figure 11.2 Westport Island school population history

Sources: Westport Annual Reports for 1972 to 2001, RSU-12 School Board 2002 to 2018

The number of children from Westport who are attending school (K-12) increased rather gradually during the years 1972 – 1985 (from 61 students in 1972 to 85 students in 1985), although briefly spiking to over 90 students during the years 1977 and 1978, probably due to the influx of Maine Yankee construction workers. The number jumped from 85 in 1985 to 106 in 1986 and remained over 100 during the years 1986 to 2007, with the highest being 132 in the year 2002. In 2008, there were 88 children attending school. Since 2008, the number has declined nearly every year. By 2018, there were 59 Westport children attending school.

Table 11.3 below, shows the percentage of the population with at least a high school education, and the percentage of the population with at least a college education, for Westport, Lincoln County and Maine for the years 1990 – 2017. See Table 11.8 below for the complete table which includes the data for the towns of Edgecomb and Wiscasset.

		Westport	Lincoln County	Maine
1990	Percent HS grad or higher Percent Bachelor's or higher	84.3% 19.6%	81.4% 22.2%	78.8% 18.8%
2000	Percent HS grad or higher Percent Bachelor's or higher	85.0% 24.9%	87.9% 26.6%	85.3% 22.9%
2010	Percent HS grad or higher Percent Bachelor's or higher	93.6% 35%	92.4% 31.6%	89.8% 26.5%
2015	Percent HS grad or higher Percent Bachelor's or higher	86.5% 33.2%	92.7% 31.2%	91.6% 29.0%
2017	Percent HS grad or higher Percent Bachelor's or higher	93.5% 39.2%	93.0% 33.1%	92.1% 30.3%

Table 11.3 Educational Attainment, 1990 – 2017, Westport, Lincoln County and the State of Maine

Source: Maine State Economist, from US Census Bureau, Decennial Census, and American Community Survey 5-Year Estimates.

(Note- The percentages beginning with 2010 contain margins of error. For Maine, the margins of error range between 0.1% and 0.4%. For Westport, the margins of error range between 3.6 % to 7.8%.)

Percentages in the "HS grad or higher" category have increased at about the same rate in Westport, Lincoln County and the State during the years 1990 – 2017. In the "Bachelor's or higher" category, Westport's percentages increased more than in Lincoln County and the State (Westport's percentage doubled, Lincoln County's increased by about a half, and the State's increased by nearly two-thirds).

11.4 **Population Projections**

For the years 2021 through 2036, the populations of Westport and Lincoln County, as well as the surrounding towns of Edgecomb and Wiscasset, are all expected to decrease, however, the State of Maine's population is projected to increase, very slightly. These projections are shown on Table 11.4 below.

Year	Westport	Lincoln County	Maine	Wiscasset	Edgecomb
2021	697	32,801	1,335,260	3,516	1,193
2026	679	31,725	1,340,463	3,386	1,154
2231	661	30,651	1,341,046	3,256	1,114
2036	644	29,605	1,337,568	3,131	1,075
Change 2021-2036	-53	-3,196	2,308	-385	-118
Percentage Change 2021-2036	-7.60%	-9.74%	0.17%	-10.95%	-9.89%

Table 11.4 Population Projections 2021 – 2036

Source: Office of the State Economist, as of 3/1/2019

There are two State publications that warn that population projections cannot be considered particularly reliable. The Maine Population Outlook to 2034 (Governor's Office of Policy and Management, November 2016) states on page 4:

> *It is important to note that the projections presented here are not exact - The model cannot account for unprecedented future events that may dramatically alter a county's demographic composition, such as large factory openings and closures, or changes in technologies, personal choices, or environmental conditions in the next 20 years that may alter migration behavior or birth and death rates.*

The Maine Population Outlook 2016 to 2026 (Maine State Economist, Department of Administrative and Financial Services, December 2018) states on page 1:

> *Projections are based on a continuation of recent historical trends. As new and revised data are released, these trends can change, making it important to update projections on a regular basis. Near-term projections are more likely to be accurate than projections of the distant future as trends will change more the further out, we look.*

Population changes in the past can be attributable in large part to factors external to Westport, such as the Civil War, the World Wars, the population migration from rural areas to cities with industrialization, the construction of the Westport bridge, employment at Bath Iron Works, the rise and fall of employment at the Maine Yankee Nuclear Power Station, and, most recently, the national 2008 economic recession and recovery.

According to the Maine Population Outlook 2016 to 2026 at page 1, Maine's total population will increase from 1,330,232 in 2016, to 1,335,260 in 2021, and to 1,340,462 in 2026. In percentage terms, this increase is projected to be 0.4% from 2016 to 2021, and another 0.4% from 2021 to 2026. Over this ten-year period, Maine's population is projected to increase by 0.8%.

According to the Maine Population Outlook 2016 to 2026 at page.3, Lincoln County's population will decrease from 33,993 in 2016 down to 32,801 in 2021, and down to 31,725 in 2026. In percentage terms, this decrease is projected to be -4% during 2016-2021 and -3% during 2021-2026. Over this ten-year period, Lincoln County's population is projected to decrease by 7%.

Looking forward, barring substantial new or substantial expansion of business/industrial enterprise(s) within commuting distance, based on the various future projections and historical experience, it is probable that Westport's population will continue to decrease somewhat over the next 20 years, that its younger population will decrease markedly, and that its older population will increase markedly.

11.4.1 What will be the likely demand for housing and municipal and school services to accommodate the change in population and demographics, both as a result of overall change and as a result of change among different age groups?

Because Westport's year-round population is expected to remain about the same, or decrease, the demand for year-round housing is likely to remain about the same. However, the town has seen a significant increase in new houses in recent years (2000 – 2018) which may mean an increase in year-round population in future years. See, also, Section 12, Housing, for a more information regarding housing. The school-age population, in particular, is decreasing, and that trend will probably continue. Because Westport does not have its own school system, but rather pays for schooling on a per-pupil tuition basis, the demand for school services is likely to remain the same or decrease. Similarly, the demand for municipal services, generally, is likely to remain about the same. However, due to the aging of Westport's population, probably some specific services such as Emergency Medical Services and ambulance services may become more in demand. An aging population may demand more in terms of road improvements, fire protection and law enforcement services as well. See Section 11, Public Facilities and Services, for more information regarding municipal services.

11.4.2 Does your community have a significant seasonal population, is the nature of that population changing? What is the community's dependence on seasonal visitors?

There is no data source that directly addresses the number of people who populate the Town on a seasonal basis. Westport's "seasonal population" is not a precise number. Westport is not a "tourist destination," and, due to its geographic location, few tourists pass through Westport on their way to a tourist destination. Westport has had and continues to have, however, quite a few houses owned by non-residents that are occupied during the summer months. A review of town records during the period 2000 – 2017 indicates that during this period 101 permits were issued for new dwellings. During the period 2000 – 2018 there were 74 houses built on Westport. Because the population of residents has not increased during this time, it would appear that many of these new houses are owned by non-residents, that is, seasonal residents of Westport, and, therefore, it would appear that Westport's seasonal population is probably increasing.

A review of the Town's 2016 tax records shows that in 2016, the Town had a total of 566 dwellings. The owners of 212 of these dwelling have out-of-town mailing addresses and the owners of 354 of these dwellings have Westport mailing addresses. According to the 2010 Census, the average household size in Westport is 2.2 persons per household. If the 2.2 average household size is applied to the number of households with an out-of-town mailing address, then the number of seasonal residents would be 466 (2.2 times 212 = 466). Many seasonal residents and many full-time residents have sometimes many relatives, friends and other guests in their homes at various times during the summer months, so that, maybe at times the seasonal/visitor population may be as high as 500, or more.

Seasonal residents appear to own a good deal of the shoreland property. The map "Development and Open Space," Figure 6.5 above, shows that most of the new houses built during years 2002 through 2017 that also belong to non-residents were built along the shore. Shoreland property is generally considerably more valuable than inland property. Not being residents of the Town, non-resident property owners do not qualify for the Homestead Exemption. Non-resident

property owners own about 35% - 40% of the dwellings in Westport and provide a good deal of the tax revenue for the Town. Therefore, Westport is quite highly dependent on its seasonal population/seasonal visitors.

11.4.3 If your community is a service center or has a major employer, are additional efforts required to serve a daytime population that is larger than its resident population?

The terms "service center" and "major employer" are not defined in the Comprehensive Plan Review Criteria. The State's Municipal Planning Assistance Program does not include Westport in its list of "service centers." ("Service Centers calculated January 2013") Clearly, due to its size, location and lack of any company that employs more than a few people at a time, Westport is not a "service center" and does not have a "major employer." This Comprehensive Plan does not address this question.

11.5 Conditions and Trends

The data contained in the Comprehensive Planning Population and Demographic Data Set prepared and provided to the Town by the State's Municipal Planning Assistance Program have been considered and, as appropriate, addressed in this Section.

11.6 Policies

This Plan's Vision Statement includes the following:

> *Residential growth will be measured, with emphasis on sustainable year-round and seasonal single-family homes, welcoming seasonal residents and encouraging them to take part in the life of the community.*
>
> *Needs of our growing senior citizen population will continue to be addressed by vibrant local service groups in partnership with the town.*
>
> *Economical housing options will be encouraged to retain and attract young families to the island.*

Question 12 in the Town Survey asked: "Over the next 20 years, would you like to see the year-around population of Westport: Increase? Decrease? Stay about the same?" Approximately 75% of the of the 275 respondents answered: "Stay about the same."

Question 10 in the Town Survey asked: "What you don't like about living on Westport Island Checkup to 5 items." Approximately 38% of the 266 respondents chose "Distance to Medical Facilities" as one of the items. Fifty percent of those who participated in the Town Survey responses were 65 years old and older.

Westport's policies relative to Population and Demographics are:

- To maintain its population or encourage moderate population growth over the next 20 years or so.

- To encourage younger people and families to stay in Westport, or to re-locate to Westport.
- To be aware of the needs of its increasingly aging population and to anticipate that more services related to the needs of its aging population will become necessary.

11.7 **Strategies**

The Comprehensive Plan Review Criteria do not contain any State Strategies relative to Population and Demographics.

Westport's Strategies to carry out Westport's policies relative to Population and Demographics:

Strategy	Responsible Parties	Schedule Plan
Monitor demographic changes especially changes in the aging population and the family-age population.	Planning Board	On-going
Adapt and revise municipal services to respond to demographic changes.	Planning Board Selectmen	On-going
Continue to allow "school choice" for its school-age children.	School Committee Selectmen	On-going
Continue to improve recreational opportunities (Section 10, "Recreation")	Conservation Commission	On-going
Improve broadband coverage (Section 17, "Economy")	Selectmen	2020

Table 11.5 Population Strategies

11.8 **Complete Tables**

	1890	1900	1910	1920	1930	1940	1950
Westport	451	330	284	165	108	111	146
Lincoln County	21,996	19,669	18,216	15,976	15,398	16,294	18,004
	1960	1970	1980	1990	2000	2010	
Westport	133	228	420	663	745	718	
Lincoln County	18,497	20,537	25,691	30,357	33,616	34,457	

Table 11.6 Population of Westport Island and Lincoln County 1890 – 2010

Sources: Westport Island 2002 Comprehensive Plan for years up through 2000 which were based on U.S. Census, 1890-2000. For year 2010 - Maine State Economist, from US Census Bureau, Decennial Census

	Under 5	5 to 17	18 to 24	25 to 44	45 to 64	65 and Over	Total
Westport							
1990	51	105	47	221	149	90	663
2000	32	135	23	184	243	128	745
2010	18	91	28	144	265	172	718
Change:1990-2010	-33	-14	-19	-77	116	82	55
% change:1990-2010	-65%	-13%	-40%	-35%	78%	91%	8%
Edgecomb							
1990	56	190	49	324	223	151	993
2000	55	196	40	277	343	179	1090
2010	56	222	62	252	432	225	1249
Change:1990-2010	0	32	13	-72	209	74	256
% change:1990-2010	0%	17%	27%	-22%	94%	49%	26%
Wiscasset							
1990	226	692	265	1076	680	400	3339
2000	173	739	232	1025	961	473	3603
2010	200	535	325	900	1161	611	3732
Change: 1990-2010	-26	-157	60	-176	481	211	393
% change:1990-2010	-11%	-23%	23%	-16%	70%	52%	12%

Table 11.7 Population by Age-Groups, 1990, 2000 and 2010, in Westport, Edgecomb, and Wiscasset

Source: Maine State Economist, from US Census Bureau, Decennial Census

		Westport	Edgecomb	Wiscasset	Lincoln County	Maine
1990	Percent HS grad or higher Percent Bachelor's or higher	84.3 19.6	87.1 30.4	81.8 18.5	81.4 22.2	78.8 18.8
2000	Percent HS grad or higher Percent Bachelor's or higher	85.0 24.9	94.1 37.6	88.4 21.2	87.9 26.6	85.3 22.9
2010	Percent HS grad or higher Percent Bachelor's or higher	93.6 35	94.4 48.2	92.1 18.3	92.4 31.6	89.8 26.5
2015	Percent HS grad or higher Percent Bachelor's or higher	86.5 33.2	94.5 40.2	94.1 24.8	92.7 31.2	91.6 29.0
2017	Percent HS grad or higher Percent Bachelor's or higher	93.5 39.2	95.9 41.0	90.2 23.6	93.0 33.1	92.1 30.3

Table 11.8 Educational Attainment, 1990 – 2017, Westport, Edgecomb, Wiscasset, Lincoln County and the State of Maine

Source: Maine State Economist, from US Census Bureau, Decennial Census, and American Community Survey 5-Year Estimates.

Note: The percentages beginning with 2010 contain margins of error. For Maine, the margins of error range between 0.1% and 0.4%. For Westport, the margins of error range between 3.6 % to 7.8%.

12 Public Facilities and Services

Town Office

Salt Shed

Fire House

Town Hall

12.1 State Goal

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

12.2 Analysis

12.2.1 Are municipal services adequate to meeting changes in population and demographics?

Most services are adequate to provide for the current and immediate future needs of the residents as reflected in the Public Survey question 11: (86.4% rate Town Office Services as Good). However, the facilities in which these services are provided are not adequate, with two exceptions. Detailed data regarding the condition of the facilities, and their adequacy for handling the community's needs are detailed Conditions and Trends.12.3 below

12.2.2 Has the community partnered with neighboring communities to share services, reduce costs and/or improve services? In what ways?

Westport Island has a cooperative agreement with the Town of Wiscasset for solid waste disposal and recycling. The town also has an agreement with the Wiscasset Ambulance Service for Emergency Medical Service response and patient transport. Emergency medical services are supplemented by Westport Islands' fire department, Westport Volunteer fire department, with EMT's, manpower assistance, traffic control and any other service requested by the transporting ambulance. Furthermore, EMS training is coordinated with Wiscasset's Ambulance Department to avoid duplication of effort, expenses, and to make sure the training received is consistent throughout both agencies.

Westport Island sends the majority of its' school aged children to the Wiscasset School System, although residents with school aged children have the option to send their children to alternate schools, such as Lincoln Academy, Morse High School, the Montessori School in Damariscotta, and the Center for Teaching and Learning in Edgecomb. Students who go to the Wiscasset School system are provided transportation through the schools' Administrative District. The town will pay what it pays students that go to the Wiscasset System for tuition to alternate schools, but the parents must make their own transportation arrangements to those schools.

Westport Island maintains its own Shellfish Warden, Code Enforcement Officer and local Plumbing Inspector. The town is provided with Law Enforcement Protection primarily through the Lincoln County Sheriffs' Office. In cases of emergencies, the Town of Wiscasset will also provide Law Enforcement to back up the Sheriffs' Department or to provide a faster response if the county deputy(s) will have an extended response time or the circumstances are critical, life-endangering. If the crime is of an extreme nature such as a vehicle accident resulting in a death, or a commercial vehicle accident, or if a State Police Trooper is in the vicinity, the State Police will respond as well. Westport Island's fire department being a member of the Lincoln County Fire Chief's Association, has an automatic, county-wide standing agreement for mutual aid for fires and other emergencies. In addition, there are separate, written mutual aid agreements with the towns of Woolwich and Georgetown. Other towns in the surrounding area will provide

firefighting assistance and EMS ambulance services form the town of Bath, and the Central Lincoln Ambulance Service.

Lastly, there are cooperative agreements with the neighboring town of Wiscasset that allows Westport Island residents to register and use the Wiscasset Public Library, and the Wiscasset Recreational and Senior Service Center at Wiscasset resident rates.

12.2.3 If the community has a public sewer system, what issues or concerns are there currently and/or anticipated in the future? Is the sanitary district extension policy consistent with the Future Land Use Plan as required by (38 M.R.S.A. §1163), or will it be?

Westport Island does not have a public sewer system. Due to the geology of the island, it would be prohibitively expensive and therefore impractical to install such a system. Most of the island consists of "ledge" (granite out cropping's) which would require blasting to install a sewerage system. Such pervasive blasting would place resident's house foundations in jeopardy, as well as well reliability, or disrupt the ground water distribution system.

12.2.4 If the community has a public water system are there any public water supply expansions anticipated? If so, have suitable sources been identified and protected? Is the water district extension policy consistent with the Future Land Use Plan?

Westport Island does not have a public water system. The nearest public water connection is located about one mile from the bridge connecting the island to the mainland at the town of Wiscasset. At this time, it is not anticipated to extend the public water system to the island. Like the problem with a public sewerage system, it would be totally impractical and prohibitively expensive to engage in such a project.

Because of, or, in addition to, the lack of a public water system, it becomes even more imperative to identify, protect, and where possible, create areas that would help regenerate the islands' natural aquifers. This is more specifically addressed in Chapter 2, Water Resources.

Since there is no water district, nor district extension policy, the need for consistency with the Future Land Use Plan is obviated. However, as mentioned above the need to protect areas for aquifer regeneration, will play a significant part in crafting the Future Land Use Plan, Chapter 16 below

12.2.5 If the town does not have a public sewer or water system, is this preventing the community from accommodating current and projected future growth?

Not having a public water and sewerage system will impede future growth and may prevent some residential and commercial projects from happening. Without public water and sewer, larger, multi-family dwellings could be limited as well as water-use-intensive commercial ventures due to lack of suitable groundwater resources. Not having public water services, is an impediment for multi-family dwellings; which limits housing units that would encourage young families to move to Westport Island. During moderate to severe drought conditions which Westport Island has experienced recently, residents toward the southern end of the island experience saltwater intrusion in their wells. Without proper monitoring, conservation, and use,

this problem will only be exacerbated. This use includes not only the water needed for human consumption and commercial, and agricultural requirements, but water required as a firefighting resource.

12.2.6 Are existing storm-water management facilities adequately maintained? What improvements are needed? How might future development affect the existing system?

Westport Island has no storm-water management facilities such as catch basins, storm drains, or other such infrastructure. The town manages storm water by providing drainage ditches beside the town roads, culverts to prevent roadway washouts, and diverting water to the islands' shoreline or ponds interior to the island. Annually, the Road Commissioner has selected drainage ditches re-dug or cleaned out. Adequate ditching is occasionally prevented by granite outcroppings, in which case a culvert may be installed under the roadway or the water is allowed to flow over the road surface, in which case the road must be filled and re-graded/resurfaced as necessary. In many cases, private roads not under the responsibility of the town, wash-out due to a variety of reasons, and the debris is often washed onto the town or state-maintained road.

One of the most impactful improvements that can be made, is to systematically remove the outcroppings of ledge that prevent continuous drainage of storm water. These obstructions can be cataloged or mapped, then removed over time as severity of obstruction and availability of funds become available. Another priority to improve storm water management is to restore the crown on the town's roads. In some instances, this would require more than a re-grading of the road surface. The foundation or base of some roads have been eroded so often that the road base has been exposed and damaged. If this is the case, the roadbed should be reconstructed from the ground up (no pun intended). Repaving of the town roads on a scheduled basis should continue to be prioritized for attention. Additionally, more funds must be put into the reserve accounts annually to restore roads after emergencies, as necessary, without undue delay.

Future development, depending on its nature could make storm water runoff worse in the case of additional buildings being constructed, or large surfaces being paved or given a non-permeable surface. Future growth such as agricultural, could aid in storm water containment by providing a permeable surface for water to collect and percolate into the groundwater system.

12.2.7 How do residents dispose of septic tank waste? Are there issues or concerns regarding septic tank waste?

Westport Island residents each have their individual septic tanks pumped out by a commercial business which takes the waste off island for disposal. The town contracts with a septic pumping firm to pump the tanks that are used by town-owned properties and the fire department. There are six (6) licensed Overboard Discharge (OBD) systems on Westport Island. No additional Overboard Discharge Licenses are being issued. The only significant issue is removing and replacing the existing Overboard Discharges.

12.2.8 Is school construction or expansion anticipated during the planning period? Are there opportunities to promote new residential development around existing and proposed schools?

There are no schools currently on Westport Island, nor are any currently being planned or anticipated. As of this writing there are only 61 school aged children on the island. Parents have the option of sending their children to a variety of schools in the region, depending on parent preference. Wiscasset School District is the default school system available to Westport Island children. Transportation is provided by the Regional School Unit (RSU) 12, which includes the Wiscasset schools. Should the parents decide to send their child(ren) to an alternative school, the Town will pay the tuition for those students, but the parents must provide transportation to those schools. Given the current population and demographic trends, there is no reason to consider such a proposition, especially considering the water consumption of a school, even limited in size, and the capacity of Westport Islands' aquifer.

12.2.9 Is the community's emergency response system adequate? Are improvements needed?

The short answer to the first question is no, and yes to the second question. Westport Islands' Emergency Management Agency (EMA) consists of the Director and the Directors Deputy which happens to be the Directors' wife. The vast majority of EMA's response is conducted by the islands' fire department, which is also severely undermanned. The Director and his deputy respond to emergencies while they are occurring to document, photograph, and gather other information that is available. There are not enough people in either the EMA or fire department to perform the functions of the Emergency Operations Center (EOC) which also doubles as the islands' warming station. Fire department personnel respond prior to, during, and after the emergency to do what needs to be done to ensure the residents safety. The only paid position in either organization is the EMA Director who receives $900 annually. No one else on the island is willing or able to volunteer to put in the hours necessary for the training required and when the emergencies occur for either the EMA or fire department.

The manpower shortage is especially noticeable during events that span more than a day in duration, such as larger/longer severe weather events. When 24-hour coverage is required for the EOC and warming station, manpower is frequently stretched beyond our capabilities. Should an event occur that requires notification of residents island-wide of a situation i.e. to shelter in place due to a toxic/hazardous release, the EMA must rely solely on local radio and televisions to get the word out to the public.

Being totally rural in nature with no town center, Westport Island residents are scattered throughout the island, most of them down single lane, heavily wooded, dead-end dirt roads which radiate off of one of the three main roads on the island. Lincoln County, of which we are a part, does not have Reverse 9-1-1 to call people via landline, additionally many residents have only cellular telephones for communications, for which Reverse 9-1-1 cannot reach.

Sending people out on Notifier Routes in cars with public address speakers, as was done when the Maine Yankee was in operation, is not possible nor desirable due to lack of manpower and the need to keep everyone indoors – not outdoors to hear the message, if they could. During

short-duration catastrophes such as a small plane crash from a neighboring municipal airport, or a school bus crash with multiple, injuries would certainly overwhelm our limited resources. However, in those such emergencies, automatic mutual aid from neighboring fire departments with greater manpower and capabilities would show-up without being asked, as well as multiple law enforcement agencies and ambulance companies of which Westport Island has none.

As far as needed improvements are concerned, the answer is obvious, yes. How to, and where to make the improvements are another matter entirely. Another obvious fact is that just spending more money will not solve the problem. Already being addressed in the fire community, is the Fire Service Recruitment and Retention Program, which is having mixed results, and no positive results in our community. Even if the town were able to raise funds for per-diem, or per-hour compensation for training and responses, we would still face critical manpower shortages since there is no concentration or quantity of business on the island. Being almost exclusively a bedroom community, there are very few, if any, healthy, age-eligible people (male or female) left on the island during the normal weekday.

Lastly, the administrative burden on the Director and his volunteer(s) is a significant detractor for attracting and retaining personnel is virtually, if not actually, overwhelming. The documentation required by FEMA, hence MEMA, is beyond all reason by an exponential factor. A single severe storm required a year's worth (over 50) phone calls and e-mails to meet changing and additional requirements. Photographic evidence with their descriptions mentioning the thickness of the fallen trees, the required GPS coordinates for that, and other damage, goes beyond the pale.

12.2.10 Is the solid waste management system meeting current needs? Is the community reducing the reliance on waste disposal and increasing recycling opportunities? Are improvements needed to meet future demand?

The Wiscasset Solid Waste Transfer Station handles virtually all of the solid waste from Westport Island satisfactorily as evident in the response to question 11 of the Public Opinion survey (86% rate the service a GOOD).

12.2.11 Are improvements needed in the telecommunications and energy infrastructure?

The area of telecommunications is where improvement is needed most.

Question 10 of the Public Survey asked: "What don't you like about living on Westport Island?" Of the top five responses, "Poor internet access" was the number 1, and "Poor cell phone coverage" was number 4. In today's economy, digital connectivity is of paramount importance. Prospective property buyers and renters decided against moving to Westport Island because they could not effectively communicate over the internet or by cell phone.

Question 16 of the survey asked: "How do you use the internet? (Check all that apply)". The number one response was: "Information/Research (>90%), followed by Friends and family (>80%), Entertainment (75%), Job Related (50%), Local or Home-based business (>20%), School Related (15%), and lastly, Do not use the internet (<5%).

Question 17: “If you have internet connectivity, what type of internet service provider do you use today?” The two greatest responses were split almost evenly around 50%. Cellular access users were in the 10% or less range, and satellite service was last with about 5%. One must be aware when digesting this information, is that about half of the island does not have cable service, so they are relegated to Landline (DSL) or, as a last resort, satellite providers. Satellite service poses its own problems because of how densely forested Westport Island is and radio frequency shadow-zones prevents acquiring minimum signal strength for reliable connectivity. Because of trees, and/or geography, any communications other than landline or shouting at each other is out of the question.

Energy Infrastructure on Westport Island has been adequate for past and immediate future needs. The island does not have three phase power and that has limited some commercial/industrial development. Like almost every other rural community in Maine, the power distribution is not designed for long-term reliability or resilience. Every major storm that has affected the Island has resulted in day-long or multiple-day outages for large portions of the island. This is due to trees coming down, taking power lines down and often snapping telephone/power poles in the process. Until a cost-effective alternative configuration can be implemented, power distribution reliability will continue to be an area requiring improvement.

12.2.12 Are local and regional health care facilities and public health and social service programs adequate to meet the needs of the community?

Table 12.1 below, lists the closest hospitals, clinics, and medical offices to Westport Island. There is an extensive array of services to island residents of all ages and financial abilities. The community’s social service not-for-profit organization, “Helping Hands” run the island’s food pantry and performs many services to help to residents in the form of rides to appointments, making the town’s First Selectman in his capacity as “Overseer of the Poor” aware of an individual’s situation so that appropriate remedial action may be taken in a confidential manner.

Noted in the Town Survey, Question 10 asks: “What don’t you like about living on Westport Island?”. After the number one response: Poor Internet Access, the second highest complaint (38.35%) is Distance to Medical Facilities, and third highest is Distance from Stores or Services (36.47%).

However, in the previous question, Question 9: “What do you like about living on Westport Island?”, the third most popular answer was “Rural Living” where over 50% of respondents chose this quality of Westport Island life. These responses define the difficult balance of trying to keep the rural nature of the island with the convenience of more suburban living.

Health Care Facilities Near Westport Island			
Facility Name	Facility Location	Type of Facility	Distance from Westport Island
Miles Mem. Hospital	Damariscotta	Hospital	35 miles/22 minutes
Mid-Coast Medical Group	Bath	Dr. Offices - Laboratory Services	8.8 miles/19 minutes
Mid-Coast Hospital	Brunswick	Hospital	16 miles/28 minutes
Lincoln Medical Partners	Wiscasset	Dr. Offices	4.5 miles/8 minutes
Wiscasset Family Medicine	Wiscasset	Dr. Offices	4.6 miles/8 minutes
Mid-Coast Hospital Walk-in Clinic	Bath	Walk-in Clinic	16 miles/28 minutes
Mid-Coast Medical Group	Topsham	Dr. Offices	18.8 miles/24 minutes
Maine Medical Center	Portland	Full-Service Hospital/ Trauma Center	46 miles/55 minutes
Martin's Point Health Care	Brunswick	Dr. Offices	20.1 miles/28 minutes
Wiscasset Ambulance	Wiscasset	Ambulance Service	4 miles/8 minutes

Table 12.1 Health Care Facilities Near Westport Island

12.2.13 Will other public facilities, such as town offices, libraries, and cemeteries accommodate projected growth?

As stated in 12.2.1 above: "Most services are adequate to provide for the current and immediate future needs of the residents, However, the facilities in which these services are provided are not adequate, with two exceptions. A detailed breakdown of each facility is included in 12.3.2 below.

Westport Island does not have a public library. Library services are provided with an agreement with the Town of Wiscasset to allow island to register and borrow books at the same rate as Wiscasset residents.

The Town presently has 71 family cemeteries in both accessible and less accessible locations throughout the island (See Figure 12.1 below). There are no public cemeteries on Westport Island.

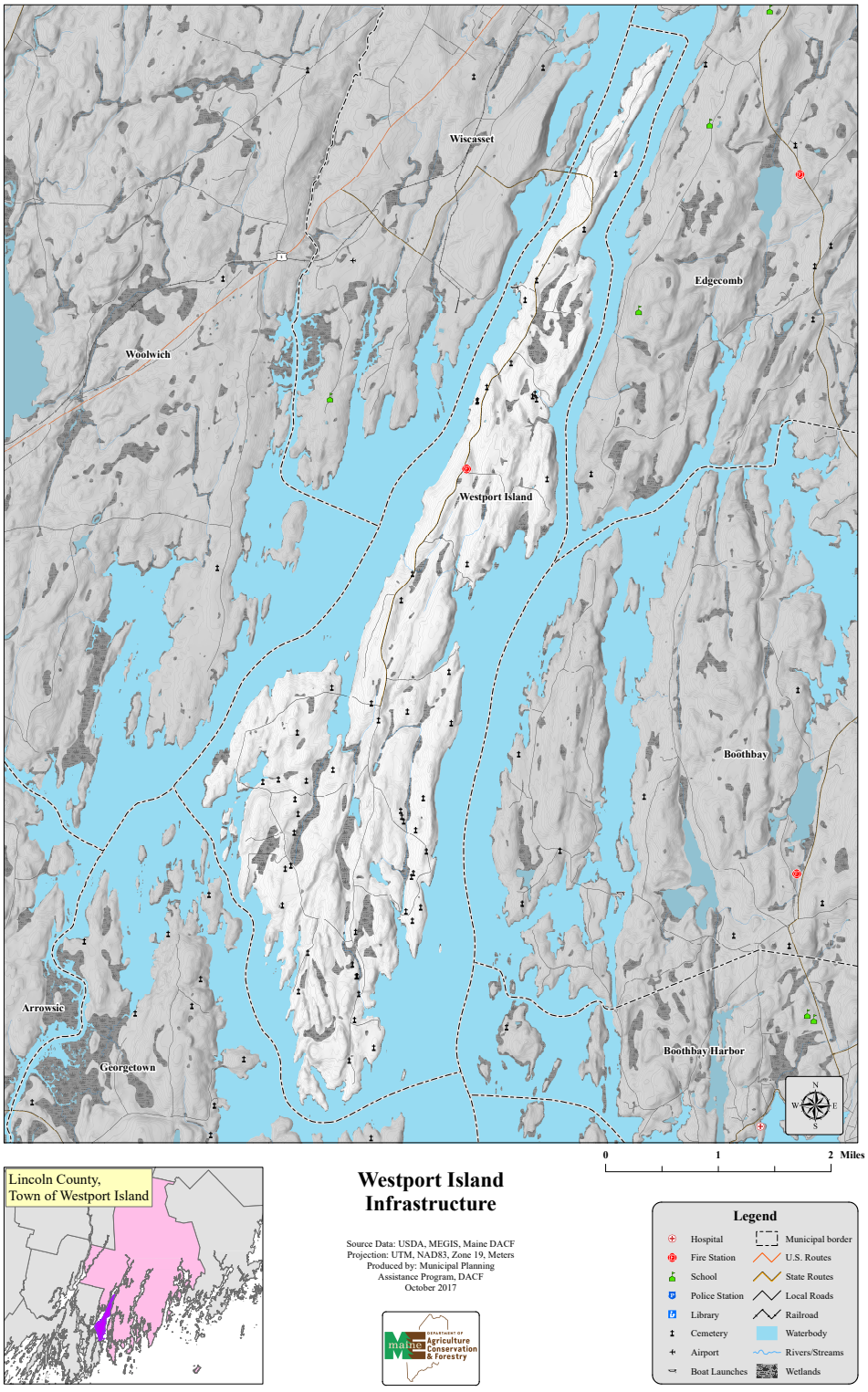


Figure 12.1 Westport Island Cemetery Map

12.2.14 To what extent are investments in facility improvements directed toward growth areas?

There are two types of growth areas, geographical and financial/business. The facility or service that most requires improvement for financial or business growth is that of internet service and communications. Some communities have resorted to taking on the financial burden of installing their own internet infrastructure to the cost of $3,000,000.00 or more, hoping that when completed, internet providers will bid for the use of the infrastructure to provide broadband service to their community (Portland Press Herald, Oct. 24, 2018). Westport Island is aggressively trying to get the Internet Service Provider (ISP) to provide wider broadband access to the entire island, but the response by the ISP has been less than tepid. Actually, no ISP has shown even minimal interest whatsoever in extending coverage further than what it already is. Negotiations are in progress with ISPs and neighboring towns and the Lincoln County Regional Planning Commission. The other investment in facility improvement that needs attention is the town's roadways. This too is a costly of an investment that the town can undertake by itself in short order.

In a continuing effort to keep the municipal tax rate as low as possible for all residents, not enough money has been allocated to the Highway Reserve account to keep the roads in good repair over an extended period of time. Only when the roads are seriously in need of attention does the town appropriate enough money to resurface the paved sections of roads that the town is responsible for. However, most roads more than resurfacing. Rebuilding, or building a sufficient road base, which is really required will probably never be done due to the exorbitant cost to do so. Only with support of the entire town is this situation likely to change.

12.2.15 Does the community have a street tree program?

No. A Street Tree Program is neither necessary nor appropriate for any portion of this island community.

12.3 Conditions and Trends

Minimum data required to address analyses includes the identification of the following as applicable for the public facilities and services in 12.3.5 below.

12.3.1 Location of facilities and service areas (mapped as appropriate)

Refer to Figure 12.1 above, above.

12.3.2 General physical condition of facilities and equipment;

Fire Station: A 2015 Structural Survey of the fire station determined that the structure currently does not meet structural safety standards. Specifically:

- The roof over the fire station does not meet the structural weight load requirements for this geographic area for snow loads.
- The electrical distribution in the building is a conglomeration of patchwork upgrades to support additions of significant electrical equipment loads such as: Commercial clothes

washer-extractor, whole building vehicle exhaust system, and a Self-Contained Breathing Apparatus (SCBA) air refilling station.

- Three of the truck bays (of five) are made of single concrete block construction which is fragile, susceptible to weather degradation, and not at all energy efficient.
- The ground under the floors of two of the bays have been degraded by water run-off from storms.
- There is inadequate space for safe storage of firefighting ensembles (Fire coats, pants, boots, etc., as well as tools, equipment, and traffic control devices.
- There is no NFPA approved fire protection system of 24-hour monitoring of building status.
- Not all garage doors have electric door openers.
- All truck bays have 10' high doors. This is severely limiting when new apparatus needs to be purchased as most newer fire stations are equipped with 12'-15' high doors.

The structural engineer who examined the building indicated that would be fiscally irresponsible to try and repair the deficiencies. In short, the fire station requires replacement.

The Westport Volunteer Fire Department is not a municipal service, it is a private corporation with its own Board of Directors, and company officers including the Fire chief and his/her Deputy. Ergo, the upgrade and maintenance responsibility falls to that organization. Their budget is comprised of money from donations, fund raisers, miscellaneous services provided, but the vast majority of the operating funds come from the municipal taxes through a Town Warrant request presented at the annual town meeting and voted upon by the legislative body. The land on which the fire station adjacent building apron and parking lot only belongs to the department as long is used for the fire station. Should the WVFD cease using the station, the property reverts back to the original owners as specified in the Warranty Deed.

Town Office: The Town Office was built in 1998. The building was designed by town officials and constructed mostly with local talent. This building was a quantum upgrade from what was used previously, where each town official conducted town business in their own residences with the exception of the Municipal Agent who worked out of a "converted" garage equipped with a wood stove for heat. While the new Town Office was greatly appreciated, it soon became apparent that a number of features were omitted from the original design.

- There is no fire-safe storage for essential town archives.
- There is no storage for records generated through the course of a years' business. Each town officer stores their paper records in boxes in their respective offices. Like the Municipal Agents', Tax Collector, and Town Clerks' office, the Selectmen have their own office which is managed by the First Selectman. The Selectman's Office is also over-burdened with record, and archive storage. The rest of the overflow of records and documents are stored in the attic of the building which is not climate controlled.
- There is no immediate stand-by generator installed. The fire department has donated their old generator to the town, but it has not been moved and installed yet.
- The internet service which supports the business of the town is totally inadequate. Talks are in progress with the service provider, but at this point the provider is showing little or no interest in working with the town to upgrade this essential tool for conducting the

town's business. A couple of years ago, a resident accidentally drove their car into the wall and door of the Town Office. Luckily, no one was injured, but the accident damage revealed a carpenter ant/termite infestation which severely compromises the integrity of the whole building.

Town Hall: The Town Hall was built in 1791. The building is still used for the annual Town Hall meeting, various social functions, and informational presentations. The Town Hall Committee and done an exceptional job of maintaining the building. It is in excellent condition, but it is not equipped to handle todays' electrical and data handling requirements that may be required in the future. Too, there is no internet service to the building. Seating in the Town Hall consists wooden chairs circa 1830, which are supplemented by approximately 60 folding metal chairs.

The building is expensive to heat since it still has original insulation in the walls, but the heat is only turned up prior to functions being held there. The windows in the building have been upgraded as needed, and any wood rot in the windowsills or anywhere else when found, is dealt with promptly and properly. The oil-fired heating system is in good repair and should not need replacement in the foreseeable future. Aside from being the meeting place for the town, a lot of the town's historical documents, records, and other miscellaneous items are stored in the building. Again, like the Town Office, there is no fire detection or suppression system installed, and also like the Town Office, the historical documents are not kept in a climate- controlled environment.

Town Boat Ramp/Ferry Rd. Property (38 Ferry Rd.):

The Ferry Road residence at 38 Ferry Road was built in 1972. The town acquired the property when a lien was executed by the town for non-payment of taxes. Since acquisition, the town has rented it out to private individuals until this year (2018). The residence is in good condition. At this time the town is investigating if the building would be suitable for use by the History Committee to house the documents and artifacts that belong to the town on the main floor of this single-story structure. Currently, these items are in the custody of the town's Historical Committee and housed in various town properties on the island. The basement of the residence is being set up to house the town's food pantry managed by Helping Hands, the island's non-profit organization to help community's residents in need.

The only public water access point is located on the west side of the island at the end of the Ferry Road. Originally, this was the site of the ferry that connected Westport Island across the Back River to the Town of Wiscasset. When ferry operations ceased the landing was converted to a boat ramp for launching and landing small watercraft. Later, the town voted to upgrade the entire site to make it easier to launch and recover boats. The upgrade included a new ramp and float system and a pier to protect the ramp and float from the strong tidal flows of the Back River. Additionally, the entire site around the pier, ramp, and float was upgraded, enlarging the and improving the parking area and providing a restroom facility in the form of a permanent Port-a-Potty system with a subterranean holding tank. The boat ramp facility handles all current boat traffic and should do so for the period covered by this comprehensive plan.

Sand and Salt Shed: The Westport Island built its salt and sand shed in 2017. The building has a poured concrete floor and walls. The salt shed is a Quonset Hut style structure with laminated wood roof trusses and is covered with metal sheathing. The building has an electrically operated overhead garage door that can accommodate construction vehicles to deposit and load sand and/or salt into road maintenance materials. The shed is also equipped with a fan to vent exhaust from the heavy machinery from accumulating inside. The building was designed and built to conform with current standards for salt containment and to protect the environment.

12.3.3 Capacity and anticipated demand during the planning period

As previously mentioned in Section 12.2.1 above, the capacity to handle existing needs and foreseeable growth during the planning period is adequate

12.3.4 Identification of who owns/manages the systems

The Town of Westport Island owns the following facilities:

- Town Office
- Town Hall
- Sand/Salt Shed
- Ferry Road residence
- Ferry Road Property, Pier/Ramp, and Float system
- Clough Point Town Preserve
- Sign/Flag site at the entrance to the Island

The Westport Island Community Association owns the Community Church at 1211 Main Road, and the Westport Firehouse is owned and maintained by the Westport Volunteer Fire Department.

12.3.5 Estimated costs of needed capital improvements to public facilities

In 2002, the previous Comprehensive Plan Committee formulated a Draft Summary in the form of a table listing Capital Needs, Prioritization, Time Frame for Correction, Estimated Cost, and Possible Funding Sources, (Table 12.2 below). Many of the Capital Needs on the list have been resolved: Fire Truck, School Busses, Old Town Hall, Salt Shed, and the Municipal Landing. Table 12.3 below lists the current known Capital Needs with the known information filled in. Since this Comprehensive Plan covers the next 10-20 years, costs of these projects can vary greatly, depending how soon these projects are undertaken as well as the increase in the cost of materials due to external factors.

2002 Draft Summary of Major Capital Needs				
Capital Need	Priority	Time Frame	Est. Cost	Funding Source*
Fire Truck	High	1-5 years	$50,000	Town** Fire Dept.
School Bus(es)	High	1-3 years	$52,000	Town**
Old Town Hall	Medium	5-8 years	Unknown	Town
Fire House	High	1-3 years	Unknown	Town, Fire Dept.
Salt Shed	Low	5+ years	Unknown	Town, State $
Municipal Landing	High	Unknown	Unknown	Town**, Boat Excise $
Church	Medium	3-5 years	Unknown	Community Assn.
Tarred Roads	High	1-3 years	$ 194,000	Town

Table 12.2 2002 Draft Summary of Major Capital Needs

1. Fire Truck: This includes replacement of the 1978 Tank Truck. (Actual cost: $109,000), Completed

2. Fire House: Need to replace old boiler. Completed (Actual cost $5,000 – Pd. By Fire Dept)

3. Salt Shed: Dependent on availability of State cost-sharing money. (Actual Coat $ 150,000 + interest) Completed.

4. Municipal Landing: Completed

2018 Draft Summary of Major Capital Needs				
Capital Need	Priority	Time Frame	Est. Cost	Funding Source*
Town Office	High	5-10 Years	Unknown	Town
Fire House	High	5-10 Years	$1,500,000[1]	Grant/
Road Paving	See Transportation Section	On-going	See Transportation Section	Town Revenues
Firefighting Cisterns	High	1-5 Years	$ 30,000 ea.	Grant?
Install Box Culverts	Medium		$300,000 ea.	Grants
Remove Ledge beside roads for drainage	See Transportation Section	5-10 Years	See Transportation Section	Town

Table 12.3 2018 Draft Summary of Major Capital Needs

1. $1,500,000.00 is a very rough estimate, depending on configuration, capability, and construction.

12.3.6 The following information related to each of these public facilities and services:

- Sewerage and/or Water Supply – Identify number and types of users, and percent of households served. (Not Applicable)
- Septage – Identify any community policies or regulations regarding septage collections and disposal.

  Westport Island residents each have their individual septic tanks pumped out by a commercial business which takes the waste off island for disposal. The Town contracts with a septic pumping firm to pump the tanks that are used by town-owned properties and the fire department. There are seven (6) Licensed Overboard Discharge systems on

Westport Island. No additional Overboard Discharge Licenses are being issued. The only significant issue is removing and replacing the existing Overboard Discharges.

12.3.7 Solid Waste – Describe the community's solid waste management system. Identify types and amounts of municipal solid waste and recycled materials for the past five (5) years.

Most residents deliver their solid waste to the transfer station themselves. Those that do not, use private, commercial, trash pick-up services. Almost all of those solid waste haulers deliver their loads to the Wiscasset Transfer Station. The Wiscasset Transfer Station is an organized, well run facility which handles solid waste from two other towns besides Westport Island. Residents can bring up almost anything to be disposed any time the facility is open, with the exception of HAZMAT such as paint thinners, and other fluids. This includes but is not limited to cardboard, masonry products, roofing shingles, tree trimming waste, gypsum board, metal (except automobile parts) "clean" wood products, demolition debris, and tires. They do accept waste oil from residents that is later burned in their waste oil furnace to keep the vehicle bays relatively warm in the winter months.

In 2008, the transfer station switched from resident pre-sorted recyclable material disposal to "single stream" disposal of recyclable material. At that time, the transfer station manager said the amount of recycled materials increased by about 30%. Table 11-3 shows the amount of material delivered to the Wiscasset Solid Waste Transfer Station from 2013 to 2017, the most recent complete year for which information is available. In 2019 the Wiscasset recycling facility reverted to a presort recycling method because of the amount of contamination in the single stream method and the escalating costs of handling recycled materials. Much of the materials that were being put into the single stream no longer have a market.

Wiscasset Transfer Station Annual Amounts

Wiscasset Transfer Station Annual Amounts (In Tons)									
Town % Of Total		13.70%	13.90%	72.40%					
2013		Alna	West	Wisc	2014		Alna	West	Wisc
MSW	1731.61	237.23	240.69	1253.69		1669.13	228.67	232.01	1208.45
DEMO	466.78	63.95	64.88	337.95		523.24	71.68	72.73	378.83
Lumber	175	23.98	24.33	126.70		180	24.66	25.02	130.32
Brush	147	20.14	20.43	106.43		189	25.89	26.27	136.84
Inert	8.4	1.15	1.17	6.08		9	1.23	1.25	6.52
Single Stream	310.22	42.50	43.12	224.60		319.37	43.75	44.39	231.22
Metal	228.36	31.29	31.74	165.33		227.58	31.18	31.63	164.77
Tires	21.72	2.98	3.02	15.73		24.09	3.30	3.35	17.44
Car Batteries	1.35	0.18	0.19	0.98		1.85	0.25	0.26	1.34
Textiles	8.54	1.17	1.19	6.18		11.27	1.54	1.57	8.16

Cardboard	116.58	15.97	16.20	84.40		138.13	18.92	19.20	100.01
Compost	95	13.02	13.21	68.78		91.75	12.57	12.75	66.43
E-Waste	24.21	3.32	3.37	17.53		22.87	3.13	3.18	16.56
Lithium Batt.	0.13	0.02	0.02	0.09		0.14	0.02	0.02	0.10
Waste Oil	12.8	1.75	1.78	9.27		12.6	1.73	1.75	9.12
Veg Oil	0.96	0.13	0.13	0.70		1.02	0.14	0.14	0.74
Fluorescent	0.92	0.13	0.13	0.67		0.97	0.13	0.13	0.70
Town % Of Total		13.70%	13.90%	72.40%			0.00	0.00	0.00
2015		Alna	West	Wisc	2016		Alna	West	Wisc
MSW	1736.61	237.92	241.39	1257.31		1813.62	248.47	252.09	1313.06
DEMO	654.56	89.67	90.98	473.90		615.24	84.29	85.52	445.43
Lumber	234	32.06	32.53	169.42		237	32.47	32.94	171.59
Brush	189	25.89	26.27	136.84		192	26.30	26.69	139.01
Inert	10	1.37	1.39	7.24		10	1.37	1.39	7.24
Single Stream	345.57	47.34	48.03	250.19		305.72	41.88	42.50	221.34
Metal	296.82	40.66	41.26	214.90		272.25	37.30	37.84	197.11
Tires	35.1	4.81	4.88	25.41		37.7	5.16	5.24	27.29
Car Batteries	1.21	0.17	0.17	0.88		1.37	0.19	0.19	0.99
Textiles	8.49	1.16	1.18	6.15		14.7	2.01	2.04	10.64
Cardboard	142.51	19.52	19.81	103.18		155.44	21.30	21.61	112.54
Compost	95.87	13.13	13.33	69.41		100.52	13.77	13.97	72.78
E-Waste	26.3	3.60	3.66	19.04		20.92	2.87	2.91	15.15
Lithium Batt.	0.14	0.02	0.02	0.10		0.15	0.02	0.02	0.11
Waste Oil	10	1.37	1.39	7.24		9.2	1.26	1.28	6.66
Veg Oil	0.98	0.13	0.14	0.71		0.83	0.11	0.12	0.60
Fluorescent	0.67	0.09	0.09	0.49		0.55	0.08	0.08	0.40
2017		ALNA	WEST	WISC	2018		ALNA	WEST	WISC
MSW	1,831.99	250.98	254.65	1326.36	MSW	1,909.60	262.57	266.39	1,380.64
Demo	612.96	83.98	85.20	443.78	Demo	603.62	83.00	84.20	436.64
Lumber	393.75	53.94	54.73	285.08	Lumber	388.00	47.85	48.55	251.60
Brush	338	46.31	46.98	244.71	Brush	327.00	44.96	45.62	236.42
Inert	10	1.37	1.39	7.24	Inert	70.20	9.65	9.79	50.75

Single Stream	292.52	40.08	40.66	211.78	Single Stream	291.51	40.08	40.67	210.76
Metal	300.56	41.18	41.78	217.61	Metal	239.43	32.92	33.40	173.11
Tires	44.1	6.04	6.13	31.93	Tires	20.41	2.81	2.85	14.76
Car Batteries	1.96	0.27	0.27	1.42	Car Batteries	2.81	0.30	0.30	1.58
Textiles	23.7	3.25	3.29	17.16	Textiles	24.20	3.33	3.38	17.50
Cardboard	139.15	19.06	19.34	100.74	Cardboard	140.33	19.30	19.58	101.46
Compost	55.92	7.66	7.77	40.49	Compost	13.37	1.84	1.87	9.76
E-Waste	17.2	2.36	2.39	12.45	E-Waste	13.06	1.80	1.82	9.44
Lithium Batt.	0.22	0.03	0.03	0.16	Lithium Batt.	0.11	0.02	0.02	0.08
Waste Oil	11.6	1.59	1.61	8.40	Waste Oil	11.60	1.60	1.62	8.39
Veg. Oil	1.02	0.14	0.14	0.74	Veg. Oil	2.00	0.28	0.28	1.45
Fluorescent	0.74	0.10	0.10	0.54	Fluorescent	0.73	0.10	0.10	0.53
					Leaves	60.00	8.25	8.37	43.38
					Shingles	146.84	20.19	20.48	106.17

Table 12.4 Wiscasset Transfer Station Annual Amounts

12.3.8 Stormwater Management – Identify combined sewer overflows. For Municipal Stormwater System (MS4) communities, describe plan and status of the major goals of the MS4 requirements.

Since there is no sewerage system in Westport Island, we do not have sewerage overflows. Storm water is the issue that requires intense scrutiny to formulate a strategy and specific plans to control the runoff as much as possible, diverting it to prevent recurrent damage, and using it when and wherever possible to the islands best advantage.

12.3.9 Power and Communications – Availability of 3-phase power, Internet (including broadband), and cable within the community.

According to Central Main Power, 3-phase power is available only on Main Road from the Westport/Wiscasset bridge to 5.5 miles down the island. However, visual confirmation of this revealed that that 3-phase power is not on the island, only two-phase power is. The closest point of three-phase power to Westport Island is at the Westport Bridge Road/Rt. 144 intersection in Wiscasset, a distance of approximately 1.5 miles. As evidenced by Question 15 of the Public Survey, Westport Island residents are not in favor of any type of heavy manufacturing locating on the island. The immediate need for three-phase power on the island is not evident.

Internet and cable access are wholly inadequate. Cable communications is not available throughout the Town of Westport Island. The cable extends only 6 miles down Rt. 144 on the island and extends down some side roads. Beyond that point where the cable ends, the only service for internet access is a DSL line or, a satellite connection. Satellite connectivity is also spotty at best. Due to the amount of tree growth and the almost horizontal look-angle on which the satellite dish must be pointed to obtain a strong or medium satellite signal, solid reception is

almost impossible. Couple those two factors with outages due to storms and excessive snow, rain, or cloud coverage, makes the satellite option next to useless. Digital Subscriber Line (DSL) connectivity is inadequate to support internet access on most of the island. The further down the island you proceed, or the further out a side road you go, the signal integrity degrades to the point of being unusable for the transfer of information.

12.3.10 Emergency Response System – Average call response times for fire, police, and emergency/rescue.

Law Enforcement Call Summary		
Year	2017	2018
Call Reason		
9-1-1 Check	1	1
Abandoned MV	2	0
Animal Complaint	2	0
Alarm, Burglar	49	25
Assault	0	2
Assist Citizen	10	6
Assist Other Agcy.	2	7
Attempt to Locate	1	2
Burglary	4	0
Inmate Compliance Check	2	0
Property Check	18	9
Child Abuse	0	2
Civil Complaint	2	2
Criminal Mischief	1	6
Disabled MV	3	1
Domestic Disturbance	2	0
Drug Investigation	0	1
Erratic Operations	2	3
Escort/Transport	3	0
Fireworks	1	0
Harrassment	2	8
Littering	0	1
Loud Noise	2	1

Medical Emergency	1	3
Mental Subject	1	0
Missing Person	3	0
Motor Vehicle Accident	19	13
Motor Vehicle Stop	3	2
Pedestrian Check	0	1
Police Information	7	0
Lost/Found Property	1	0
Search Warrant	0	1
Service	2	1
Suicide/suicidal	0	1
Suspicious Activity	0	3
Auto Theft	1	0
Suspicious Activity	4	0
Traffic Hazard	1	0
Theft/Forgery/Fraud	5	7
Threatening	0	5
Traffic Control	2	0
Trespassing	1	1
Unwanted Subject	0	2
Violation of Protection Order	2	0
Welfare Check	11	7
Total	173	124

Table 12.5 Law Enforcement Call Summary

12.3.11 Education – Identify School Administrative Unit. Include primary/secondary school system enrollment for the most recent year information is available and for the ten (10) years after the adoption of the plan.

As of this writing there are only 62 school aged children on the island. Parents have the option of sending their children to a variety of schools in the region, depending on parent preference. Wiscasset School District is the default school system available to Westport Island children. Transportation is provided by the Regional School Unit (RSU) 12, which includes the Wiscasset schools. Should the parents decide to send their child(ren) to an alternative school, the Town will pay the tuition for those students, but the parents must provide transportation to those schools. Given the current population and demographic trends, there is no reason to consider

such a proposition, especially considering the water consumption of a school, even limited in size, and the capacity of Westport Islands' aquifer.

12.3.12 Health Care – Describe major health care facilities (hospitals, clinics) and other providers serving the community. Identify public health and social services supported by the community through municipal subsidy.

Refer to Table 12.1 above

In 2018, the Town of Westport Island raised and appropriated $2,771.00 for Service Organizations. Distribution of the funds is as follows:

- Spectrum Generations - $701.00
- MidCoast Community Action - $420.00
- Healthy Kids - $1,500.00
- Lifeflight Foundation - $150.00

As in past years, the town will only entertain requests for money from non-profit organizations if the organization sends a request for funds in writing.

12.3.13 Municipal Government Facilities and Services – Describe facilities and staffing for municipal administrative, enforcement, and public works operations.

Westport Island is governed by the Town Meeting/Selectmen form of government. An Annual Town Meeting is held in June each year, at which time the Town's voters elect municipal officers and appropriate funds for the coming year. Officers and their terms are listed below:

Position	Number of Positions	Term
Selectmen	3	3 years elected (staggered)
Town Clerk	1	1 year appointed
Deputy Town Clerk	1	1 year appointed
Treasurer/Tax Collector	1	1 year appointed
Municipal Agent	1	1 year appointed
Road Commissioner	1	3 years elected
Schoolboard Members	2	3 years elected (staggered)
Fire Chief*	1	1 year appointed

Table 12.6 Town Positions

*Note: Because the Fire Department that serves Westport Island is a separate 501(c)(3) Not-for-Profit organization, the elect/appoint their own officers including Fire Chief and Deputy/Assistant Chief. In this case, the State of Maine, by statute, requires the town to elect/appoint a Fire Chief that serves the town directly. In the case of any situation or emergency, it is the Town's Fire Chief that has the ultimate decision-making responsibility. Today, as in the past, the Town's Fire Chief and the Corporate Fire Chief has always been the same person.

Other appointed positions include:

- Code Enforcement Officer
- Constable/Shellfish Warden/Animal Control Officer
- Director of Emergency Management
- Harbor Master/Port Warden
- Health Officer
- Plumbing Inspector
- Tree Warden

Appointed Boards and Committees include:

- Board of Appeals
- Cable Contract Negotiating Committee
- Cemetery Committee
- Comprehensive Plan Committee
- Conservation Committee
- Harbor Committee
- History Committee
- Horticulture Committee
- Planning Board
- Road Committee
- Shellfish Committee
- Town Hall Committee
- Wright Landing Committee

Westport Island's form of government appears to work well for the community. There does not appear to be a need to change the form of government over the next 10–20 years barring a significant rise (400%) or more in year-round residential population.

12.3.14 Street Tree Program – Describe the community's street tree program.

Westport Island does not have a Street Tree Program

12.4 Policies

Minimum policies required to address state goals:

12.4.1 To efficiently meet identified public facility and service needs.

With the approval and certification of this plan, Westport Island will be able to apply for grants to help fund the replacement and/or consolidation of the Town Office and Fire Station which are the two highest priority requirements in the Capital Improvement Plan (see Table 12.3 above). Grants, in conjunction of bank loans, has historically been the most cost-effective and prudent way to fund major town improvements. As higher priority facilities are upgraded or replaced, other, same or lower priority items in the Capital Improvement Plan can be addressed. This has also been the most effective way to control tax rate increases over time by not over-extending the or stretching the debt load of the town.

12.4.2 To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.

Investigate/research the possible fiscal savings that could be realized (if any) by combining the Town Office and the Fire Department in new construction thus allowing for any possible growth requirements.

Create and update a comprehensive database of Westport Island metrics. Such metrics would include property record information, property splits, property association creations, annual population, types and sizes and locations, of business located on the island, number of rental properties/units, identify and track real estate registered under Tree Growth, properties under the CMFA, etc.

12.5 Strategies

Minimum strategies to meet state goals:

12.5.1 Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.

Refer to Table 12.3 above. Outcroppings of ledge that prevent continuous drainage of storm water should be removed. These obstructions can be cataloged or mapped, then removed over time as severity of obstruction and availability of funds become available.

12.5.2 Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.

Westport Island does not have any geographic "designated growth areas". The entire island is designated "rural", with no centralized town or business center. New public facilities which will be the Town Office and the Fire House will be built on their current lot footprints since those properties are already centrally located on the island and owned by the town and fire department respectively.

12.5.3 Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.

Not Applicable

12.5.4 If public water supply expansion is anticipated, identify and protect suitable sources?

Not Applicable

12.5.5 Explore options for regional delivery of local services.

12.5.6 Solar facility

Investigate/research the viability and possible fiscal savings that could be realized by investing in a solar facility to power the town's municipal buildings

13 Housing

Westport's dwellings have been and continue to be almost exclusively single-family homes. The number of housing units has increased while overall population has decreased, likely the result of an aging population with the inherent reduction in household size. There has been no indication of an unmet need with regard to the number of units available and, with a projected decrease in population of 13.9% by 2034, that is not expected to change. The majority of the current population has the resources to maintain and improve their homes, so the age and condition of structures are not seen as cause for concern.

Housing demand has historically been met through house-by-house construction, typically by direction of the future owner and resident. Only one major development project has been undertaken since the 2002 comprehensive plan and the majority of those lots remain undeveloped. Demand for year-round housing has been met by new construction and the conversion of seasonal dwellings. Rental units are available but are few in number and have been trending towards the higher end summer seasonal rentals (Observational).

Westport is the quintessential bedroom community with most residents either retired or finding employment off island. There are no major employers located on the island to require significant workforce housing and that will not likely change due to relatively high land costs, remoteness and lack of infrastructure. There are a significant number of self-employed professionals that work both on and off island as well as residents who work in home occupations.

According to property tax records, in 2018 there were 571 dwellings (or buildings). From 2000 to 2018, the housing stock increased by 15%, even though population slightly decreased according to census data. Figure 13.1 below shows the number of dwellings over our history.

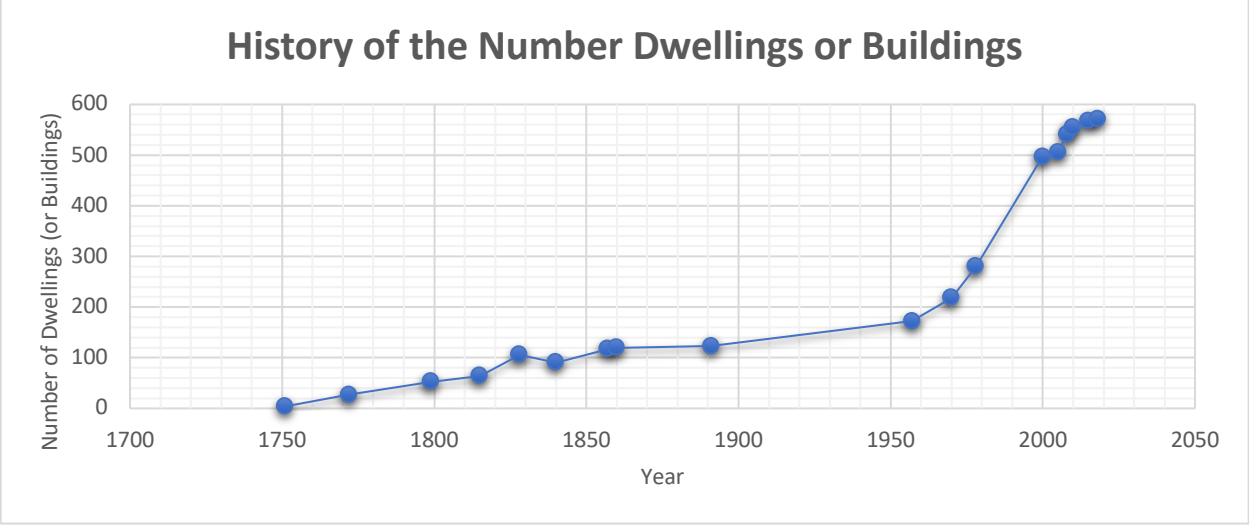


Figure 13.1 History of the Number of Dwellings or Buildings on Westport Island

Source: Data extracted from historic maps from 1750 to 1857, from Lincoln County analysis from 1891-2008 and from Westport Island tax records from 2010 to 2018

13.1 State Goal / Minimum Policy

To encourage and promote affordable, decent housing opportunities for all Maine citizens.

13.2 Analyses

To generate minimum analyses to address state goals, use Conditions and Trends data in Section 13.4 below to answer the following questions.

13.2.1 How many additional housing units (if any), including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?

From the year 2000 through 2016, Westport's housing stock has increased by 94 units. During the same period, the population has decreased by 29 people (Ref. Population Section). Demographically, there has been a shift towards an older population with a 35% decrease in people younger than 50 years of age and a 30% increase in those older. The result being a reduction in household size requiring a higher ratio of total units related to population. The latest data reported in the 2016 American Community Survey indicates that 57 units (14.2%) are renter occupied. There is no industry requiring a localized workforce in Westport and it is likely that commuters to employment in surrounding towns would look for housing in closer proximity to their workplace. There has been no indication that availability of rental housing is a problem that needs to be addressed and a projected decrease in population over the coming two decades creates no cause to plan for additional housing that will not be directed by the future owner.

13.2.2 Is housing, including rental housing, affordable to those earning the median income in the region? Is housing affordable to those earning 80% of the median income? If not, review local and regional efforts to address issue.

Housing Values and Costs

The median value of an owner-occupied home in Westport in 2016 was $190,600 compared to $209,700 (Lincoln County) and $176,000 (Maine). Median monthly owner costs for Westport homeowners with a mortgage were $1390, on par with County ($1226) and State ($1340) averages. Median gross rent costs in Westport of $767 were slightly below County ($785) and State ($790) median costs.

13.3 Housing Affordability

Data from the 2016 Census American Community Survey shows the median household income for Westport households to be $58,750, well above the County ($53,515) and State ($50,826) median incomes. Households earning 80% of the median income in Westport would have $14,100 available for annual housing expenses or $1175/month based on Maine State Housing guidelines (30% of Income) for affordability.

The Maine State Housing Authority 2017 Housing Affordability Index reports that 54.2% of homes at median price are unaffordable to Westport households.

	Median Household Income	Mean Household Income
Westport Island	$58,570	$85,663
Lincoln County	$53,515	$67,441
State of Maine	$50,826	$67,011

Table 13.1 Household Income

13.3.1 Are seasonal homes being converted to year-round use or vice-versa? What impact does this have on the community?

Westport has seen a shift in the nature of seasonal dwelling units over the past several decades. Prior to 1980, many seasonal structures on the island were small partially finished camps with primitive utilities including dug wells and subpar sewage disposal systems. The majority of these structures were located on highly desirable waterfront property which was becoming increasingly valuable and less available. The building surge in the 80's saw many of these camps converted into completed homes for both year-round and continued seasonal use. Based on Census data, from 1980-2010 the percentage of seasonal dwellings in Westport has dropped from 48% to 35%. The improvement of these properties increased the tax base on the island and caused a greater impact in sensitive shoreline areas of the island. Many of these improved structures have had artesian wells drilled to accommodate an increased use which put more demand on the island's aquifers. Offsetting negative impacts was the requirement to install approved subsurface wastewater disposal systems to replace primitive stone trench beds and overboard discharges that threatened coastal water bodies. Most of the housing stock available for these conversions has previously been utilized and shoreland zoning regulations strictly limit the extent to which remaining structures can be modified making their occurrence only occasional.

13.3.2 Will additional low- and moderate-income family, senior, or assisted living housing be necessary to meet projected needs for the community? Will these needs be met locally or regionally?

Westport's population is undeniably becoming older. Senior and assisted living facilities are high on the minds of many residents. Unfortunately, because of its remoteness from services, lack of public infrastructure, fragile ecosystem and zoning regulations against multi-family structures, Westport is not a good candidate to host a facility with this purpose. Typically, older residents moving to Westport are financially secure and aware of housing requirements as they progress into their elderly years. Whether purchasing a home or directing the construction of a new one, features to accommodate physical limitations are commonly designed into their building plans. Those who become reliant on light assistance in day to day functions can be served by a number of agencies that provide in home services. When care needs become more intensive, residents must look towards off-island facilities to serve their needs. There are several mid to large scale assisted living facilities located within a 30 mile radius of Westport including; Wiscasset Green in Wiscasset, Boothbay Green and St. Andrews Village in Boothbay, The Lincoln Home and Chase Point in Damariscotta, Sunnybrook in Bath, The Highlands and Highland Green in Topsham, some of which provide onsite access to medical personnel.

The median value of homes in Westport is inflated by high value shorefront properties along the perimeter of the island. There are inland dwellings and lots that are still affordable to moderate

income families although they may not come on the market as frequently as shorefront properties. Demographically Westport has not seen a trend of young families looking to locate here and many that do are from generational families that already own property on the island making the choice even more affordable.

13.3.3 Are there other major housing issues in the community, such as substandard housing?

There are discussions taking place regarding several concerns over continued growth in the number of dwellings in Westport. One concerns the capacity of the island's aquifers and soils to accommodate continued growth. There are several areas where drilled wells have experienced saltwater intrusion and there is concern that more wells will exacerbate the problem. No targeted studies have yet been conducted to map out the problem wells to evaluate their relationship to adjacent water sources. Similar concerns are held regarding new septic systems built on shallow soils over bedrock. New systems must be designed by a licensed site evaluator to be approved; however, the concern is longer term in the event that these systems fail and the impact they can have on the islands water resources. In 2001 the town commissioned Stratex LLC to conduct a study delineating aquifers and analyzing the soil carrying capacity of land in the town. The study was used in the development of the 2002 comprehensive plan. The committee advised a strategy of protecting aquifers through continued regulation through shoreland zoning, prohibiting industrial development of high-water usage industry, regulation of building on steep slopes, limiting road salt and requiring hydrological studies by developers. These recommendations have been largely accomplished through the town's ordinances.

Another concern under discussion is related to the potential for sea level rise and the impact it could have on existing development and infrastructure. This is an issue that was not in the public conscience during the development of the 2002 plan so was not addressed but is discussed more fully in another section of this plan.

In the preparation of this plan, the committee conducted a survey of property owners to gauge their vision for the town over the next decade. Among the top written comments received was the desire to achieve more diversity in age distribution on the island by finding ways to encourage young families to establish themselves here. The only issues getting a higher volume of responses were:

- Keep things as they are
- Attract a restaurant/snack bar
- Attract a convenience store.

13.3.4 How do existing local regulations encourage or discourage the development of affordable/workforce housing?

Westport faces a number of challenges related to the issue of affordable housing. Most significantly, it is an island with shorefront property along the entire perimeter and has several areas in resource protection districts. Shore frontage is a highly desirable feature for home buyers and market conditions simply do not allow these properties to fall in the category of affordable without a mandate of some kind. There are approximately 1321 acres of land area (23.4%) that fall within shoreland zoning on the island. Outside of shoreland areas, not all land area is ideal

for maximizing development. There are low areas with wetlands of various types, high areas with steep slopes and exposed bedrock, areas with shallow soils and areas with glacial marine clay soils.

Because Westport is a rural residential community, with existing development distributed across its entirety, it would be impractical to do an island wide analysis of site-specific conditions and create zoning districts based on the results. Rather, regulations had to be drafted taking a holistic approach to the general conditions throughout the island. Local ordinances take the approach of being more stringent in sensitive shoreland areas and less restrictive on inland properties while recognizing that there are limiting conditions throughout the island. That is not to say that presently undeveloped parcels couldn't be identified as suitable for more concentrated development, only that it would not be feasible throughout the island. Fortunately, there are no driving forces creating the need for large blocks of workforce housing making this a more significant problem for the town.

The primary tool used to regulate growth in Westport is the minimum lot size ordinance. Due to the fragile nature of soils and water resources on the island, Westport has a relatively large area requirement for developed residential lots. There is a two-acre minimum lot size within shoreland areas which is reduced to 1-1/2 acres on inland parcels. Mobile homes and manufactured housing can be placed in all districts where residential use is allowed creating a lower cost alternative for housing than traditional site-built construction. Duplex units or a single attached apartment are also allowed by ordinance which has the potential to reduce housing costs in certain situations, however, the lot size requirement increases to a ratio of two acres per unit. The large land requirement for establishing a dwelling is not favorable towards creating affordable housing, particularly in the shoreland areas where land costs are high. The 2016 American Community Survey estimates that there are 51 mobile homes and 9 duplex units located in Westport. That represents 10% of the total estimated number of housing units that exist indicating that the availability of low-cost housing is currently within an acceptable range.

13.4 Conditions and Trends

Minimum data required to address Analyses:

13.4.1 Change in Total Housing Stock

Westport has experienced a steady growth in the number of housing units available since the growth boom started in the 1970s. Since 1980 there has been an average growth rate of 22% which is typically above the growth rate of the county and state except that the 2016 American Community Survey shows that Lincoln County grew at a rate 5% higher than Westport during that five-year period. Since 2000 the rate of growth has declined, and we do not project the same volume of growth over the next ten years. We believe that the likely growth will be about 4-6 homes per year.

Changes in Total Housing Stock							
	Total Number of Units			Increases 1990-2000		Increases 2000-2016	
	1990	2000	2016	#	%	#	%
Westport Island	399	510	604	111	28	94	18
Lincoln County	17,538	20,849	25,589	3,311	19	4,740	23
State of Maine	587,045	651,901	727,127	64,856	11	75,226	11

Table 13.2 Changes in Total Housing Stock

Source: U.S. Census 1990, 2000, American Community Survey 2016 5-year estimate

13.4.2 Housing Units by Type

Housing units in Westport are primarily single-family dwellings at a percentage rate approximately 10% higher than the county and 20% above the state averages. The percentage of mobile homes is nearly identical in Westport as it is across the state. The higher occurrence of single-family homes in Westport can be attributed to the rarity of multi-family complexes that are more common in urban areas with the infrastructure to support them.

Total Housing Units by Type Of Structure							
	Single Family Dwellings		Multi-Family Dwellings		Mobile Homes		Total
	Number	%	Number	%	Number	%	Number
1990							
Westport Island	348	87	4	1	47	12	399
Lincoln County	13,774	79	1,406	8	2,358	13	17,538
State of Maine	378,413	65	140,613	24	68,019	12	587,045
2000							
Westport Island	*	*	*	*	*	*	510
Lincoln County	16,868	81	1,730	8	2,251	11	20,849
State of Maine	439,459	67	148,540	23	63,902	10	651,901
2016 (EST)							
Westport Island	544	90	9	2	51	8	604
Lincoln County	19,033	81	2,265	9	2,291	10	23,589
State of Maine	509,087	70	155,924	21	62,116	9	727,127

Table 13.3 Total Housing Units by Type of Structure

Source: U.S. Census 1990, 2000, American Community Survey 2016 5-year estimate

** Data not provided by the state.*

13.4.3 Housing Units by Age

The condition of housing stock in Westport is generally good and has improved, particularly along the shoreline, where older properties have been purchased and converted to seasonal or year-round homes. There is a wide variation in the original age of structures built on the island.

While the following table indicates that 37% of the housing stock is older than 50 years, many of these homes have undergone extensive updates and rehabilitation. The 2015 American Community Survey report indicates that only 4 substandard housing units exist within the town. Seasonal conversions have slowed since the building boom of the eighties and most additional or replacement units are new construction which will only improve the overall condition of housing stock.

Year Structure Built	Westport Island		Margin of Error	Lincoln County		Margin of Error
Total Housing Units	604	100%	+/-75	23,589	100.0 %	+/-79
2014-2016	4*	<1%	***	67	0.3%	+/-39
2010-2013	14*	2.30%	***	254	1.1%	+/-84
2000-2009	72	11.90%	+/-26	3,002	12.7%	+/-257
1990-1999	83	13.70%	+/-28	3,370	14.3%	+/-321
1980-1989	126	20.90%	+/-37	3,517	14.9%	+/-336
1970-1979	96	15.90%	+/-35	3,141	13.3%	+/-284
1960-1969	51	8.40%	+/-29	2,023	8.6%	+/-259
1950-1959	36	6%	+/-29	1,265	5.4%	+/-164
1940-1949	6	<1%	+/-6	849	3.6%	+/-192
1939 or earlier	132	21.90%	+/-44	6,101	25.9%	+/-372

Table 13.4 Housing Units by Age

*Source: U.S. Census, American Community Survey 2016 5-year estimate (*building permits issued)*

13.4.4 Housing Year Round vs. Seasonal

Prior to the building boom of the 1980's, nearly half of the housing units in Westport were for seasonal use. As development occurred older shoreline cottages were purchased and converted to year-round homes. Westport's ratio, while still around 5% higher, fell more in line with county wide ratios which have remained fairly constant since 1980. Additionally, many of the seasonal structures that remain today are not the rustic camp type structure of previous years but fully completed dwellings that are occupied during the summers by residents of other states.

Year-Round and Seasonal Dwellings					
	Total Dwellings	Total Year Round Dwellings		Total Seasonal Dwellings	
	#	#	%	#	%
Westport Island					
1980	330	170	52	160	48
1990	399	280	70	119	30
2000	510	336	66	174	34
2010	535	349	65	186	35
Lincoln County					
1980	14,977	10,590	71	4,387	29
1990	17,538	12,852	73	4,686	27
2000	20,849	14,989	72	5,860	28
2010	23,493	16,760	71	6,733	29

Table 13.5 Year-Round and Seasonal Dwellings

Source: U.S. Census 1980, 1990, 2000, 2010

13.4.5 Housing Values and Costs

2016 Housing Costs				
		Median Monthly Owner Costs		Median Rental Costs
	Median Value Owner-Occupied	With Mortgage	Without Mortgage	Gross Rent
Westport Island	$190,600	$1,319	$600	$767
Lincoln County	$209,700	$1,226	$479	$785
State of Maine	$176,000	$1,340	$477	$790

Table 13.6 2016 Housing Costs

Source: U.S. Census, American Community Survey 2016 5-year estimate

13.4.6 Housing Affordability

The Maine State Housing Authority publishes an annual housing facts and affordability index for towns throughout the state. The index represents the ratio of the home price affordable at median income to the median home price in the town. The latest data available is for 2017 and the following tables report data for Westport, Lincoln County, and the State of Maine. Rental data was unavailable for Westport.

2017 Homeownership Affordability Index					
	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
Westport Island	0.92	$238,000	$57,576	$62,638	$218,765
Lincoln County	0.92	$215,000	$55,369	$59,925	$198,652
State of Maine	0.93	$197,000	$53,190	$57,089	$183,546

Table 13.7 2017 Homeownership Affordability Index

Source: Maine State Housing Authority 2017 Housing Facts and Affordability Index for Lincoln County

Households Unable to Afford Median Home						
Households Unable to Afford Median Home			Total Households	Median Home Price	Income Needed to Afford Median Home	
	Percent	Number			Annual	Hourly
Westport Island	54.20%	173	320	$238,000	$62,638	$30.11
Lincoln County	53.70%	8159	15189	$215,000	$59,925	$28.81
State of Maine	54.10%	305534	565115	$197,000	$57,089	$27.45

Table 13.8 Households Unable to Afford Median Home

Source: Maine State Housing Authority 2017 Housing Facts and Affordability Index for Lincoln County

13.4.7 Information on existing local and regional affordable/workforce housing coalitions or similar efforts.

Westport Island is not a large enough community to administer a formal housing assistance program. There is a vibrant and active local non-profit group, Helping Hands, that provide food and emergency assistance to residents. The Board of Selectmen administers the general assistance program for residents in need. These programs can help residents who are unable to meet expenses. Those requiring more structured longer-term housing assistance must utilize other federal, state and regional programs established to meet their needs.

13.4.8 A summary of local regulations that affect the development of affordable/workforce housing.

Regulations unfavorable to housing affordability;

- Large land area and dimensional requirements for residential development
- Multi-family land use not allowed (2 unit maximum)
- Expense of compliance with subsurface wastewater disposal requirements

Regulations favorable to housing affordability;

- Relaxed lot size standards outside shoreland zoning
- Allowance of single attached apartment for multi-generational/ rental use
- Allowance of mobile/ modular housing island wide
- Prohibition on industrial uses (need for workforce housing)

13.5 **Policies**

13.5.1 Minimum policies required to address state goals:

- To encourage and promote adequate workforce housing to support the community's and region's economic development.
- To ensure that land use controls encourage the development of quality affordable housing, including rental housing.
- To ensure that land use controls accommodate the needs of an aging population.
- To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.

13.6 **Strategies**

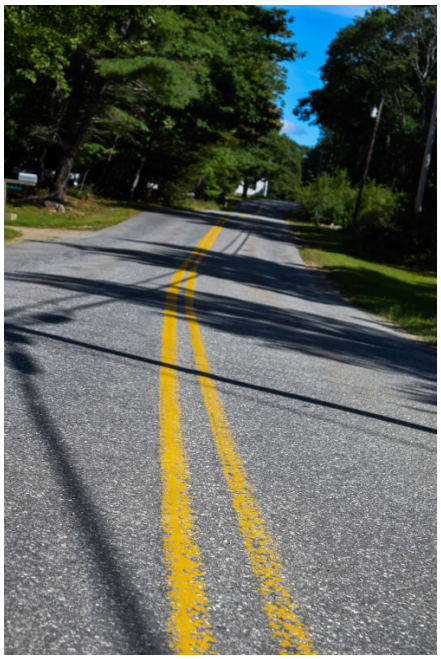
Westport Island is a rural residential community, with no designated areas for growth or development. Public water and sewer facilities do not exist, and there is no intention to create them, making one of the key considerations and constraints on the density of development the availability of water and the capacity of the soils to support septic systems. The town ordinances governing housing and residential development reflect those concerns, but they can be reviewed for opportunities to improve their support for the state goal of promoting decent affordable housing for all Maine residents

13.6.1 Minimum strategies required to address state goals:

Housing Strategies	Responsible Parties	Schedule Plan
Maintain, enact or amend land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing, consistent with water and soil capacity.	Planning Board or a housing subcommittee of the Board	2021
Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment on residential lots, subject to site suitability.	Planning Board or a housing subcommittee of the Board	2021
Participate in any future regional affordable housing coalitions.	Selectmen LCRP	On-going
Maintain current land use ordinances allowing modular and mobile housing for single family residential use.	Planning Board	On-going
Maintain current land use ordinances governing lot size and dimensional requirements while monitoring growth patterns for necessary amendments.	Planning Board	On-going
Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	Selectmen LCRP	On-going
Maintain a level of at least 10% affordable housing stock.	Selectmen	On-going

Table 13.9 Housing Strategies

14 Transportation



14.1 Introduction

The purpose of this chapter is to plan for the efficient maintenance and improvement of the Town's transportation network in order to accommodate existing and anticipated development within Westport Island over the next ten-year period. The format of this chapter follows the State Comprehensive Plan Criteria Rule, as amended on 8/6/11.

14.2 State Goal

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

14.3 Analyses

14.3.1 What are the transportation system concerns in the community and region? What, if any, plans exist to address these concerns?

Westport Island lies in the southwesterly section of Lincoln County and has extensive frontage on the Sheepscot River. As shown in Figure 14.1 below, Westport Island has one state road, Route 144, which originates in Wiscasset at Route 1. It enters Westport Island at the Westport-Wiscasset Bridge, which spans the Sheepscot River over Cowseagan Narrows, and terminates 5.5 miles south at its intersection with West Shore Road. The roadway continues as a town road to the southerly tip of the community. Because Route 144 provides the only means for drivers to leave the island for work, shopping, medical appointments and emergencies, its condition is critically important to the community. Until the recent overlay and drainage work, the condition of Route 144 made off-island travel uncomfortable from spring to fall and problematic in the winter. Unfortunately, because underlying structural deficiencies were not addressed by this work, it is likely that the road will once again be of concern in the not-too-distant future.

MDOT defines high crash locations as those locations which experience 8 or more crashes in a 3-year period, and which have a critical rate factor (CRF) that exceeds 1.0. According to the Department's records, there are no high crash locations in Westport Island. During the period 2013-2018 there were 39 crashes on Westport Island Roads resulting in 8 personal injuries. Almost half of the crashes were "went off the road", which probably reflects the large number of horizontal and vertical curves on Westport Island roads. See Figure 14.2 below for the location of crashes in the community during this time period and Table 14.1 below for a list of crashes.

As noted above, recent MDOT work in Westport Island was limited to an overlay and drainage improvements on Route 144. No other projects are included in the MDOT 2018-2020 Work Plan.

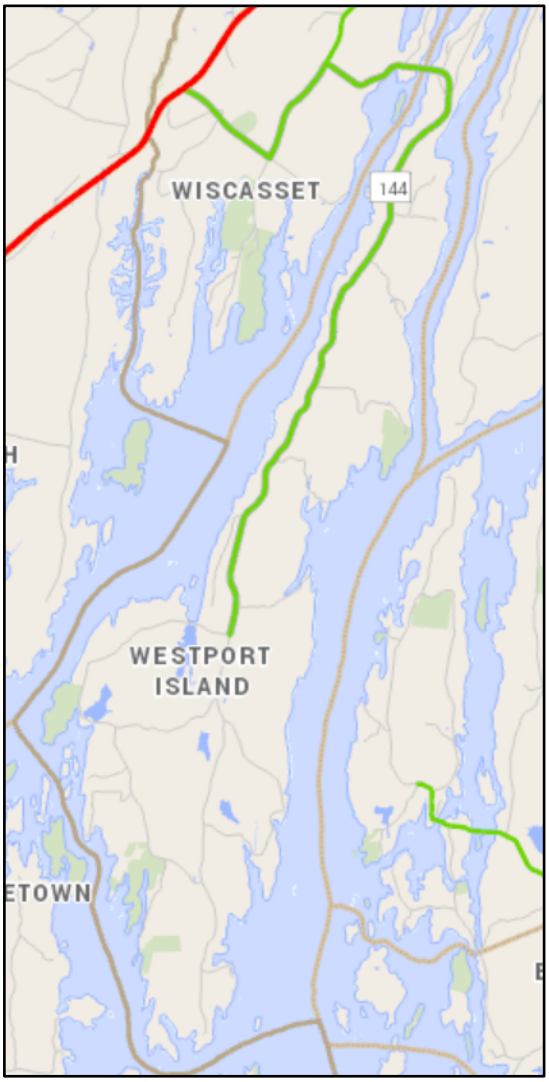


Figure 14.1 Road Connections

Map Courtesy Maine Department of Transportation

Figure 14.2 Crash Locations

Map Courtesy Maine Department of Transportation

14.3.2 Are conflicts caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?

Route 144 serves to some extent as a local service road, but commercial uses are very limited, and residences are spread out in a typical low-density development pattern. There is no town center beyond the cluster of several municipal buildings near the intersection of Route 144 and Fowles Point Road. Most development in Westport Island is dispersed along state, local and private roads. As shown in Table 13.7, the highest annualized traffic volume on any road in Westport Island is 1,590 vehicle trips per day so conflicts between through traffic and vehicles entering and exiting driveways are probably relatively infrequent with the exception of the intersection of Route 144 and Ferry Road, which serves as access to the redeveloped Wright

Landing Municipal Boat Launch site. There is also little pedestrian and bicycle traffic although the frequency of bicycle use may be increasing.

Crash Type	Injury Type			Date	Location
	PI	F	None		
Head on/sideswipe	x			9/14	Near 20 Main Road
Rollover	x			5/15	Bridge Road
Went off road			x	11/14	Near 112 Main Road
Went off road			x	12/17	Near 210 Main Road
Deer			x	10/18	Near 214 Main Road
Intersection movement	x			1/13	Main Road at Ferry Road
Intersection movement			x	1/18	Main Road at Ferry Road
Deer			x	4/16	Near 312 Main Road
Deer			x	6/17	Near 407 Main Road
Deer			x	10/17	Near 477 Main Road
Went off road			x	3/13	Main Road near Greenleaf Road
Went off road			x	3/18	Near 501 Main Road
Deer			x	6/18	Near 509 Main Road
Went off road	x			1/13	Near 575 Main Road
Intersection movement			x	12/17	Near 600 Main Road at Andrews Road
Deer			x	4/17	Near 657 Main Road
Went off road			x	1/18	Main Road near Bakers Road
Went off road			x	12/16	Near 797 Main Road
Went off road	x			8/16	Near 808 Main Road
Went off road			x	8/14	Near 854 Main Road
Went off road			x	10/14	Near 854 Main Road
Deer			x	8/16	Near 914 Main Road
Deer			x	3/18	Near 925 Main Road
Went off road			x	3/18	Near 1013 Main Road
Head on/sideswipe	x			3/13	Near 1053 Main Road
Went off road			x	1/17	Near 1138 Main Road
Intersection movement			x	6/13	Main Road at Squire Tarbox Inn
Deer			x	9/18	Near 1181 Main Road
Deer			x	5/16	Near 1247 Main Road
Went off road			x	7/16	Near 1315 Main Road
Deer			x	5/18	Near 1511 Main Road
Went off road			x	12/17	Near 1541 Main Road
Went off road			x	3/18	Near 1552 Main Road
Deer			x	11/17	Near 289 East Shore Road
Went off road	x			11/13	East Shore Road
Went off road			x	6/13	East Shore Road
Head on/sideswipe	x			10/14	Post Office Road
Went off road			x	3/14	Post Office Road
Intersection movement			x	1/14	Greenleaf Road near Eloise Road

Table 14.1 Car Crashes 2013-2018

14.3.3 To what extent do sidewalks connect residential areas with schools, neighborhood shopping areas, and other daily destinations?

There are no sidewalks on Westport Island. Due to the dispersed nature of residential development in Westport Island as well as the absence of a village, population center or school, there has been no demonstrated need for sidewalks or pedestrian facilities in the community. However, survey results indicated a desire for safer pedestrian and bicycle paths along main roads.

14.3.4 How are walking and bicycling integrated into the community's transportation network (including access to schools, parks, and other community destinations)?

See 14.3.3 above.

14.3.5 How do state and regional transportation plans relate to your community?

MDOT has developed a Highway Corridor Prioritization (HCP) process for all non-local roads (local roads were not evaluated because they do not qualify for state assistance). On a scale of 1 to 6, Route 144 is HCP 4.

MDOT also completed Customer Service Levels (CSLs) for condition, safety and service for all non-local roads utilizing an A to F scale. The CSLs for Route 144 have not yet been updated to account for the recent drainage improvements and overlay so they are not included in this plan.

MDOT will continue to rebuild existing roads as funds are available but its top priority will continue to be its pavement preventive maintenance (PPM) program. The condition of a well-paved road tends to be stable for the first 5-10 years. Then, as cracks form and water gets into pavement and base, the rate of deterioration quickens. The PPM program focuses on applying lighter, less expensive pavement treatments earlier and more frequently in a pavement's life, thereby avoiding the point at which the pavement quickly deteriorates, and the cost of repair accelerates. It is important to point out, however, that even though Route 144 received a recent overall, the condition of its base is not good, and the travel surface has already begun to exhibit areas of cracking and deterioration.

14.3.6 What is the community's current and approximate future budget for road maintenance and improvement?

The Town of Westport Island prepares an annual plan for road paving and related work. Historically, the town's budget for road maintenance and improvements has been typically $150K - $200K per year. For FY 2020, the town is starting a major multi-year paving project. As indicated in the "Comments" section of table 13.4, most paved town roads have deteriorated travel surfaces although gravel roads are in better overall condition.

A five-phase repaving plan was initiated in 2019 (Fiscal Year 2020). The first phase was approved at Town Meeting and budgeted at $465K ($115K for preparations work and $450K for paving). Excise Tax funds and State Highway Funds were appropriated along with approval to take out a loan for $411,155. The loan is expected to be repaid over a three-year period. Future phases will be authorized in subsequent Town Meetings as prior phases are completed and

funding is appropriately planned and approved by the voters. The planned repaving project is summarized in Table 14.2 below

Phase	Roads	Estimated Cost	Schedule
1	Doggett Rd., Haskell Rd., Lord Rd., North End Rd.	$465,000	2020 (loan repaid over 3 years)
2	East Shore Rd., Greenleaf Rd.[1]	$446,000	Set at future Town Mtg.
3	Post Office Rd., West Shore Rd.	$372,000	Set at future Town Mtg.
4	Main Rd. (Town Owned Part of Rt. 144	$521,000	Set at future Town Mtg.
5	Bridge Rd., Ferry Rd., other gravel roads	$364,000	Set at future Town Mtg.
Totals		$2,168,000	

Table 14.2 Road Repaving Project (For Planning Purposes Only)

Notes: 1. Should FY 2020 expenditures result in a carry forward; funds may be applied to start Greenleaf Rd. in Phase 1

This plan does not include improvements to the Squam Creek causeway and the Heal Cove causeway on West Shore Road and the Squam Creek crossing on Post Office Road should sea level rise or storm surge necessitate new box culverts (or bridges) and elevation increases. Improvement plans to accommodate sea level rise are expected to be developed, with State and federal support, and phased in upon conclusion of the repaving project, as conditions and projections warrant.

14.3.7 Are there parking issues in the community? If so, what are they? If there are parking standards, do they discourage development in village or downtown areas?

Existing public parking spaces at Wright Landing, the town office and the fire station are sufficient to meet current needs. The only parking at the Old Town Hall, which is used for the annual town meeting, are along the roadside. Given the infrequency of use, there are no plans to increase parking. See Table 13.6 below for the number and location of public parking spaces. There are no minimum parking requirements in town ordinances.

14.3.8 Do available transit services meet the current and foreseeable needs of community residents? If transit services are not adequate, how will the community address the needs?

Midcoast Public Transportation provides rides for MaineCare members to eligible medical appointments. Rides for MaineCare Members are scheduled through Mid-Coast Connector. Contact information for MCC is 1-(207)-930-7900 or toll free, 1-(855)930-7900.

[1] Should FY 2020 expenditures result in a carry forward, funds may be applied to start Greenleaf Rd. in Phase 1

Mid-Coast Public Transportation has different public transportation options in the region they serve (Waldo, Knox, Lincoln and Sagadahoc counties). MCPT has routes established in Belfast and Rockland, but none in Lincoln County. MCPT operates out of Waldo County Community Action in Belfast (contact info: 1+207-338-4769 or 1-800-439-7865. There is public transportation in Bath and in Brunswick.

Lincoln County FISH (Friends In Service Helping) volunteers offer free rides for any purpose to Lincoln County residents. This is a volunteer group organized to provide transportation at no charge to those with no other transportation alternative. Contact info is lincolncountyfish@gmail.com or call 1+207-350-9808.

Westport Island Helping Hands is a Westport based non-profit formed to assist residents in need. Transportation can be provided if required. If in need, call 207-380-5885

Concord Coach provides twice-daily service both north- and south-bound. The bus picks up and drops off customers at the Big Apple Store on Route 1 in Waldoboro, the Irving Station in Wiscasset and on Main Street near Reny's in Damariscotta but there is no bus service to Westport Island.

14.3.9 If the community hosts a transportation terminal, such as an airport, passenger rail station, or ferry terminal, how does it connect to other transportation modes (e.g. automobile, pedestrian, bicycle, transit)?

Westport Island does not host a transportation terminal.

14.3.10 If the community hosts or abuts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?

Not applicable.

14.3.11 If you are a coastal community are land-side or water-side transportation facilities needed? How will the community address these needs?

No. The island is now well served by a bridge to Wiscasset, which replaced a former causeway and, previously, a former ferry landing.

14.3.12 Does the community have local access management or traffic permitting measures in place?

MDOT has adopted an Access Management Rule that controls the development of driveways and entrances on all state and state-aid roads such as Route 144 in Westport Island. A driveway is an access that serves up to 5 dwelling units or other uses that generate less than 50 vehicle trips per day while an entrance includes anything that exceeds these driveway thresholds.

Any person proposing a driveway or entrance on Route 144 must apply for a permit from MDOT. All such accesses must meet minimum standards for sight distance, minimum distance to intersections, maximum width, drainage controls, backing up onto the highway, among others.

Because the Access Management Rule is primarily intended to ensure safe use of and access to roadways, towns are encouraged to adopt similar standards for development on municipal roads. Minimum sight distance requirements, drainage improvements, and width standards, are just as important for the safe use of local roads as for state highways. Some of Westport Island's roads have horizontal and vertical curves that severely limit visibility of vehicles exiting driveways. Westport Island's Subdivision Ordinance includes minimum driveway sight distance, but this provision is absent in the Site Plan Review Ordinance. In addition, the road standards in the Subdivision Ordinance, which are also applicable to the Site Plan Review Ordinance, include standards for design and grades but lack provisions for driveway spacing and intersection setbacks. There are no standards for new driveways that are not otherwise regulated under the Subdivision or Site Plan Review Ordinance. Importantly, however, lots approved as part of a subdivision cannot have direct access from a town road and there is a limitation on the number of driveways permitted for uses subject to Site Plan Review.

14.3.13 Do the local road design standards support the community's desired land use pattern?

Westport Island is primarily a rural community with some areas of active farmland. In addition, due to its low employment base, many residents commute to jobs in the mid-coast area as indicated in Table 13.2 below, which shows town of destination for commuters from Westport Island. While this data is from the 2000 US Census, it is probably still reasonably representative of the work destinations of Westport Island residents.

The Subdivision and Site Plan Review Ordinances permit narrower roads for smaller developments, which is consistent with the town's existing pattern of public and private roads. There are no restrictions on where new development and new roads can be located so, in the long run, agricultural, forested and open space land may be lost as it is converted to residential house lots. There is no maximum dead-end road length or provisions for at least two road connections with existing public roads or roads on an approved development plan if a subdivision or other development generates a more than 200 vehicle trips per day (equivalent to 10 lots), which is a common requirement in many towns.

Destination Community	Workers Commuting to Destination Community	
	Number of Workers	Percent of all Workers
Westport Island	75	27%
Bath	72	25%
Wiscasset	49	17%
Damariscotta	13	5%
Edgecomb	9	3%
Augusta	7	2%
Waldoboro	7	2%
Other	51	18%
Total	283	

Table 14.3 Employee Destinations

Source – 2000 US Census MCD/County-To-MCD/County Worker Flow

14.3.14 Do the local road design standards support bicycle and pedestrian transportation?

Local road design standards do not address bicycle transportation. There is no requirement in the Subdivision Ordinance for sidewalks or pedestrian ways, but the Site Plan Review Ordinance has the following provision.

> The site plan must provide for a system of pedestrian ways within the development appropriate to the type and scale of development. This system must connect the major building entrances and exits with parking areas and with existing sidewalks, if they exist or are planned in the vicinity of the project. The pedestrian network may be located either in the road right-of-way or outside the right-of-way in open space or recreation areas.

14.3.15 Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead ends resulting in compact and efficient subdivision designs?

There have been few new subdivisions constructed but those that have been developed all include dead end roads. This is understandable given the town's challenging geography.

> *Note – the following suggested analyses are not included in the State Comprehensive Plan Criteria Rule but reflect additional considerations associated with potential climate change impacts on transportation infrastructure.*

14.3.16 Has the community evaluated the vulnerability of its transportation infrastructure to the effects of climate change such as flooding, storm surge or excessive precipitation?

Figure 13.3 shows those portions of the community's transportation infrastructure potentially vulnerable to flooding from a category 1 hurricane. The maps were prepared to assist emergency management in identifying those roads and buildings that may be at risk from such flooding. (see http://lcrpc.org/uploads/visual_edit/lincolncounty-full-v5.pdf for the full map set)

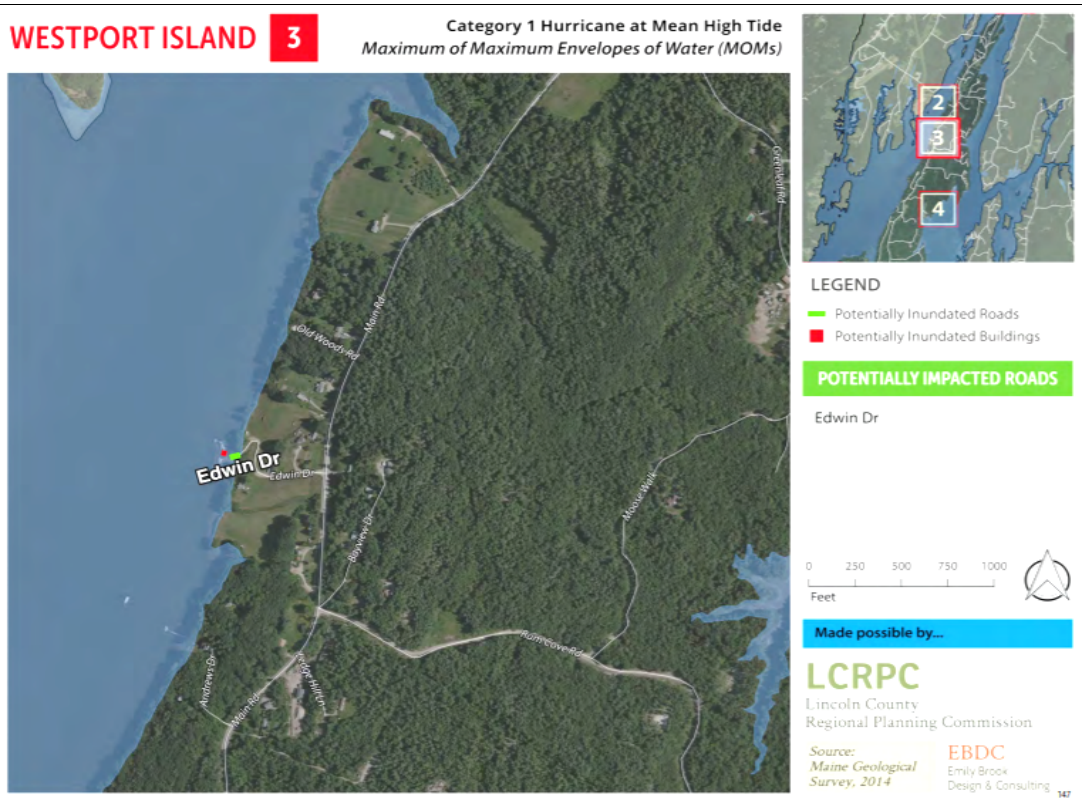


Figure 14.3 Edwin Drive off Main Road

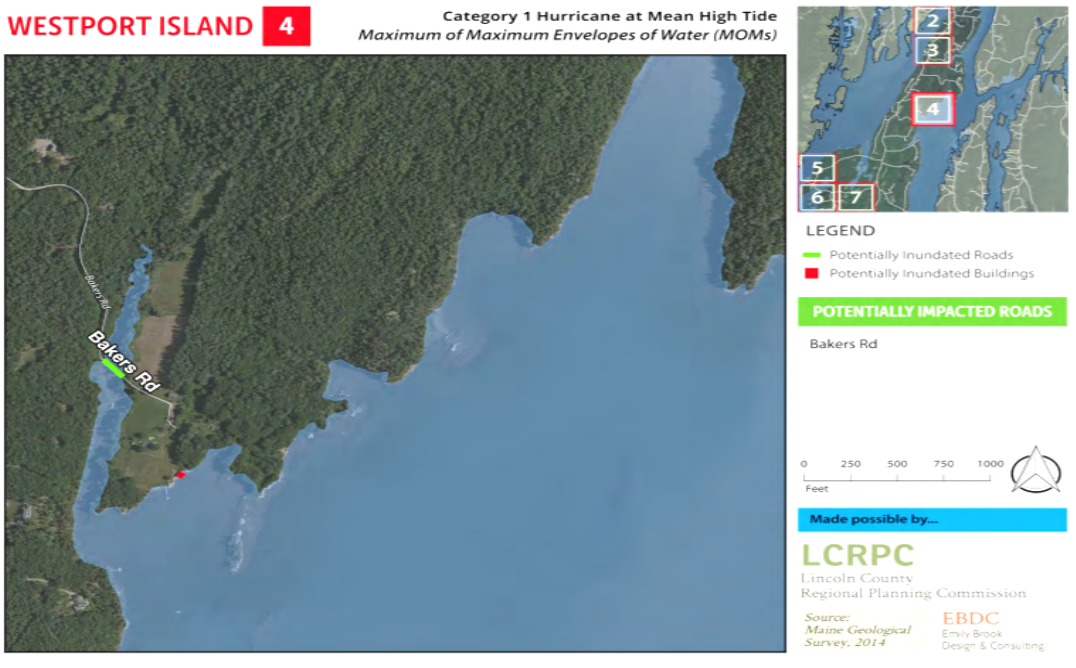


Figure 14.4 Bakers Road at Mill Pond Crossing

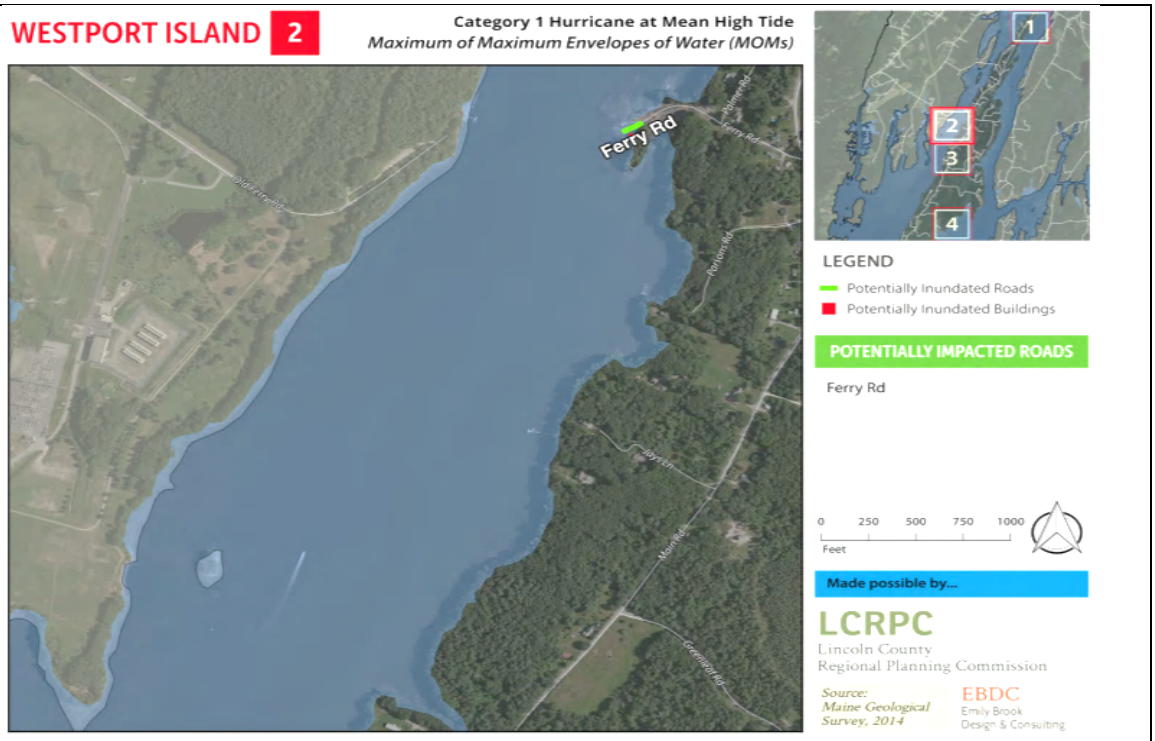


Figure 14.5 Wright Landing at Ferry Road

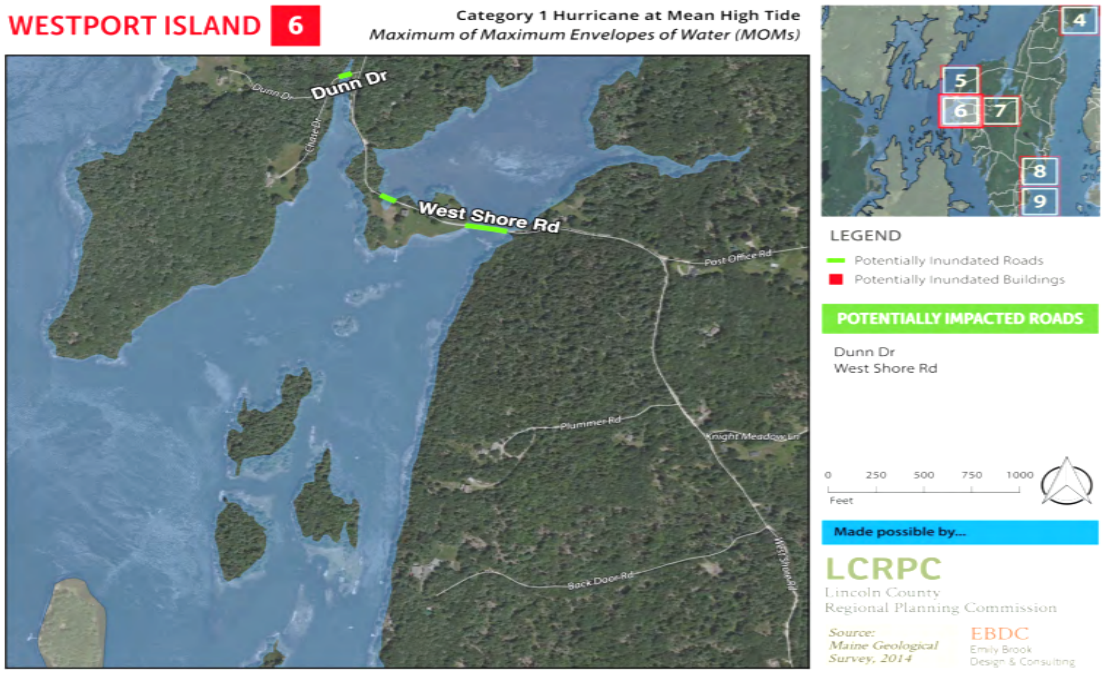


Figure 14.6 West Shore Road and Dunn Road at Heal Cove Crossing

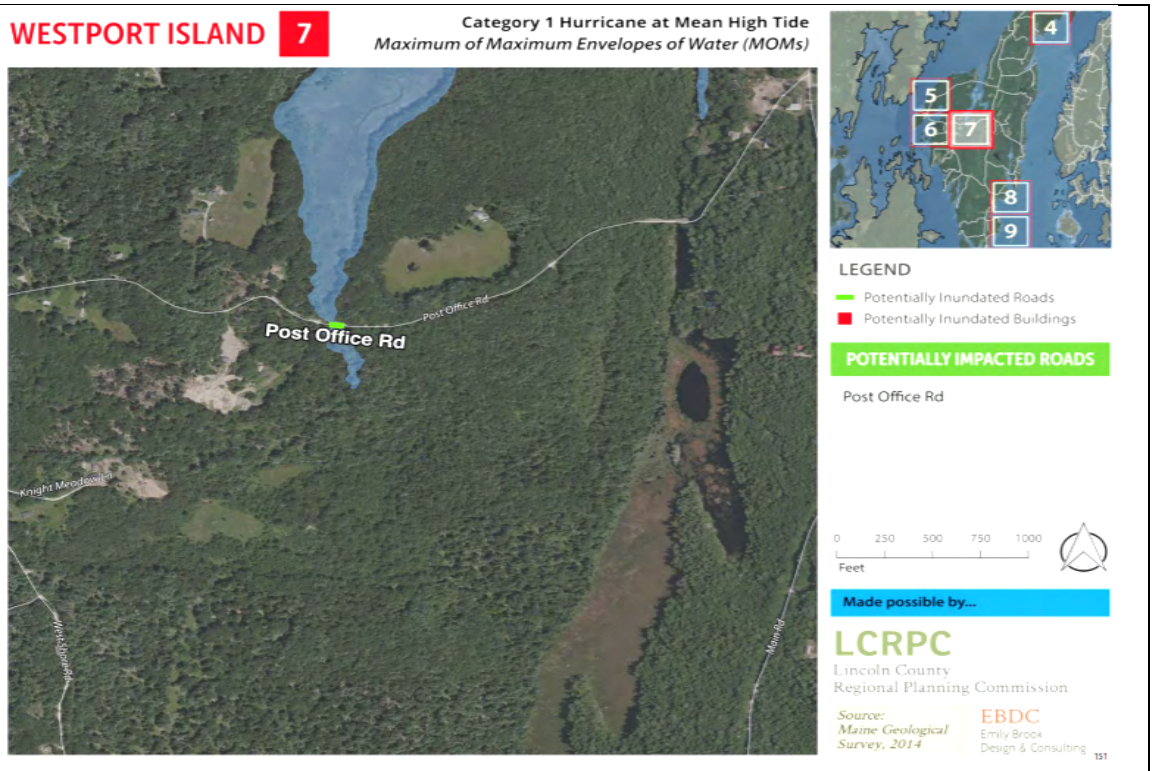


Figure 14.7 Post Office Road at Squam Creek Crossing

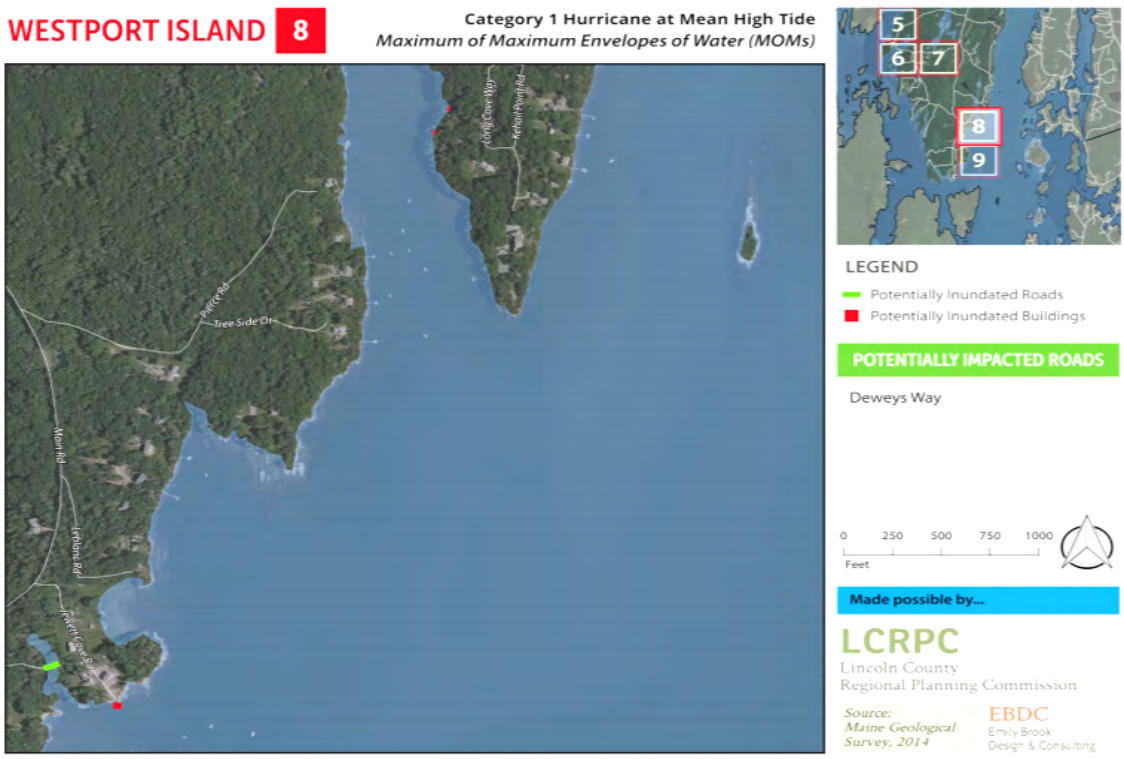


Figure 14.8 Dewey's Way at Jewett Cove

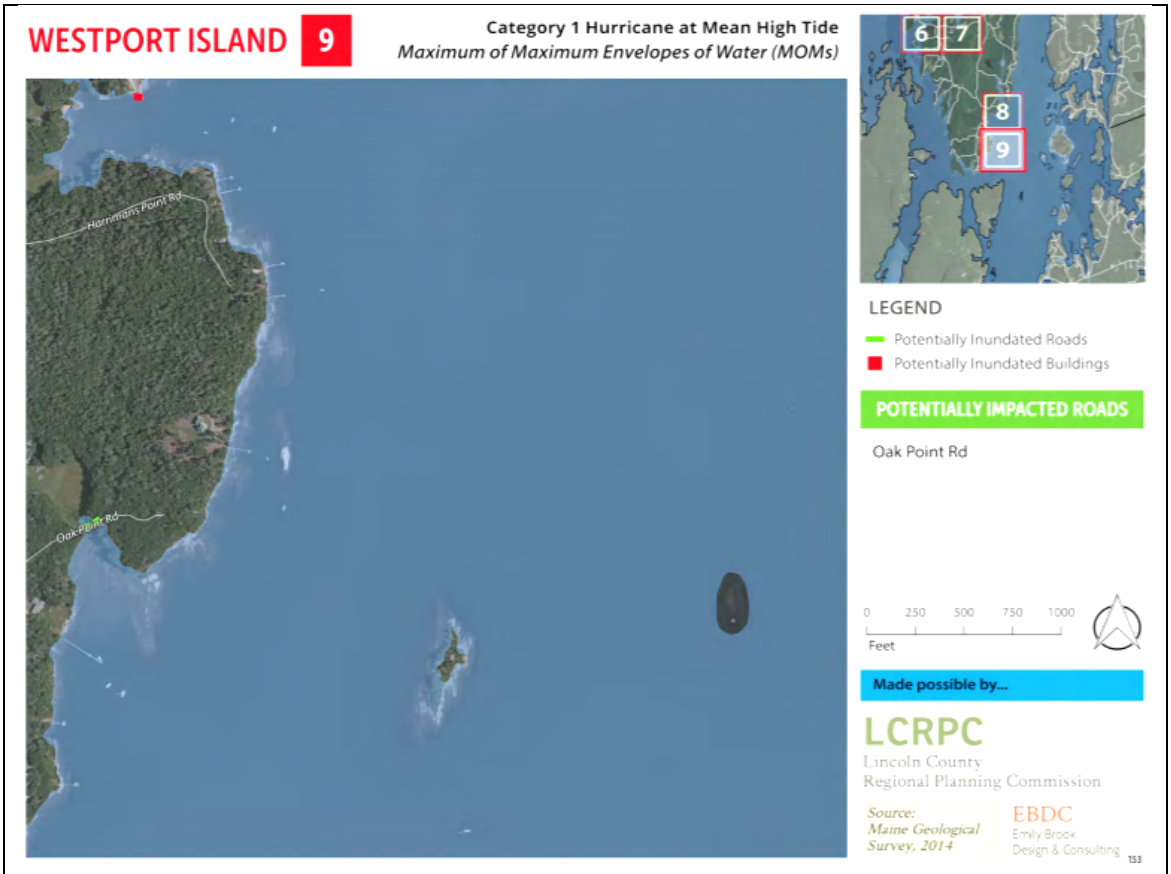


Figure 14.9 Oak Point Road at Blake Cove

LCRPC has prepared a Google Earth-based mapping function to demonstrate locations within the community potentially susceptible to impacts associated during a 100-year flood and areas further impacted by sea level rise. As highlighted in Figure 14.10 thru Figure 14.13 below, portions of Baker Road and Sortwell Road, the Ferry Landing and West Shore Road at the Squam Creek causeway and the Heal Pond causeway as well as Post Office Road at the Squam Creek crossing are predicted to be inundated during a 100-year flood with further flooding occurring with SLR

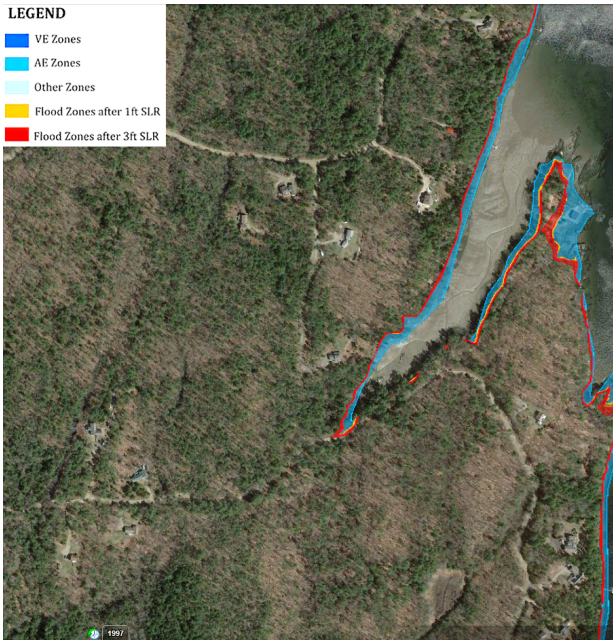


Figure 14.10 Impacts from a 100-year Flood and Sea Level Rise McCarty Cove Ship's Chandlery at Sortwell

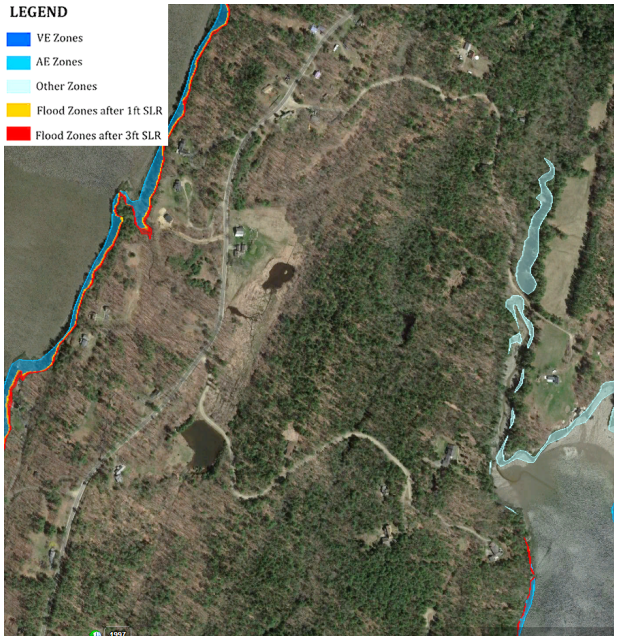


Figure 14.11 Impacts from a 100-year Flood and Sea Level Rise Baker's Road at Mill Pond

Figure 14.12 Impacts from a 100-year Flood and Sea Level Rise Wright Landing

Figure 14.13 Impacts from a 100-year Flood and Sea Level Rise Heal Pond, Hubbard Point and Squam Creek

Sortwell Road, the Ferry Landing and West Shore Road at the causeway and Heal Pond are predicted to be inundated during a 100-year flood with further flooding occurring with SLR.

14.3.17 How does the transportation infrastructure relate to vulnerable areas where impacts are expected?

Based on the information presented in Figure 14.10 thru Figure 14.13 above, Westport Island's transportation infrastructure has only limited vulnerability to flooding. It is mostly limited to West Shore Road at the causeway as well as at Heal Pond, where previous flooding substantially affected the roadway. The Ferry Landing parking lot, wharf and moorings could be impacted by short-term inundation.

The two causeways on West Shore Road have been threatened at king tides in recent years and will certainly be at risk with projected sea level rise. This is also true for the Post Office Road crossing over Squam Creek and, if determined to be town responsibility, the Baker Road crossing over the mill cove.

Adding 100-year storm surge to sea level rise projections can isolate all residents along West Shore Road between Squam Creek and Heal Pond. By raising the level of these three crossings and installing appropriately sized box culverts, that risk can be eliminated. In addition, as noted in Section 6.14.1 above, Fish Passages, box culvert designs can be designed to accommodate both rising sea levels and passage of sea run fish, restoring lost habitat. Properly setting the height of the lower surface of the structure will allow the current minimum water level and preserve the ponds low tide water levels much like they are now.

"No Regret" planning would suggest road level increases that accommodate the highest reasonable sea level rise projections (e.g." High Intermediate") for the service life of the culvert. That determination would be made by the engineering and construction firm selected at the time the project is authorized and guided by state agencies for fish passage accommodations and tidal flows. The cost for the three box culverts is likely to be over $500K each plus the cost of increasing the road height locally by six feet, which could add approximately $300K- $400K. In addition, the general rule of thumb is that surveying, engineering and permitting is 6% to 8% of the total construction cost of course this is highly dependent on the permitting complexities, which will be significant for each one of these causeways since they will increase the permanent impacts below the Highest Annual Tide (HAT). State and federal grants may support these projects and should be pursued at the appropriate time.

Figure 14.14 below shows a box culvert of a type that could be considered. Such a culvert design would allow for sea level rise, fish passage, marsh migration and restoration of tidal flow where current causeway water passage designs and culverts inhibit healthy flow and limit or preclude fish passage. This precast/cast-in-place hybrid concrete culvert structure was designed by Gartley & Dorsky Engineering for Northport. It was 28' wide and cost just under $500K by the time everything was completed.

Figure 14.14 Tidal Crossing Box Culvert Structure Installed in Northport

14.3.18 Does the community track maintenance costs associated with flooding damage to its transportation infrastructure?

This data is maintained at the town office by the selectmen.

14.4 Conditions and Trends

Minimum data required to address Analyses:

14.4.1 The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation, and the Office, or their designees.

Note: This data set has been incorporated and updated in the Transportation Network map and in the Analyses section of this chapter, as well as in the items that follow.

14.4.2 Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.

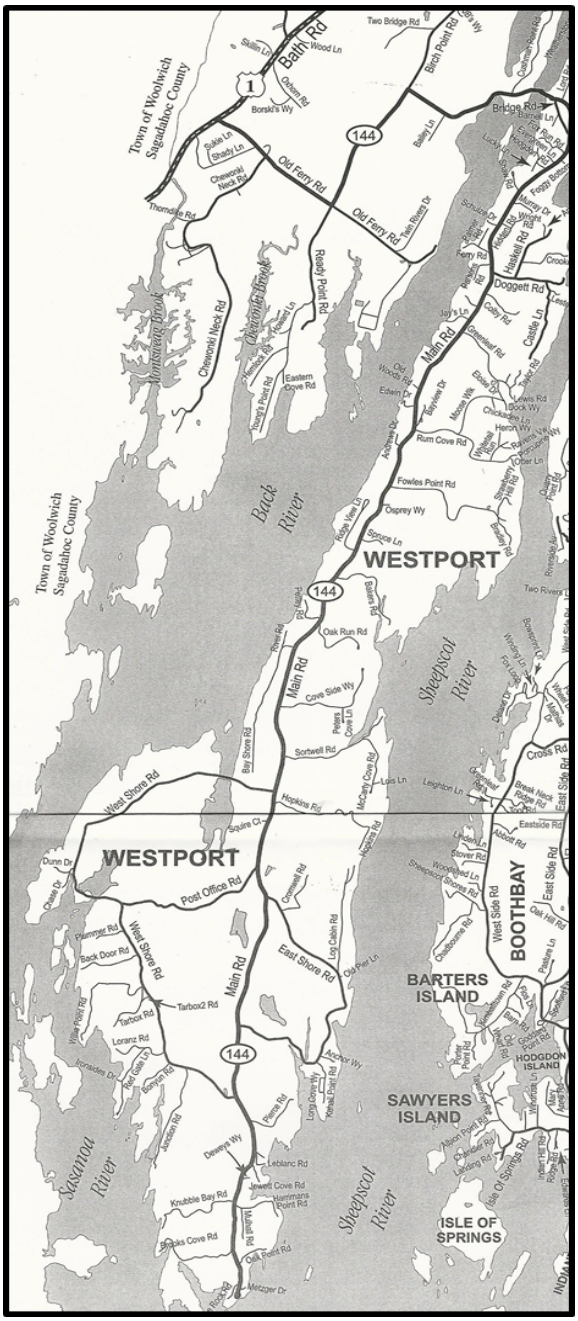


Figure 14.15 Westport Island Roads

Map courtesy Lincoln County Publishing Company

The transportation network is dominated by vehicular traffic traveling on the community's network of public and private roads. The maintenance responsibility for these roads depends on the principal use of the roadway and falls on private individuals, the Town of Westport Island or the State of Maine.

Figure 14.15 below presents Westport Island's public and private road network. As of 2011, there were 42.9 miles of public and private roads in Westport Island (Table 14.4 and Table 14.5 below). These roads vary in function and character from state and state-aid roads to private gravel roadways.

Arterial Roadways: Arterial roadways are defined by MDOT as travel routes that carry high speed, long distance traffic usually with a US Route number designation. The closest arterial highway to Westport Island is Route 1.

Collector Roadways: Collector roadways are defined by MDOT as travel routes that collect and distribute traffic from and to arterials, serving places of lower population densities and somewhat removed from main travel routes. In Westport, Route 144 is a Minor Collector and totals 5.48 miles.

14.4.3 Local Roads

Local roads are defined by MDOT as all roadways not classified as an arterial or collector and include 20 roads totaling 18.95 miles in Westport Island. All local roads are maintained by the town. About 55% of town road mileage is gravel.

All Public Roads	Functional Classification	MDOT Highway Corridor Priority	Posted Speed Limit	Length (mi.)	Town Maint. Responsibility		Town Road Surface		Cond.	Comments/Required Work	Roadway Character/Scenic Views
					Summer mi.	Winter mi.	Paved mi. (approx)	Gravel			
Main Road (Route 144)	Minor Collector	4	45	5.48		5.48	N/A	N/A	F-G	Recent overlay and drainage work; graded shoulders; fully striped; some stress cracking with pavement deterioration	Pastoral with several areas of broad water views
Main Road	Local	6		2.73	2.73	2.73	2.17	0.56	P-G	F-G upper West Shore Road-Post Office Road; F-P Post Office Road-upper East Shore Road; F upper East Shore Road-Pierce Road; F-P below Pierce Road Road; gravel portion fair	
Back Door Road	Local	6		0.38	0.38	0.38		0.38	F-G	Very narrow, horizontal and vertical curves; could use grading in some areas	Scenic water views towards end
Bakers Road	Local	6		0.62	0.62	0.62		0.62	F-G	1-lane; lacking ditching; drainage on travelway; blind curves; turnaround?	Water, stream views; crib dam
Bay Shore Road	Local	6		0.91	0.91	0.91		0.91	G	Narrow, good surface, good drainage	Limited seasonal water views
Bridge Road	Local	6		0.18	0.18	0.18	0.18		P-F	Worn paved surface	
Doggett Road	Local	6		0.58	0.58	0.58	0.58		P	Potholes at pond - drainage issue? Lacking base; drainage issues; no crown	Pond/wetland
East Shore Road	Local	6		2.09	2.09	2.09	1.50	0.59	F-G	Good gravel south end to Kehall Point Road; pavement to Log Cabin Road generally good; poor to Main Road; narrow	Outstanding water views; scenic
Eloise Drive	Local	6		0.19	0.19	0.19		0.19	G	1-lane gravel	
Ferry Road	Local	6		0.20	0.20	0.20	0.20		P	Pavement to parking lot deteriorated with poor base; vertical cracking; narrow	Outstanding water views
Fowles Point Road	Local	6		0.97	0.97	0.97	0.02	0.95	G	Gravel except good pavement near Main Road and several very limited areas of poor pavement; good drainage	
Greenleaf Road	Local	6		0.58	0.58	0.58	0.58		P-F	Poor base	
Harrimans Point Road	Local	6		0.37	0.37	0.37		0.37	P	Extremely narrow; ? emergency access; horizontal and vertical curves	
Haskell Road	Local	6		0.35	0.35	0.35	0.35		P-F	Narrow, no crown; questionable drainage but some ditching	
Junction Road	Local	6		0.71	0.71	0.71		0.71	P-F	Narrow, needs grading and additional surface gravel, areas of softness; water not draining off surface	Water views towards end
Lord Road	Local		25	0.54	0.54	0.54	0.54		P-F	Narrow; poor base; some vertical cracking; no crown	Rural; wooded, some seasonal water views
North End Road	Local	6	25	1.31	1.31	1.31	0.81	0.50	P-G	Narrow; poor base; some vertical cracking; no crown; middle section gravel in good condition, narrow, one-lane; some ditching	Rural; wooded, some seasonal water views
Post Office Road	Local	6		1.05	1.05	1.05	0.05	1.00	F	One lane; needs grading; two areas pavement, significant horizontal and vertical curves	
Sortwell Road	Local	6		0.76	0.76	0.76		0.76	F-G	Significant horizontal and vertical curves; one-lane; gravel, could use crowning	Water views towards end
West Shore Road	Local	6		3.73	3.73	3.73	1.45	2.28	P-F	Paved portion vertical cracking, checking base?, lacks crown for drainage, narrow, gravel portion wider with better travel surface; needs grading, areas of significant horizontal and vertical curves	Expansive water views at causeway
Willis Point Road	Local	6		0.70	0.70			0.70	P		
Total				**24.43**	**18.95**	**23.73**	**8.43**	**10.52**			

Table 14.4 Westport Island Public Roads

14.4.4 Private roads

Private roads are maintained by individuals, associations or private businesses. There are 80 private roads totaling 18.48 miles.

As indicated in Table 14.4 above, the town faces challenges in maintaining its road network. Many of the roads have narrow rights-of-way, significant horizontal and vertical curves, inadequate base and drainage and very narrow travel ways. These conditions as well as the lack of adequate turnarounds complicate snow removal. With the exception of portions of Main

Road, most of the paved roads have deteriorated surfaces. Gravel roads are generally in better condition but require more regular maintenance. Overall, based on the ratings in Table 14.4 above and using the mid-point for ranges, 11% of local roads are considered to be in good condition, 20% in fair-to-good condition, 27% in fair condition, 34% if poor-to-fair condition and 8% in poor condition.

Anchor Way	600	Jay's Lane	950	Palmer Road	800
Andrews Drive	550	Jeremysquam Way	400	Parsons Road	1600
Appleton Road	550	Jeweet Cove Road	850	Peters Cove Lane	500
Bayview Drive	900	Johnson Lane	400	Pettey Road	1150
Boatyard Road	650	Kehail Point Road	1700	Pierce Road	2150
Bonyun Road	1200	Knight Meadow Lane	1650	Pine Hill Road	750
Bradley Road	1100	Knubble Bay Road	3400	Plummer Road	1000
Brooks Cove Road	3450	Leblanc Road	950	Porcupine Lane	350
Burnell Road	850	Ledge Hill Lane	400	Radcliffe Road	2900
Castle Lane	3200	Lester Road	450	Ravens View	600
Chase Drive	650	Lewis Drive	1000	Red Gate Lane	2700
Colby Road	1550	Log Cabin Road	3800	Ridge View Lane	2700
Cove Side Way	4000	Lois Lane	450	River Road	750
Cromwell Road	2000	Long Cove Way	750	Rocky Road	700
Crooker Road	1800	Loranz Road	2100	Rum Cove Road	4400
Dewey's Way	400	Lucky lane	400	Schulze Drive	450
Dunn Drive	850	McCarty Cove Road	2200	Shaw Road	700
Edwin Drive	700	Metzger Drive	300	Spruce Lane	1100
Evergreen Lane	350	Moose Walk	2100	Squire Court	250
Fox Run Road	1200	Mulhall Road	1100	Strawberry Hill Road	1200
Goose Rock Road	650	Murray Drive	800	Tarbox Road	2200
Heron Way	400	Oak Point Road	1150	Taylor Road	750
Hidden Road	400	Oak Run Road	2400	Treeside Drive	700
Hodgdon Road	900	Old Pier Lane	200	Weatherstone Drive	450
Hopkins Road	4750	Old Woods Road	300	Whitetail Run	700
Howard Road	250	Osprey Way	300	Wright Road	900
Ironsides Drive	200	Otter Lane	550	**Total - 97,600 ft. = 18.49 mi.**	

Table 14.5 Westport Island Private Roads

With regard to Route 144, even though it was resurfaced in 2017, portions are showing signs of deterioration, leading to an overall fair-to-good rating. There is horizontal and vertical cracking in some areas, which is expected to significantly grow in the next year or so. Compounding the problem is that it has many horizontal and vertical curves, exacerbating the difficulties motorists encounter when traveling the highway.

Based on the comments provided in Table 14.4 above, most of the gravel roads need only continued additional of gravel and grading as necessary. Paved roads will require much more work. Many have no or very limited base and drainage is inadequate in many locations due to adjacent wetlands, significant horizontal and vertical curves and ledge. Simple overlays will likely lead to quick deterioration. By encouraging or permitting development in areas that are served by adequate roads, increased maintenance costs or associated future capital outlays may be avoided or at least delayed. Conversely, substantial year-round development-related increases

in traffic on roads that do not have adequate width may result in the future need to widen travel ways to ensure continued safe use.

Within the overall context of connecting Maine, transportation planning is now done regionally. In 2005, the Lincoln County Planning Office (now LCRPC), the Mid-coast Council for Business Development and Planning (now Mid-coast Council of Governments) and MCEDD prepared a Regional Transportation Assessment (RTA), which identified Corridors of Regional Economic Significance (CRES) and listed potential improvements to the corridors (corridors in this context does not only mean a vehicular roadways but includes related transportation facilities such as bike-ped routes, rail corridors, ferry lines and related support facilities). CRESs in Lincoln County include Routes 1, 17 and 27 and that portion of Route 32 between Routes 1 and 17. To date, Corridor Management Plans (CMPs) have been completed for Route 1, Route 27 between Routes 1 and 96 and Route 32 between Routes 1 and 17. In 2013, Wiscasset completed the Bath Road Master Plan, which is essentially a CMP for most of Route 1 in Wiscasset. For an example of a CMP, see the Route 27 CMP prepared by the Towns of Boothbay, Boothbay Harbor and Edgecomb in 2011 (see http://lcrpc.org/uploads/visual_edit/j98218r27plan11g1-2.pdf.).

14.4.5 Bridges

Table 14.6 below lists bridges in Westport Island. Both bridges are in good condition. While not designated as bridges, the Squam Creek Causeway and the Heal Pond culvert, both on West Shore Road, should be evaluated as to their condition and capacity to accommodate greater future stormwater as a result of climate change and the warming of Maine's coastal climate.

Location	Name	Topo Feature	Owner/ Maintainer	Year built	Deck Condition[1]	Superstructure Condition[1]	Substructure Condition[1]	Channel Condition[1]	Culvert Condition[1]	Sufficiency Rating[2]
Route 144	Westport-Wiscasset	Cowsweag Narrows	State	1974	7	7	7	7	N/A	70.9
East Shore Road	Hilton	Hilton Brook	Town	1973	N/A	N/A	N/A	7	7	95.6
			[1] scale 1 (lowest) to 10 (highest)			[2] scale 1 (lowest) to 100 (highest)				

Table 14.6 Bridges in Westport Island, 2017

Table 14.6 above indicates that, overall, there does not appear to be an overall pattern to the relatively minor increases and decreases in average annual daily traffic (AADT) volumes experienced during the study period.

14.4.6 Identify potential on and off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.

There are no facilities in Westport Island designated for pedestrians or bicyclists. MDOT has no plans to install paved shoulders on Route 144 at this time and the dispersed nature of residential development in Westport Island would not support pedestrian facilities. However, the survey done for this plan revealed a strong desire on the part of the residents for safer pedestrian an bicyclist provisions on Route 144.

14.4.7 Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities, etc. and related hours of operations.

There are no major traffic generators in Westport Island. Low volume traffic is generated at the town office during regular business hours. MDOT counts traffic volume on a rotating schedule. Because traffic counts are taken throughout the non-winter months, they must be statistically adjusted so that they can be made comparable regionally and state-wide. In addition, peak traffic occurs at different times in different areas of the state. The Department, therefore, applies factors to the traffic counts to produce Average Annual Daily Traffic (AADT). The most recent available counts in Westport Island are presented in Table 14.7 Traffic Counts Westport Island below.

Road	Intersection	Average Annual Daily Traffic			
		2007	2010	2013	2016
Main Road	At West Shore Road	16	-	-	11
Main Road	At East Shore Road	-	-	-	18
Route 144	At Sortwell Road	58	48	50	49
Route 144	At Greenleaf Road	86	86	77	77
Route 144	At Bridge Road	1280	1110	1090	1080
Route 144	At Westport – Wiscasset Bridge	-	-	1590	1490

Table 14.7 Traffic Counts Westport Island

14.4.8 Identify policies and standards for the design, construction and maintenance of public and private roads.

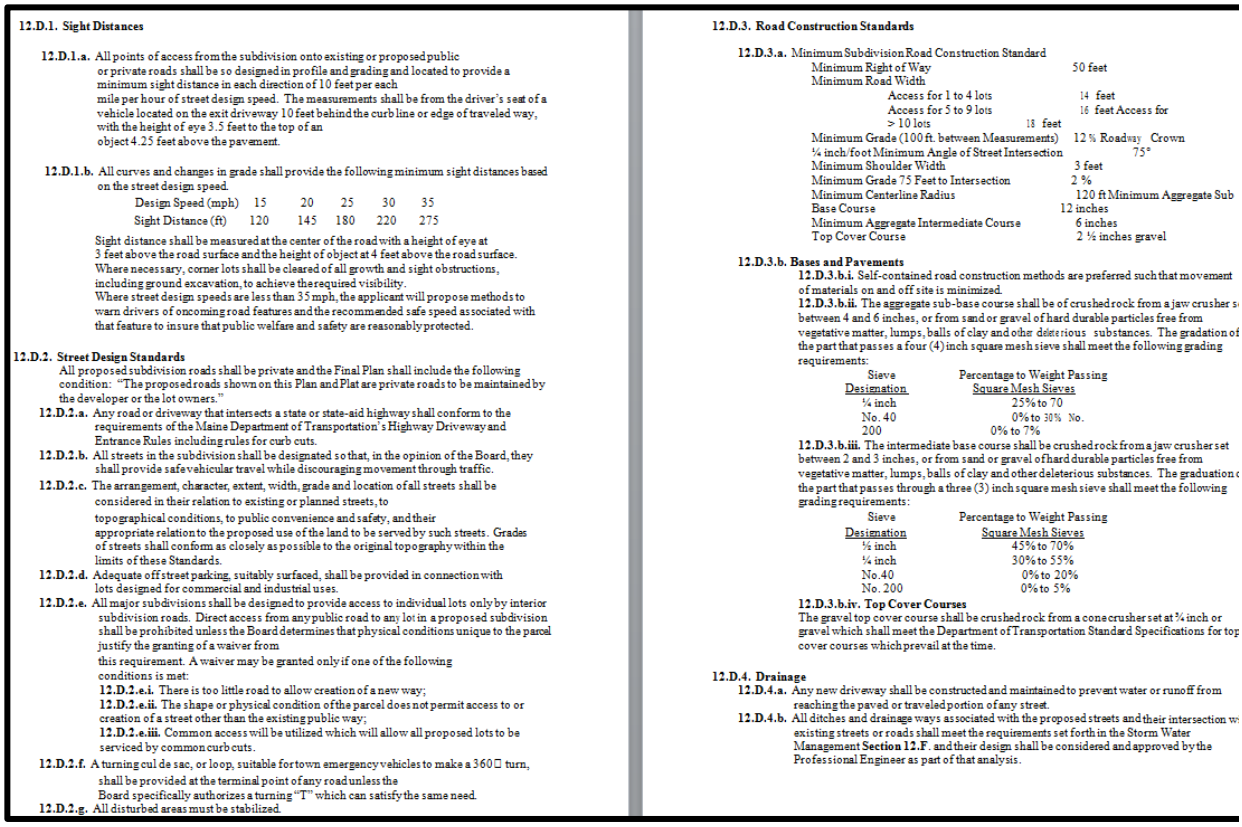
Westport Island is concerned that all roadways and bridges be well engineered and built to last so that potential damage will be minimized from flooding and adverse weather and vehicular use. Substandard design or construction will result in higher costs to taxpayers and/or subdivision associations for repair and remediation. Road damage from flooding, adverse weather conditions and use, especially heavy trucking activity, requires that roads be built to appropriate standards, including sufficient sub-bases, drainage systems and grading. While this may result in higher development costs upfront, in the long-term it will reduce costs for the taxpayers, residents, and business owners, all of whom depend on the road network.

Westport Island's construction standards for roads are in the Subdivision Ordinance and are summarized in Figure 14.16 below. Non-subdivision projects that come under the authority of the Site Plan Review Ordinance and which include proposed roads must also comply with the road standards in the Subdivision Ordinance. The town does not have road construction standards for town roads. Such standards should be developed to provide guidance for improvements to town roads

14.4.9 List and locate municipal parking areas including capacity and usage.

Location	Number	Type
Ferry Landing	15	Off-street paved truck/trailer
Ferry Landing	9	Off-street paved passenger vehicle
Old Town Hall	~ 10	Roadside gravel
Town Office	~ 10	Off-street paved and gravel
Fire Station	~ 15	Off-street paved

Table 14.8 Public Parking Spaces in Westport Island



12.D.1. Sight Distances

12.D.1.a. All points of access from the subdivision onto existing or proposed public or private roads shall be so designed in profile and grading and located to provide a minimum sight distance in each direction of 10 feet per each mile per hour of street design speed. The measurements shall be from the driver's seat of a vehicle located on the exit driveway 10 feet behind the curb line or edge of traveled way, with the height of eye 3.5 feet to the top of an object 4.25 feet above the pavement.

12.D.1.b. All curves and changes in grade shall provide the following minimum sight distances based on the street design speed.

Design Speed (mph)	15	20	25	30	35
Sight Distance (ft)	120	145	180	220	275

Sight distance shall be measured at the center of the road with a height of eye at 3 feet above the road surface and the height of object at 4 feet above the road surface. Where necessary, corner lots shall be cleared of all growth and sight obstructions, including ground excavation, to achieve the required visibility.
Where street design speeds are less than 35 mph, the applicant will propose methods to warn drivers of oncoming road features and the recommended safe speed associated with that feature to insure that public welfare and safety are reasonably protected.

12.D.2. Street Design Standards

All proposed subdivision roads shall be private and the Final Plan shall include the following condition: "The proposed roads shown on this Plan and Plat are private roads to be maintained by the developer or the lot owners."

12.D.2.a. Any road or driveway that intersects a state or state-aid highway shall conform to the requirements of the Maine Department of Transportation's Highway Driveway and Entrance Rules including rules for curb cuts.

12.D.2.b. All streets in the subdivision shall be designated so that, in the opinion of the Board, they shall provide safe vehicular travel while discouraging movement through traffic.

12.D.2.c. The arrangement, character, extent, width, grade and location of all streets shall be considered in their relation to existing or planned streets, to topographical conditions, to public convenience and safety, and their appropriate relation to the proposed use of the land to be served by such streets. Grades of streets shall conform as closely as possible to the original topography within the limits of these Standards.

12.D.2.d. Adequate off street parking, suitably surfaced, shall be provided in connection with lots designed for commercial and industrial uses.

12.D.2.e. All major subdivisions shall be designed to provide access to individual lots only by interior subdivision roads. Direct access from any public road to any lot in a proposed subdivision shall be prohibited unless the Board determines that physical conditions unique to the parcel justify the granting of a waiver from this requirement. A waiver may be granted only if one of the following conditions is met:
12.D.2.e.i. There is too little road to allow creation of a new way;
12.D.2.e.ii. The shape or physical condition of the parcel does not permit access to or creation of a street other than the existing public way;
12.D.2.e.iii. Common access will be utilized which will allow all proposed lots to be serviced by common curb cuts.

12.D.2.f. A turning cul de sac, or loop, suitable for town emergency vehicles to make a 360□ turn, shall be provided at the terminal point of any road unless the Board specifically authorizes a turning "T" which can satisfy the same need.

12.D.2.g. All disturbed areas must be stabilized.

12.D.3. Road Construction Standards

12.D.3.a. Minimum Subdivision Road Construction Standard

Minimum Right of Way	50 feet
Minimum Road Width	
Access for 1 to 4 lots	14 feet
Access for 5 to 9 lots	16 feet Access for
> 10 lots	18 feet
Minimum Grade (100 ft. between Measurements)	12 % Roadway Crown
¼ inch/foot Minimum Angle of Street Intersection	75°
Minimum Shoulder Width	3 feet
Minimum Grade 75 Feet to Intersection	2 %
Minimum Centerline Radius	120 ft Minimum Aggregate Sub
Base Course	12 inches
Minimum Aggregate Intermediate Course	6 inches
Top Cover Course	2 ½ inches gravel

12.D.3.b. Bases and Pavements

12.D.3.b.i. Self-contained road construction methods are preferred such that movement of materials on and off site is minimized.
12.D.3.b.ii. The aggregate sub-base course shall be of crushed rock from a jaw crusher s between 4 and 6 inches, or from sand or gravel of hard durable particles free from vegetative matter, lumps, balls of clay and other deleterious substances. The gradation of the part that passes a four (4) inch square mesh sieve shall meet the following grading requirements:

Sieve Designation	Percentage to Weight Passing Square Mesh Sieves
¼ inch	25% to 70
No. 40	0% to 30% No.
200	0% to 7%

12.D.3.b.iii. The intermediate base course shall be crushed rock from a jaw crusher set between 2 and 3 inches, or from sand or gravel of hard durable particles free from vegetative matter, lumps, balls of clay and other deleterious substances. The graduation the part that passes through a three (3) inch square mesh sieve shall meet the following grading requirements:

Sieve Designation	Percentage to Weight Passing Square Mesh Sieves
½ inch	45% to 70%
¼ inch	30% to 55%
No. 40	0% to 20%
No. 200	0% to 5%

12.D.3.b.iv. Top Cover Courses
The gravel top cover course shall be crushed rock from a cone crusher set at ¾ inch or gravel which shall meet the Department of Transportation Standard Specifications for top cover courses which prevail at the time.

12.D.4. Drainage

12.D.4.a. Any new driveway shall be constructed and maintained to prevent water or runoff from reaching the paved or traveled portion of any street.

12.D.4.b. All ditches and drainage ways associated with the proposed streets and their intersection w existing streets or roads shall meet the requirements set forth in the Storm Water Management **Section 12.F**. and their design shall be considered and approved by the Professional Engineer as part of that analysis.

Figure 14.16 Road Construction Standards

14.4.10 Identify airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances in place.

There are no general aviation airports in Westport Island. The closest airport that serves the community is the Wiscasset Airport. Other airports are the Maine State Airport in Augusta, the Knox County Regional Airport, the Portland International Jetport and Bangor International Airport. The Augusta, Bangor, Knox County and Portland airports offer scheduled air service. Various improvements are planned at these airports as part of MDOT's 2018-2020 Year Work Plan.

14.4.11Identify bus and van services.

There are no bus or van services other than those provided by Coastal Trans as discussed in section: 14.3.8

Do available transit services meet the current and foreseeable needs of community residents? If transit services are not adequate, how will the community address the needs?

See section: 14.3.8.

14.4.12 Identify existing and proposed marine and rail terminals within your community including potential expansions.

The Rockland Branch, which is owned by the Department of Transportation and operated by the Maine Eastern Railroad, is the closest railroad to Westport Island. The railroad provides limited freight service but discontinued as seasonal passenger rail service several years ago from stations located off Water Street in Wiscasset and Academy Hill Road in Newcastle. The New England Rail Authority proposed to establish seasonal Amtrak service in 2018 but these plans have been delayed until administrative and funding issues are resolved.

14.4.13 If coastal communities identify public ferry service and private boat transportation support facilities (may be covered under Marine Resources with cross reference) including related waterside (docks/piers/wharves) and landside (parking) facilities.

N/A

14.4.14 Environmental Impacts of Transportation Facilities

There has been very little development of new roads in Westport Island in the past 30-40 years except for a few roads serving mostly seasonal residences and one or two residential subdivisions. Most other private roads have been in place for many years. The History of Growth Maps presented in Figure 14.18 below demonstrate that most recent residential construction has occurred along the town's state and state-aid roads with additional development in shoreland areas. Westport Island does not have provisions encouraging open space subdivisions, which can be an effective tool in preserving undivided open space when residential subdivisions are developed and reducing the amount of road construction necessary to support new development. Increasing the existing 1.5-acre minimum lot size per residences in non-shoreland areas but allowing lot sizes to be reduced if open space is permanently preserved may be a consideration in the future.

No records are maintained regarding transportation-related wildlife mortality. Even with the relatively high speeds on, and curvilinear nature of most of the roads in Westport Island, the very low traffic volume probably does not result in significant wildlife mortality.

Westport Island does not specifically exempt from regulation noise generated by transportation activities but there have been few transportation-related noise complaints over the years.

14.4.15 Traffic Control Devices

The only traffic control devices employed in Westport Island are stop signs at all public road intersections.

14.4.16 Land Use

Westport Island historically consisted of diffused development pattern without a defined village area. Figure 14.17 and Figure 14.18 below present History of Growth Maps for Westport Island, prepared by the Lincoln County Regional Planning Commission. The maps document the island's development pattern over the course of almost 120 years. Most development occurred along the tidal shoreline, presumably to support seasonal residents, retirees and an active fishing economy, with less development in upland areas. This development pattern has continued and even intensified with seasonal vacation residences, in many cases, replacing the homes of fishermen. There has been some increase in residential development along Main Road, but most new construction is adjacent to the coast.

Table 14.5 above documents that Westport Island has an extensive private road network with 18.48 miles of private roads. Many of these roads were developed incrementally over time or to serve only one or two residences and do not meet basic road construction standards. Almost all private roads have a non-paved surface. Because these roads satisfy the standard for road frontage, additional lot-by-lot development can occur on them without improvements

As shown in Table 14.4 above, with the exception of Boothbay Harbor, Westport Island has highest density of public road mileage per square mile of land area and the highest summer and winter road mileage among the eleven Lincoln County communities surveyed.

14.4.17 Scenic Byways and Special Views

There are no designated scenic byways in Westport Island. Roads with scenic character are identified in Table 14.4 above.

14.4.18 Midcoast Economic Development District

The Lincoln County Planning Office, now part of the Lincoln County Regional Planning Commission, the Mid-Coast Council for Business Development and Planning, now the Mid-Coast Council of Governments, and MCEDD prepared the 2005 Regional Transportation Assessment with the assistance of MDOT. The purposes of the Assessment included:

- Identification and prioritization of major transportation corridors within the MCEDD region
- Inventory of significant land uses, economic conditions and transportation facilities
- Identification of local and regional concerns related to the corridors
- Identification of significant constituencies such as freight carriers, transit riders and business and tourism interests

A survey was developed and distributed it to a wide variety of local officials and conducted two forums. The purposes of the forum were to review and comment on the results of the survey, the

preliminary prioritization of corridors and objectives of each corridor. The Assessment was based on the following assumptions:

- Maine's population will continue to grow, resulting in more people using the same roads.
- Migration of people from cities to rural areas will continue, resulting in more frequent and longer trips to work and shop.
- Vehicle miles of travel and traffic will continue to grow faster than the population.
- There will be increased traffic delays and congestion.
- Insufficient planning will continue to be a problem. Some municipalities have comprehensive plans that designate growth areas on arterials. Other communities have no long-range plans.
- Public transportation will continue to be absent in many areas.
- Strip commercial development along Route 1 and some other arterials will result in more curb cuts, turning vehicles, reduced speed limits and more accidents.
- BIW and BNAS (since closed) will continue, but if not, there could be more traffic resulting from any redevelopment of the properties.
- Funds for new road construction will be limited.

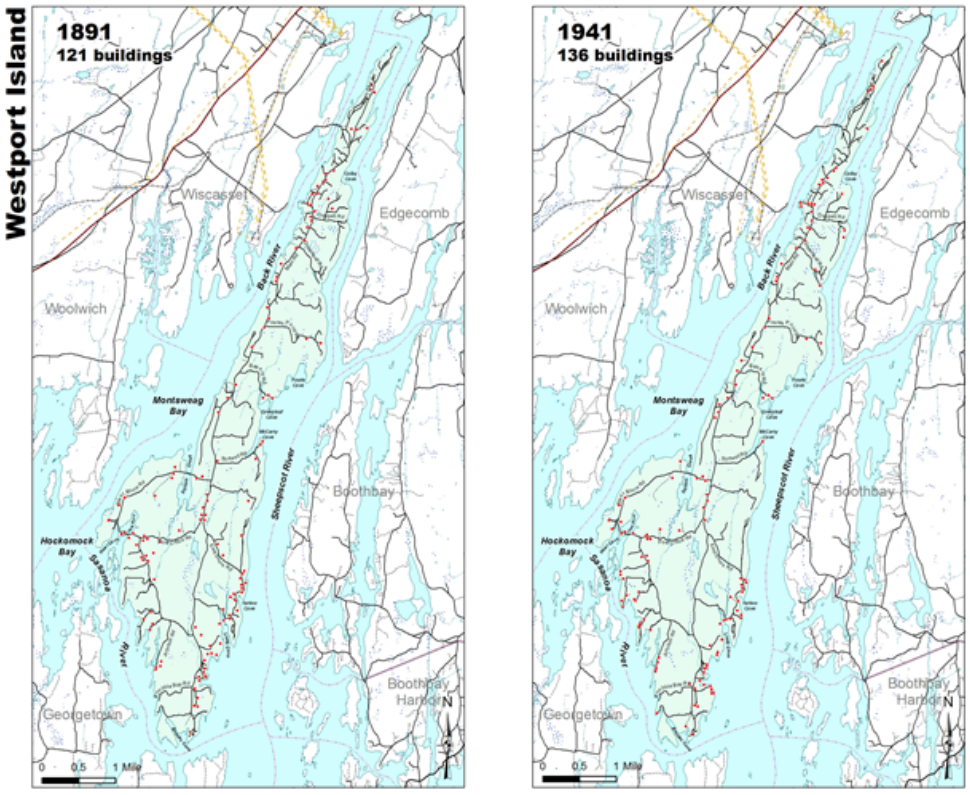


Figure 14.17 1891 and 1941 USGS Maps with Principal Structures Highlighted

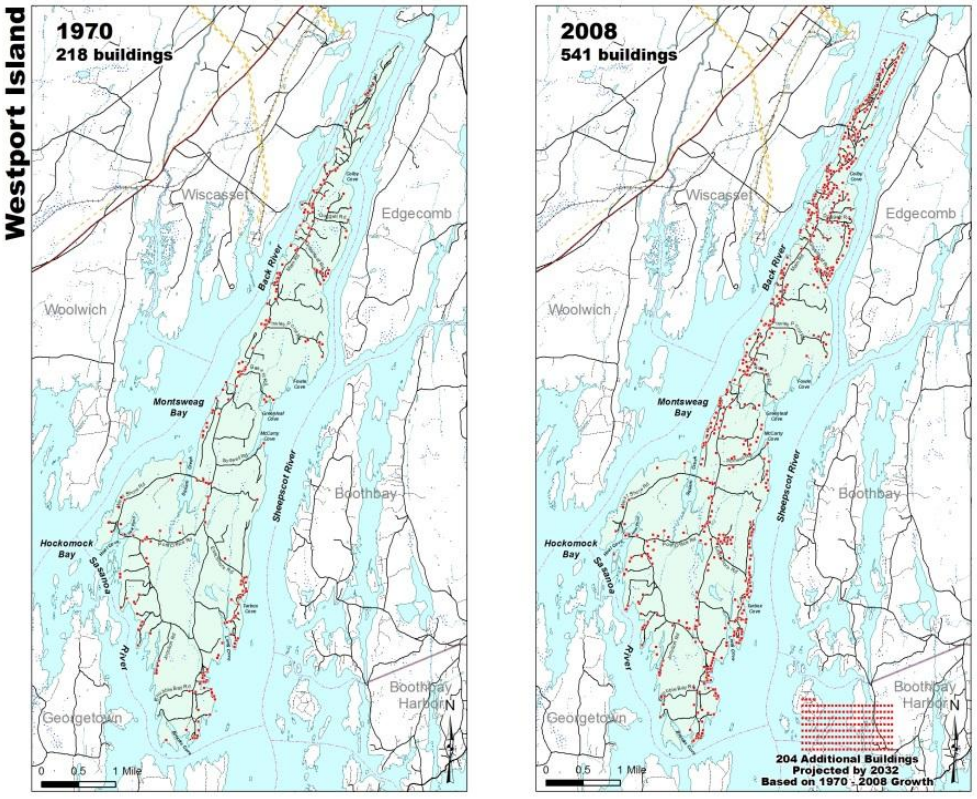


Figure 14.18 1970 and 2008 USGS Maps with Principal Structures Highlighted

Town	Land Area	All Public Roads		Town Roads								Private Roads		Ratio Public to Private Roads
				Summer Maintenance		Winter Maintenance		Paved		Gravel				
	mi^2	total miles	$miles/mi^2$	total miles	$miles/mi^2$	total miles	$miles/mi^2$	total miles	$miles/mi^2$	total miles	$miles/mi^2$	total miles	$miles/mi^2$	
Westport Is.	8.81	24.43	2.77	18.95	2.15	23.73	2.69	8.43	0.96	10.52	1.19	18.49	2.1	1.32
Bremen	28.9	26.21	0.91	14.3	0.49	26.21	0.91	12.44	0.43	1.86	0.06	16.8	0.58	1.56
Dresden	30.5	44.73	1.47	21.42	0.7	30.83	1.01	11.17	0.37	9.19	0.3	9.45	0.31	4.73
Damariscotta	18.1	26.36	1.46	15.77	0.87	21.75	1.2	21.75	1.20	0	0	25.4	1.4	1.04
Jefferson	52.7	67.21	1.28	30.7	0.58	48.45	0.92	26.59	0.5	4.19	0.08	53	1.01	1.27
Whitefield	46.8	66.86	1.43	39.23	0.84	58.91	1.24	28.58	0.61	10.65	0.23	17.82	0.38	3.75
Newcastle	29	53.72	1.85	28.77	0.99	42.16	1.45	27.38	0.94	4.56	0.16	n/a	n/a	n/a
Alna	20.9	30.42	1.46	14.76	0.71	30.42	1.46	9.46	0.45	5.3	0.25	2.22	0.11	13.7
S Bristol	13.2	26.3	1.99	15.27	1.16	26.18	1.98	15.96	1.21	0.24	0.02	28.41	2.15	0.92
Nobleboro	19	36.69	2.09	25.7	1.35	32.69	1.72	24.43	1.29	1.27	0.07	36.29	1.91	1.01
Boothbay Harbor	6.5	31.8	4.89	23.2	3.57	32.05	4.82	22.9	3.52	0.3	0.05	11.9	1.83	2.67

Table 14.9 Comparison of Public and Private Road Statistics in Selected Communities

The significant transportation corridors identified in the Assessment are, in order of priority:

- Route 1 corridor
- Route 24 corridor
- Route 196 corridor

- Route I-295 corridor
- Route 27 corridor
- Route 32 corridor

14.5 **Policies**

Minimum policies required to address State and Westport Island goals:

- To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.
- To safely and efficiently preserve or improve the transportation system.
- To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.
- To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
- To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.

14.6 **Strategies**

Transportation Strategies	Responsible Parties	Schedule Plan
Road Improvement Plan: Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network. **Implementation Strategy:** Prepare and update a multi-year road improvement program to include maintenance, upgrading and rebuilding priorities by year, as well as costs for these projects, for all roads. See the Capital Investment Plan of this Comprehensive Plan for recommended projects and estimated costs.	Select Board	On-going
State and Regional Transportation Efforts: Initiate or actively participate in regional and state transportation efforts. **Implementation Strategy:** Work with neighboring towns in ensuring adequate state funding for state and state-aid roads that serve multiple communities	Select Board	On-going

Amend Local Ordinances: Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b. State access management regulations pursuant to 23 MRSA §704; c. State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections. **Implementation Strategy**: Maintain local ordinances to avoid conflicts with state regulations, amend ordinances to encourage transportation-efficient growth patterns and future street connections and maintain minimum sight distance standards for all new driveways.	Planning Board; Select Board Town Meeting	2021
Impact Fees: Consider a capital fee structure for major developments. **Implementation Strategy:** Investigate and implement, if warranted, an impact fee system that applies to all new major development that affects traffic use of the Town's roadways to assist in providing funds to upgrade these roadways while reducing the property tax burden for such improvements.	Planning Board Select Board Town Meeting	2021
Pedestrians and Bicycles: To promote pedestrian and bicycle safe options, the Town will welcome opportunities to create multi-use, walking and bicycling paths along the Main Road (Rt. 144). **Implementation Strategy:** Through public participation the Town will prioritize potential projects, and then seek CDBG infrastructure funds, Maine DOT Enhancement funds or and other sources, to connect and extend existing paths and create new paths where best suited, and in agreement with landowners. Public support for these project proposals will be obtained before the Town commits resources.	Planning Board Select Board Town Meeting	2022
Improve Transit Service: To provide transportation options for the growing elderly and disabled population **Implementation Strategy:** Work with the Overseer of the Poor and Helping Hands to better meet the needs of elderly and disabled residents who lack their own transportation, by providing carpools, van/jitney, to stores and services within Town and to regional medical, shopping and other destinations.	Select Board Helping Hands	2021

Flood and Climate Resilience Planning: Evaluate current transportation infrastructures vulnerability to climate change and flooding impacts. **Implementation Strategy:** Prepare and update a long-range plan to improve flood resilience of at-risk transportation facilities such as the Squam Creek and Heal Cove Causeways and Post Office Road Squam Creek crossing.	Select Board Road Commissioner	2022
Enhance Safety: Use transportation policies to guide growth to safe locations and limit access to natural hazard areas. **Implementation Strategy**: Amend local ordinances to require all applicants for subdivision or site plan approval to demonstrate that any proposed access and/or areas to be developed will not be adversely affected by flood or other hazards associated with climate change	Planning Board Select Board Town Meeting	On-going
Ensure climate resilience of new and rehabilitated transportation facilities: Newly constructed or rehabilitated infrastructure should be designed and built in recognition of the best current understanding of future environmental risks and incorporate future costs needed to increase infrastructure resiliency into CIP. **Implementation Strategy:** Create a town policy that requires new and rehabilitated transportation facilities to address climate resilience into designs and incorporate projected costs into the CIP.	Select Board Road Commissioner	On-going
Minimalize risk to key transportation assets from floods, storms, landslides, and power outages: Land use and development decision-making and retrofitting/replacement of utilities and infrastructure should reflect best available information on climate change-risks. **Implementation Strategy**: Amend development ordinances and town policies to incorporate consideration of climate change-related risks.	Planning Board Select Board Town Meeting	2022
Track local climate-related costs: Develop an inventory of all municipal Transportation infrastructure, and track maintenance related to flooding and other climate impacts. **Implementation Strategy**: Ensure town record-keeping includes information on flood and climate-associated maintenance costs	Select Board Road Commissioner	2022

Emergency access and evacuation planning: Review emergency access and evacuation routes and their vulnerability to extreme weather events. **Implementation Strategy:** Review available information on emergency access such as the Category 1 hurricane maps, emergency access routes and other databases update plans accordingly.	Select Board Emergency Management Director	2021
Enhance Safety: Review bicycle and pedestrian safety on Rt. 144 and Main Road. **Implementation Strategy:** Evaluate strategies for improving bike and pedestrian safety by adding roadside cautioning signs and bike/pedestrian lanes or shoulders on State Rt. 144 and town owned Main Road.	Select Board and Road Commissioner	2023

Table 14.10 Transportation Strategies

15 Existing Land Use

15.1 **Introduction**

In developing this chapter of the Comprehensive Plan, we have reviewed an inventory of Westport Island's current land use and tried to predict likely patterns which may emerge in future development. The town survey responses and resulting Vision Statement focused on two major elements relating to land use. First, and most important, is preserving the scenic and rural character of the Island. Second, some people expressed a desire for some retail services such as a small general store or restaurant. Currently, there is very little commercial activity on the Island, so the thoughtful placement of any future development will be important in protecting the community's vision.

The greatest practical limit to development on Westport Island is the land's capacity to supply water and capability for sewage disposal since there are currently no public water and sewage services and no realistic possibility of developing them.

Westport Island has not designated specific areas for growth or future development since we meet the criteria for an exemption from designating such areas:

- lack of town center;
- minimal growth over the past 10 years; and
- physical limitations to growth such as water and sewage capacities.

15.2 **Analyses**

15.2.1 Is most of the recent development occurring: lot by lot; in subdivisions; or in planned developments? Is recent development consistent with the community's vision?

Virtually all development on the Island over the last 20 years has been lot by lot. There were some major subdivisions approved in the 60's, 70's and 80's. Only two have been approved in the past 20 years and those projects have not been completed. There are both physical limitations to further development as well as community concerns in maintaining and protecting the rural character of Westport Island.

Development over the past 10 years has been modest compared to prior decades. (See Figure 13.1 above. Figure 13.1 History of the Number of Dwellings or Buildings on Westport Island) If, however, development rose to the rates we saw in the 1980-90's the town's rural character could be jeopardized. Because of potentially limited resources for fresh water and waste disposal, it is crucial to plan future development in a way that does not jeopardize Westport Island's current capacities. Because development up until the present has been lot by lot, there has been no ability to guide it in ways that would ensure consistency with the community's vision. It has been only due to limited market pressure for new development that has thus far protected the town's open space and rural character.

Because recent development has thus far been modest, impacts to the community's desire for maintaining a rural feel has been limited. Development has not obscured our valuable view sheds or encroached on our open space. However, for the future, Westport Island may need to more actively protect open space and valuable shared views of scenic vistas. Additionally, future

development of lots along our primary artery, Main Road/Route 144, may need additional protections (e.g. limited curb cuts or frontage density). This will help avoid commercial and residential over-development resulting in a crowded travel corridor impacting everyone's use along this route, which is traveled daily by the entire island.

15.2.2 What regulatory and non-regulatory measures would help promote development of a character, and in locations that are consistent with the community's vision?

The vision for Westport Island is to promote orderly development and accommodating growth consistent with maintaining our rural character. In terms of regulatory measures, our current ordinances have served us well up to this point in time. However, we may need some additions and revisions to accommodate shifting trends in housing. In terms of non-regulatory measures, to promote sensible and sustainable development, further study will be crucial in identifying current and future water and septic capacities on the island.

A study of water supply and septic capacity was done at the time of the last comprehensive plan in 2002. The Stratex Report (see Appendix 21.5 below) found that water resources at that time were adequate. As further development occurs, however, we will need an accurate evaluation of the land's capabilities to account for recent technological advances, current soil conditions, and the impact of recent growth. There were general guidelines issued, but an inventory of soil types throughout the Island should serve as the basis to tailor future development capabilities consistent with the various soil conditions, and therefore ensure adequate conditions for new wells and septic system capacity. (See Water Resources Section 7 above)

15.2.3 Is the community's administrative capacity adequate to manage its land use regulation program, including planning board and code enforcement officer?

The Island currently employs one part-time code enforcement officer who spends approximately 10-20% of a full-time annual capacity managing new permit requests and dealing with public inquiries about the permitting process. We have an active Planning Board and Board of Appeals each made up of 5 members with 2 alternates. Our current practices do not include inspections for appropriate land use or compliance with the building code.

15.2.4 Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced? Is the floodplain management ordinance consistent with state and federal standards?

Westport Island enacted a Floodplain Management Ordinance in 2015 which is consistent with state and federal standards. Current floodplains have been identified, as well as future potential areas which, in the coming decades, may become even more vulnerable with projected rising sea levels (see

Natural Resources, Section 6 above).

15.3 Conditions and Trends

15.3.1 An existing land use map, by land use classification (such as mixed-use, residential, commercial, institutional, industrial, agricultural, commercial forests, marine, park/recreational, conserved, and undeveloped land).

See maps at Figure 6.1 above; Figure 6.5 above; Figure 10.8 above

15.3.2 A summary of current lot dimensional standards.

Current minimum lot sizes for a single residence are 1.5 acres inland and 2 acres in the Shoreland Zone. Commercial buildings require a minimum lot size of 3 acres, except for the 6 (six) CFMA Districts which require 2 acres.

Current minimum road and shoreline frontage for single family residences is 150 feet.

15.3.3 A description or map identifying the location of lots and primary structures created within the last ten years. Include residential, institutional, commercial, and industrial development.

All the new structures indicated on Figure 6.5, Development and Open Space, are residential. There have been no new institutional, commercial or industrial development, aside from small home-based businesses, in the last 10 years.

15.3.4 Provide a brief description of existing land use regulations and other tools utilized to manage land use, including shoreland zoning, floodplain management, subdivision, site plan review, and zoning ordinances.

Below are Westport Island's ordinances affecting land use:

- **Shoreland Zoning Ordinance**. This state mandated municipal ordinance regulates both residential and commercial construction and certain other activities within the land area 250 feet from the highwater mark or any pond, river, or saltwater body. It establishes Resource Protection/Limited Development Districts around four Westport ponds and marshes for which review and approval of construction is required, and sets various minimum dimensional requirements, including a 2-acre lot size, 200-foot shoreline frontage, and a 100-foot shoreline setback for single family dwellings. The ordinance establishes a Rural Residential/Commercial District for the remaining shoreland zone, designates permitted land uses, and sets various minimum dimensional requirements, including 2-acre lot size, a 150-foot shoreline frontage, and a 75-foot shoreline setback for single family dwellings.
- **Minimum Lot Size Ordinance**. For area outside the Shoreline Zone, this ordinance sets various minimum dimensional requirements, including 1 1/2-acre lot size for single family dwellings, 1 1/2 acres for each family living unit for 2 family or multiple residential dwellings, and 3 acres for commercial and industrial structures

- **Building Code Ordinance**. This ordinance regulates construction, location, relocation, and replacement of structures including requirements for permits, minimum lot sizes, building standards, appeals and variances.
- **Cluster Residential Development**. This ordinance permits the Planning Board to approve cluster residential developments in all residential districts, provided that overall residential density does not exceed the density that would be permitted if lots conformed to district requirements, and that no individual lot size be reduced to less than 50% of that required by the district. Cluster housing legislation was developed to provide opportunities for less expensive housing costs while maintaining open space.
- **Subdivision Standards and Procedure**. This ordinance establishes criteria for the review and approval of minor (3 to 5 lots) and major (more than 5 lots) subdivisions.
- **Site Plan Review**. This ordinance sets forth limitations and requirements for commercial buildings.

15.4 Minimum Land to Accommodate Future Development.

15.4.1 Estimate the minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least ten years into the future.

There is adequate available undeveloped land to accommodate projected growth on the Island. We are not expecting any significant industrial, commercial or institutional growth in the future. We expect moderate residential growth in the coming decade if the current trends continue. The only limiting factor would be the island's geography to carry this growth as some portions may turn out to be unbuildable due to steep slopes, ledge, wetlands, or soil conditions. Future development should be carefully managed to ensure that the community's vision for rural character and open space is maximized and future guidance may include appropriate lot size adjustments as well as frontage and set back recommendations.

16 Future Land Use Plan

16.1 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.

16.2 Future Land Use Plan Overview

Westport Island's plan for future growth, consistent with the community's Vision Statement and proposed policies on future development, is to protect the rural character of the Island. We have not divided the island into geographical areas which are particularly suitable for particular types of growth because the town meets the criteria for the Growth Areas Exemption:

- lack of town center or village; and
- physical limitations to growth (e.g., limited water and sewage capacities; massive ledge formations and steep slopes incompatible with building)
- (See section 16.7)

It is crucial to ensure that water and septic systems are consistent with the land's capacity and that public services are adequate to meet any increase in population. The challenge will be in promoting some limited development while preserving our current valuable natural resources, including historic and preserved lands, and valuable view sheds throughout the island. Residential development provides increased, and needed, contributions to the property tax base. That must be balanced against the importance of maintaining the current rural feel valued by the community. It is important to understand that not all new residential development will necessarily improve the town's financial position, as the costs of some services for additional residences, such as providing education or emergency medical services, may in some cases outweigh the additional revenue from new property taxes.

Important for promoting and protecting Westport Island's rural and scenic character are three crucial elements in future land use planning:

- protection of scenic views or view sheds throughout the community
- protection of open space and our natural resources
- management of development along Main Road, traveled by all residents

Westport Island's plan is relatively straightforward and takes into account past development to predict a continuation of modest residential growth consistent with the community's vision. It is anticipated that some of the larger tracts of land may be divided and sold lot by lot. (See Figure 6.5 Development and Open Space above). There may be some minor changes recommended to ordinances and planning strategies to protect a sustainable water supply.

16.3 Review of Land Use Designations

16.3.1 Residential

As noted earlier, Westport Island is primarily a residential community which has been developed through sale of individual lots rather than through planned development of multiple housing units. Most homeowners live on the Island, either full time or part time; there is a limited rental

market. The population increases by approximately 35% during the summer and shoulder seasons. (See Housing Year Round vs. Seasonal 13.4.4 above)

16.3.2 Commercial and Industry

There is limited commercial development and virtually no industry on the Island.

There were 62 small businesses noted in the 2002 Comprehensive Plan. Westport Island strongly supports and encourages small businesses – almost all of which are home-based. There are currently 42 businesses listed on the town's web site. Most of these are not retail establishments but include such services as consulting, crafts, or home improvement operations. We would expect the number of small home-based businesses to grow as availability of faster internet service grows for Islanders. In the public survey, many of the Islanders voiced a need for adequate speed of internet services as crucial to running a successful business.

There is little tourist activity on the Island. There is a small Inn which is open during the summer season and is available as an event venue. Residents noted in the Public Opinion Survey, a desire for a small local restaurant and/or grocery store, but it is not clear that there is enough business provided solely by residents to maintain sufficient retail traffic to keep such businesses viable and it is not anticipated that many off-island customers would drive onto the Island for a single store.

The town must balance maintaining the rural character of the Island with reasonable commercial development. Main Road/Route 144 continues to be the only practical place to focus for possible commercial development as this route – running along the entire spine of the Island – provides the only access to the entire Island. The 2002 Comprehensive Plan noted a proliferation of divided lots along the Main Street corridor and this trend is likely to continue. Virtually all residents traverse Route 144 to access their homes and care must be taken to ensure that safety and ease of travel along that route are maintained. If unrestrained retail development were to dramatically expand along that road, it could bring significant increases in traffic, affecting the daily lives of all residents and undermine the rural nature with commercial sprawl. However, it's unlikely – at least in the coming decade – that commence on Westport Island would attract significant interest from those in surrounding and more easily accessible areas.

16.3.3 Agricultural and Forestry

Some Islanders participate in the Maine State Tree Growth Program. (See Forest Resources 9.3.2 above or Tree Growth Land 6.13 above) The properties in Tree Growth are not located in any one area but are spread around the island. There is only one property registered as agricultural. So, there is no basis for establishing a rural district.

16.3.4 Publicly Owned Land and Buildings

The Town of Westport owns the Town Hall, as well as several tracts of land including the one-acre lot on which the Town Hall is located and the five-acre parcel on which the town office and Fire Station are located. The Town also owns the 7.1-acre Clough Point tract as well as an additional five or six acres in small pieces scattered about the northern end of the island. The

Town also owns the boat launch at the end of Ferry Road which provides the only public boat ramp on the Island. The only other public access to water is on Greenleaf Cove.

16.3.5 Growth Areas

This Plan does not designate any particular growth areas because all of the conditions for an exemption from that requirement are met, as noted in 16.2.

With the exception of the Critical Waterfront Area, the other designations, (shared growth areas, rural areas and transitional areas), are not applicable to Westport Island. The island has designated all of the Critical Shoreland Areas as shoreland areas which are regulated by State law and under our Shoreland Zoning Ordinance and all development is subject to these regulations, which provide sufficient protections over all shoreline development.

16.4 Analyses for Future Land Use

All of Westport Island is rural in nature and maintaining that rural character was paramount in the views expressed in the recent public survey. The current development trends are consistent with past development trends as last reported in the 2002 Comprehensive Plan. Because there are no specifically identified locations for future development, and because development is not expected to accelerate sharply over the next ten years, the town can focus its efforts on measures that will protect the rural character of the entire Island.

16.4.1 Does the Future Land Use Plan align and/or conflict with the community's vision statement?

It aligns, supporting the desire to maintain the island's rural character.

16.4.2 Is the Configuration of the growth area(s) shaped by natural opportunities and/or constraints (i.e. the physical suitability or unsuitability of land for development). The location of public facilities? The transportation network?

The town does not have a designated growth area for the foreseeable future.

16.4.3 How does the Future Land Use Plan relate to recent development trends?

Development has been modest and is projected to continue at a similarly modest rate. This is the expectation for the Future Land Use Plan.

16.4.4 Given current regulations, development trends, and population projections, estimate how many new residential units and how much commercial, institutional, and/or industrial development will likely occur during the planning period? Where is this development likely to go?

Based on growth in residential units over the last 10 years, it is reasonable to assume 35 to 50 new residential units could be built over the next 10 years. Limited to no commercial, institutional or industrial development is expected due to the island's limited infrastructure, and there is no desire to make the investments required for such development.

16.4.5 How can critical natural resources and important natural resources be effectively protected from future development impacts

An important community priority is maintaining the rural nature of Westport Island and preserving the natural beauty of the Island. Development will likely proceed lot-by-lot and will be limited by the physical features of the land itself (e.g. steep slopes, wetlands, or other poor building conditions; water and sewage limitations). Our existing ordinances will continue to be the foundation for protecting critical natural resources and the beauty of the island, improved with the addition of the strategies and actions recommended by this Comprehensive Plan.

16.4.6 Summary of Analyses

Residential development will likely continue at the moderate rate seen over the past decade and will continue to involve more home building for seasonal residents than full-time residents. The past decade saw both an increase in home-building and a decrease in full time population, indicating that the seasonal residents were driving the building trends. Additionally, the median age of islanders increased, suggesting a larger proportion of retirees as residents, both full time and seasonal. The good news is that this trend bodes well for Westport Island financially because seasonal residents use fewer resources but contribute fully to the town's tax base. The bad news is that this reflects a narrower segment of the general population and a less diverse population than what residents desire. However, as the tax base increases, it is possible that the island will be better able to support housing and devote resources to attracting families and children to the area. (See Population and Demographics, Section 10)

Commercial development is limited by the fact that Westport Island is remote from the Route 1 traffic corridor. Because a wide range of facilities are already located in much more accessible locations off-island, it is unlikely that there will be a demand for commercial development on the island over the next ten years. The town's Site Plan Review ordinance would apply in the case of proposed commercial development.

Crucially, we must take steps now to protect water supply and septic capacities and to be in a position to forestall saltwater infiltration or other contamination of the common aquifers all residents rely upon. In order to rationally manage development in the town, the Stratex Report should be updated using current hydrologic standards and expertise, perhaps including a water well and septic system inventory. Depending on the results, adjustments can be made where appropriate, such as limiting development in certain areas deemed to be unbuildable; adjusting minimum lot sizes in particular areas based on soil recharge capability; or promoting cluster housing to maximize access to water and sewer capacity while preserving open space.

Applicants for large developments, including commercial projects, might be required to submit the results of hydrogeologic studies to demonstrate that these projects will not make unreasonable demands on groundwater or adversely impact existing nearby users. These studies should document that there will also be adequate provision for the disposal of subsurface sewage generated by these projects. It will also be important to continue rigorous enforcement of the State plumbing code, and to encourage state-of-the-art septic system technology, as well as regular maintenance of septic systems. Managing and tracking permit requests and following up on compliance will help establish effective standards and guide future land use.

The community consensus was clear in preserving the Island's resources from future development impact, most obviously in preserving the capacity on the Island to provide water and septic capabilities for current residents. There was a study conducted in 2000 by Stratex which detailed the Island's aquifers and geological formations relevant to both water supply and septic capability. While there has been some residential development since then, there has been no indication that either resource is currently in jeopardy. As part of our long-range plan to monitor the capacities of these systems, Westport Island will continue to update those findings and respond to changes if needed.

16.5 **Scenic Views throughout the Island**

The town maintains a list of valued view sheds and encourages developers and property owners to preserve those views. Consideration should be given to developing other measures to protect the rural quality and accessibility of scenic views for the community (e.g., requiring, wherever possible, building siting which minimizes public impact).

Many of the valued view sheds shared by the entire community are accessible from Main Road/Route 144, which is the strip of the Island every community member and visitor is exposed to every day. It is also the road on which any commercial development which is dependent upon physical access would logically locate.

Consideration should be given to additional zoning or other steps to protect the rural feel of Main Road/Route 144, including possible frontage, setback or screening requirements to minimize the impact of further development. At the very least, the town as part of the development approval process should encourage developers to take into account the preservation of the rural feel of Westport Island. The town might want to consider encouraging any future businesses with heavy impact on the character of Main Road be focused at some particular points along Main Street so that the residential character of the Island along the balance of the route could be maintained. In the "business" section, the town could offer zoning concessions – e.g. lot size, frontage and set back requirements – so as to minimize impact. If lots continue to be divided and developed along the entire Route 144 corridor, the character of the Island may be impacted in ways inconsistent with the community's vision of a rural community.

We should also consider implementing other measures to protect the rural quality of Main Road such as increasing frontage in areas of potential overdevelopment; increasing set back requirements in areas where needed to protect the rural character; and requiring green buffers as part of development plans along this corridor. The 2002 Long Range Plan noted the proliferation of smaller lots with frontage on Rt. 144. The town should now consider whether that is a trend which is likely to continue and, if so, how it will impact the rural feel of Westport Island and how this can be mitigated.

16.6 **Policies**

Below are Westport Island's policies addressing state goals:

- Westport Island coordinates our community's land use strategies with neighboring planning efforts through regular participation in the Lincoln County Regional Planning efforts;
- Westport Island supports the protection of land uses as the community desires in its vision of a rural and scenic island;
- Westport Island supports the level of financial commitment necessary to provide incremental infrastructure improvements to preserve the town's land use goals;
- Westport Island has established permitting procedures for the town and will continue to work on improving their efficiency and effectiveness.
- Westport Island has established protections for critical rural and waterfront areas through the Shoreland Zoning Ordinance, and will review, update or create new ordinances as necessary to provide the protections needed.

16.6.1 To protect critical rural and critical waterfront areas from the impacts of development.

The Westport Island Planning Board is tasked with this mission, and to that end, to review and update, or create new ordinances as necessary.

Current Shoreland Zoning provides some needed protections for the waterfront area. If, at some point, it appears that water and septic capacities are becoming inadequate to support future needs, development would have to be managed more stringently, possible prohibited, through revisions of ordinances, or increase in minimum lot size requirements.

16.7 **Strategies**

Future Land Use Strategies	Responsible Parties	Plan Schedule
Convene a Long-Range Plan committee to monitor Comprehensive Plan compliance and recommend corrective practices	Selectmen and Planning Board	Quarterly
Maintain, enact or amend local ordinances as appropriate to clearly define the desired scale, intensity, and location of future development	Planning Board	On-going
Maintain fair and efficient permitting procedures	Planning Board and CEO	On-going
Define protective measures for critical and important natural resources	Selectmen; Planning Board; Conservation Committee	On-going
Define protective measures to safeguard critical rural and/or waterfront areas	Planning Board	On-going
Development a Capital Investment Plan to anticipate municipal capital	Selectmen	2021

investments to support proposed land uses		
Update water resource study such as the Stratex Report to establish a new baseline for information regarding inground water resources	Selectmen, Planning Board, Conservation Committee	2021
Establish a data base for tracking development	Selectmen; Planning Board; Town Office staff	2020
Work with Lincoln County Regional Planning Office to coordinate regulatory and non-regulatory strategies	CEO, Selectmen	On-going
Explore regional funding application for state funds supporting high speed internet connection resources	Cable Committee	2020-2021
Provide CEO with tools, training and support necessary to enforce land use regulations and ensure proper certification	Town Officers; Planning Board; CEO	Monthly
Check with the CEO to determine whether current available time is adequate for tasks required	Selectmen	Monthly
Establish growth tracking metrics and a data base for future record keeping; input data going back at least 10 years	Planning Board; CEO; Town Officers	Yearly
Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas	N/A	N/A
Periodically evaluate implementation of Long-Range Plan	Planning Board	Yearly

Table 16.1 Future Land Use Strategies

16.8 **Criteria for Growth Area Exemptions**

Westport Island has not identified growth areas because two of the three criteria for exemption apply.

First, there are severe physical limitations which will in themselves serve to limit growth on the Island, primarily the limited supply of fresh water in the aquifer supplying the island and the limited capacity of the soils to handle sewage, as described in the Stratex Executive Summary in Section 21.5 below. These physical limitations also include the challenges of building on shallow and rocky soil, with many ledges. Westport Island has no municipal or quasi-public water or wastewater systems and there virtually no chance of either being developed on the

Island. The distances between dwellings as well as the incompatibility of the land and rocky subsurface make installation of either of these systems impractical and problematic.

Second, there is a lack of a village or any densely populated area existing today on Westport Island and we do not expect or want such areas to be developed in the coming years. The island is long and narrow, with the town office and fire station in one area and the town hall several miles away, with no center of population. There is no store or commercial development.

17 Regional Coordination Program

As a small island town, Westport Island does not physically abut the land of surrounding towns. However, we share in the vital waters of the Kennebec and Sheepscot estuary for our fishing, aquiculture and marine related businesses, and for our shorefront residential and recreational attributes. We also share in the services of our closest neighbor, Wiscasset, to which we are connected by bridge. Thru annual contract agreements with Wiscasset, we can access resources we could not afford on our own. We also share in services provided by Lincoln County, such as law enforcement and regional planning. Westport Island consciously tries to not duplicate services when these can be provided by other towns or government entities, with Westport Island paying for just its share of the expense.

There are no conflicts our neighboring communities' policies and strategies pertaining to shared resources and services.

Other sections of this plan address shared services in more detail (see, for example, Transportation, Natural Resources, Water Resources and Recreation)

17.1 Wiscasset Service Contracts

A long-standing relationship with the Town of Wiscasset was established in the 1970s at the time of construction of the Maine Yankee nuclear power station. Agreements were established for Westport island's residents to have use of facilities and services such as the Wiscasset Public Library, Wiscasset Transfer Station, Wiscasset Community Center (Recreation, fitness, pool, sports, social and other activities). Contracts with Wiscasset allow Westport Island residents to use these facilities and services on similar terms as if they were Wiscasset residents.

17.2 Schools

Since Westport Island gave up its own schools and started to transport its students to Wiscasset in 1962 the education of students has relied on coordination and support from other towns in the region. Today, Westport Island is part of the Sheepscot Valley Regional School Unit (SVRSU) RSU-12, with Westport Islands two school board members sitting on the RSU 12's school board, though most of Westport Island's students attend schools that are not part of the RSU.

17.3 Law Enforcement and Public Safety

The town is provided with Law Enforcement Protection primarily through the Lincoln County Sheriffs' Office. In cases of emergencies, the Town of Wiscasset will also provide Law Enforcement to back up the Sheriffs' Department or to provide a faster response if the county deputy(s) will have an extended response time or the circumstances are critical, life-endangering. If the crime is of an extreme nature such as a vehicle accident resulting in a death, or a commercial vehicle accident, or if a State Police Trooper is in the vicinity, the State Police will respond as well.

Westport Island's fire department as a member of the Lincoln County Fire Chief's Association, has an automatic, county-wide standing agreement for mutual aid for fires and other emergencies. In addition, there are separate, written mutual aid agreements with the towns of Woolwich and Georgetown. Other towns in the surrounding area will provide firefighting

assistance and EMS ambulance services from the town of Bath, and the Central Lincoln Ambulance Service.

We also coordinate Emergency Management Agency (EMA) services with all the towns of Lincoln County through the Lincoln County EMA office.

17.4 Lincoln County Regional Planning Commission

The Town of Westport Island is an active member of the Lincoln County Regional Planning Commission (LCRPC). The LCRPC got its start in 2010, when Lincoln County municipalities teamed up with the County to establish the commission under Maine statutes (MRSA Title 13, Chapter 81, and Title 30-A, Chapter 119, Section 2321). LCRPC combined two long-standing county services, Lincoln County Economic Development Office, and County Planning, into one organization with goals of increasing employment and income and promoting sustainable land use, transportation and housing development in Lincoln County towns.

Major activities of the Lincoln County Regional Planning Commission include:

- Providing land use, transportation, economic, and community development planning and technical assistance to towns, businesses, and organizations in Lincoln County
- Encouraging business retention and expansion through business counseling, financing, and workforce training and education opportunities
- Providing advisory services to planning board members, boards of selectmen, economic development committees, other municipal officials, community groups and businesses located or seeking to locate in the County
- Promoting and carrying out cooperative arrangements and actions within the County.

An important 2019 LCRPC-led effort has been an investigation of options for Broadband Internet for a number of Lincoln County towns, including Westport Island. See 18.4.3 below.

17.5 **Conservation Commission Partnerships**

The Conservation Commissions of Arrowsic, Georgetown, Phippsburg and Westport Island have been working on protecting and enhancing the natural resources within our towns. Since we all share the same estuary waters, we decided to pool our collective energies and focus on the challenges shared by our communities. In 2015, a collaborative effort was initiated that resulted in a Stewardship Guide was published in 2016, tailored for each town, focusing in protecting drinking water, important habitat, favorite views and sacred spots. Figure 17.1 above shows the Westport Island Stewardship Guide.

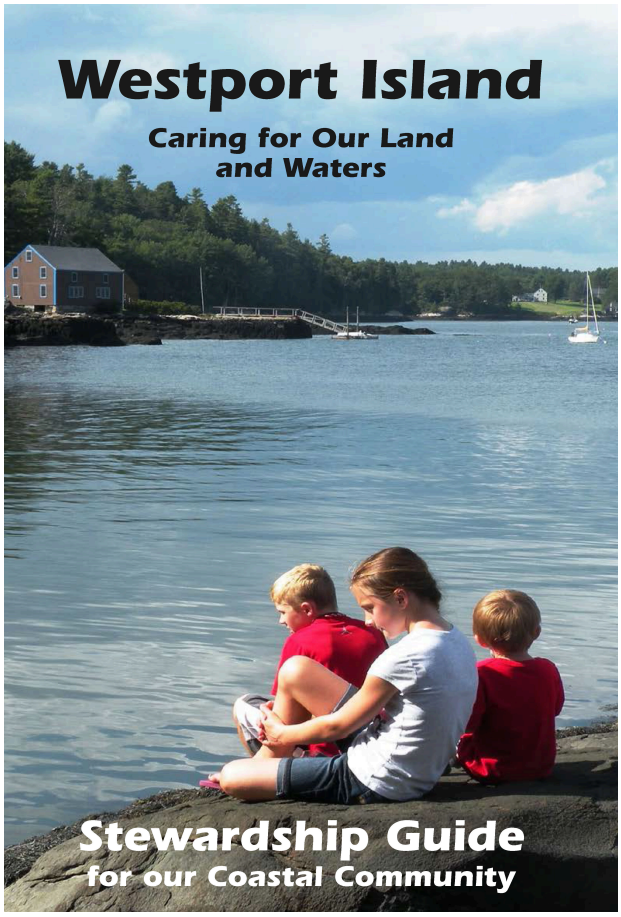


Figure 17.1 Westport Island Stewardship Guide "Caring for Our Land and Waters"

Since the publication of the Stewardship Guides, the partnership has focused on other collaboration opportunities such as Brown Tail Moth infestation control, Hemlock Wooly Adelgid and other issues.

17.6 **Land Protection Partnerships**

Several land trusts serve the Town of Westport Island and help preserve valued open space and habitat. Maine Coast Heritage Trust (MCHT) holds an easement on Fowles Point and Midcoast Conservancy serves Westport Island as well. Kennebec Estuary Land Trust (KELT) has been very active in supporting land preservation on Westport Island with two popular public preserves, Bonyun Preserve and the Carl and Barbara Segerstrom Preserve at Squam Creek, and more projects are planned. Details of land protection activities and plans are included in the Natural Resources section of this plan.

18 Economy

18.1 State Goal

Under the Comprehensive Plan Review Criteria, the "State Goal" with regard to "Economy" is to:

Promote an economic climate that increases job opportunities and overall economic well-being.

18.2 Analyses

The Comprehensive Plan Review Criteria require the Town to analyze its economy, and answer nine questions, which are addressed individually below.

18.2.1 Is the economy experiencing significant change, and how does this, or might this, affect the local population, employment, and municipal tax base?

The 2002 Comprehensive Plan noted: "With over 90% of its work force employed off the island, Westport fits the classic definition of a bedroom community. There is no commercial or industrial blight here, but neither are there many job possibilities, and almost no tax revenues directly generated by business activity. Given the island's location well off the beaten track, with no through highway, no established harbor, and the relatively high cost of island land, it is unlikely that any but quite small firms will choose to settle here. It seems likely that Westport will remain a bedroom community, and that its economic well-being will remain closely linked to the fortunes of the surrounding area, particularly Bath and Wiscasset."

Regarding employment and unemployment, the 2002 Comprehensive Plan noted that in 2000, there were 346 people in the labor force, of which 337 were employed and 9 were unemployed, and that Westport's 2000 unemployment rate was 2.7%. In 2008, there were 380 people in the labor force, of which 361 were employed and 19 unemployed, with an unemployment rate of 5.0%. In 2015, there were 379 people in the labor force, of which 365 were employed and 14 unemployed, with an unemployment rate of 3.7%. (LCRPC, from Maine Department of Labor, Center for Workforce and Research Information).

With regard to where Westporters work, the 2002 Comprehensive Plan noted that there are very few employment possibilities on Westport, and that, based on 1990 statistics, 8% (24 of 320) were employed on Westport and that the remaining 92% (296 of 320) worked off the island. In 2000, the number of Westporters employed on the island had risen to 27% (75 of 283) and the number employed off-island had decreased to 73% (208 of 283). (Source: 2000 US Census MCD/County-To-MCD/County Worker Flow).

With regard to where Westporters commute to work, the 2002 Comprehensive Plan noted that over half worked in Wiscasset and Bath. As of 2000, somewhat under half (42%) worked in Wiscasset and Bath. Commuting destinations in 2000 were very similar to commuting destinations in 1990. The following table also appears in Section 14 above, (Transportation), where it is noted that this data is from the 2000 US Census, but that it is probably still reasonably representative of the work destinations of Westport Island residents.

Destination Community	Workers Commuting to Destination Community	
	Number of Workers	Percent of All Workers
Westport Island	75	27
Bath	72	25
Wiscasset	49	17
Damariscotta	13	5
Edgecomb	9	3
Augusta	7	2
Waldoboro	7	2
Other	51	18
Total	283	

Table 18.1 Employee Destinations (Source – 2000 US Census MCD/County-To-MCD/County Worker Flow)

In summary, Westport's economy in not experiencing much change, let alone any "significant change." Therefore, it is not expected that economic change will have much of an effect on the local population, employment, or municipal tax base.

18.2.2 Does the community have defined priorities for economic development? Are these priorities reflected in regional economic development plans?

Westport does not have any defined priorities for economic development.

18.2.3 If there is a traditional downtown or village center(s) in the community? If so, are they deteriorating or thriving?

Westport has no traditional downtown or village center. The Town Office, Volunteer Fire Department building, and salt shed are located together at the intersection of Fowles Point Road and the Main Road, 3.2 miles south of the Westport Bridge. About 2.8 miles south of these buildings the Town Hall and the Community Church are located side-by-side on the Main Road.

18.2.4 Is tourism an important part of the local economy? If so, what steps has the community taken to support this industry?

The 2002 Comprehensive Plan noted: "Although Westport is very close to popular tourist destinations like Boothbay Harbor and Freeport, the impact of tourism on the island and its economy is less than might be assumed. Westport offers almost no significant attractions for tourists. In short, Westport has been spared both the benefits and the problems connected with a large influx of summer tourists."

Westport tourism has changed little since the 2002 Comprehensive Plan. Westport is not a "tourist destination." There are few people who make day trips to Westport for fun, leisure or recreational activities such as sightseeing, hiking, camping, visiting historical landmarks, entertainment or shopping. There are no "resorts" offering facilities like swimming pools, health spas, golf courses, etc. There are no public camping sites. Due to its geographic location and having but one road on and off the Island, few tourists pass through Westport on their way to a tourist destination. There are few people who travel to Westport for short-term stays, other than to visit friends and relatives. Some homes are rented out during the summer for vacationers. As discussed in Section 11 above, Westport has had, and continues to have, quite a few houses

owned by non-residents that are occupied during the summer months. There are some "Airbnb-type" places on Westport. (On 4/30/19, Airbnb listed 11, Vrbo listed 9, and Homeaway listed 10. On 5/30/19, Cottage Connection of Maine listed 2. There are some duplicate listings.) The Squire Tarbox Inn is the only place on Westport that actually provides overnight accommodations for tourists and visitors. The Inn advertises that it is "only fifteen minutes from major attractions in Wiscasset and the Boothbay region." The Inn was updated in 2018 by its new owners, it has 12 bedrooms, and it hosts weddings, rehearsal dinners, retreats, private events, and other special events. (Source: Squire Tarbox Inn website).

Dictionary.com defines "tourism" as:

- the activity or practice of touring, especially for pleasure.
- the business or industry of providing information, accommodations, transportation, and other services to tourists.
- the promotion of tourist travel, especially for commercial purposes.

In sum, while what might be called "tourism-related activity" takes place in Westport and is important to Westport's economy, actual "tourism" as defined by Dictionary.com is not a particularly important part of Westport's overall economy.

18.2.5 Do/should home occupations play a role in the community?

Question 4 (2.3 on paper survey) on the Town Survey asked "What is your employment? -Check the one that best describes your occupation." Approximately 9% of the 286 respondents answered indicated their occupation was a "home-based business."

Question 5 (2.4 on paper survey) on the Town Survey asked: "If employed, where do you work?" Approximately 9% of the 154 respondents answered, "On Westport Island – Not Internet Dependent" and approximately 22% answered "On Westport Island – Internet Dependent."

The Westport Island website contains a "Business Listings" section which lists businesses located on Westport Island. The list is "is provided as a courtesy and service to our residents and resident business owners and to help support local business." The website invites any Westport businesses not listed that would like to be listed to submit, online, information pertaining to the business. There are 40 businesses in the "Business Listings." (Source: Westport Island Website, February 2019). It would appear that nearly all of the listed businesses are "home occupations."

Question 15 (9 on paper survey) on the Town Survey asked about preferences for future development. Approximately 81% of the 270 respondents indicated that they would like Westport to encourage "home occupations/home businesses."

As noted in Analysis Question 1, above ("Is the economy experiencing significant change..."), the percentage of employed Westporters who work on-Island increased from 8% in 1990 to 27% in 2002.

In sum, there are quite a few people engaged in home occupations/home businesses in Westport, and that number appears to be growing over time. While these home occupations/home

businesses are, by their nature, in-home and small businesses, they do provide part-time or full-time employment for a significant number of Westporters. Thus, home occupations play a fairly significant role in Westport's economy. Because Westport has little capacity to support large-scale businesses, and the survey results show that the growth of home occupations is preferred by many residents, Westport should encourage home occupations.

18.2.6 Are there appropriate areas within the community for industrial or commercial development? If so, are performance standards necessary to assure that industrial and commercial development is compatible with the surrounding land uses and landscape?

Westport is off-the-beaten-path, it has no municipal water system, it has no municipal sewage system, and it has no public transportation. Please see Section 6 (Water Resources), Section 5 (Natural Resources), and Section 14 (Existing Land Use) for descriptions of some of the natural conditions in Westport that limit the feasibility for industrial or commercial development. Certain types of low-impact, small-scale industrial or commercial development may be appropriate in some areas of Westport. Westport's local ordinances (Shoreland Zoning Ordinance, Building Code Ordinance, Minimum Lot Size Ordinance, Site Plan Review Ordinance) do not prohibit industrial and commercial development but these ordinances require review and approval of industrial and commercial projects by the Planning Board (or in some instances the Code Enforcement Officer) to ensure environmental and other standards are met.

In sum, there are no known areas in Westport that are appropriate areas for significant-size industrial or commercial development, although certain types of low-impact, small-scale industrial or commercial development are allowable under the Town's ordinances.

18.2.7 Are public facilities, including sewer, water, broadband access or three-phase power, needed to support the projected location, type, and amount of economic activity, and what are the issues involved in providing them?

As noted in the preceding question, and elsewhere in the Plan, Westport has no municipal water system, and has no municipal sewage system. Certain types of low-impact, small-scale industrial or commercial development may be appropriate in some areas of Westport. "Broadband" internet is often defined as having speed of at least 25-megabit download and 3-megabit upload. Broadband internet access is generally not available on Westport but is available in some areas. DSL internet access is available throughout Westport, but its speed is much below broadband speed. Internet via satellite is also available in Westport, but its speed is also not broadband speed. Three-phase power does not extend into any part of Westport.

In sum, because the projected location, type, and amount of economic activity is not expected to change appreciably in the coming years, it is not expected that public facilities such as public sewer and public water will be needed or affordable in the foreseeable future. The expansion of broadband access, however, is essential to economic development and is widely supported.

18.2.8 If there are local or regional economic development incentives such as TIF districting, do they encourage development in growth areas?

Westport does not provide economic development incentives.

Westport is not included in any regional economic development incentives.

Westport has no designated growth areas.

18.2.9 How can/does the community use its unique assets such as recreational opportunities, historic architecture, civic events, etc. for economic growth?

Westport has unique recreational opportunities such as preserved lands with public access and a public boat launching site. Westport's recreational opportunities are described and discussed in Section 9, (Recreation).

Westport has some historic architecture, namely historic homes. The Westport Island History Committee collects and maintains archives pertaining to, among other things, historic homes, cemeteries, and places on Westport. Occasionally, there are tours of historic cemeteries and historic homes.

Westport has several active civic, or community, organizations. The Westport Volunteer Fire Department, in conjunction with the Community Association has, in the past, provided an annual chicken barbeque. The Westport Community Association is very active and provides activities such as a craft show, garden plant swap, meet & greet, wine tasting, ice cream social with outdoor games, Halloween costume party and dance, Christmas program, and pancake breakfast.

Westport's unique recreational opportunities, historic architecture and civic events attract mostly Westport residents. Westport, as a municipality, does not use its unique assets such as recreational opportunities, historic architecture, or civic events for the purpose of promoting economic growth. Westport, as a municipality, does not discourage the use these unique assets to promote economic growth in Westport.

18.3 Conditions and Trends

18.3.1 The community's Comprehensive Planning Economic Data Set prepared and provided to the community by the Office or its designee.

The Comprehensive Planning Economic Data Set prepared and provided to Westport by the State has been reviewed and considered. Following is some information provided by the State data set, and other sources, that is pertinent to the economy of Westport, but not specifically included elsewhere.

The following table shows employment-occupation data during the years 2012 to 2016 for Westport and in the nearby towns of Edgecomb and Wiscasset.

	Civilian employed population 16 and over	Management, business science, and arts occupations	Service occupations	Sales and office occupations	Natural resources, construction, and maintenance occupations	Production, transportation and material moving occupations
Westport Island						
2012	383	144	44	98	60	37
2013	363	152	31	84	62	34
2014	362	128	34	79	71	50
2015	376	135	41	67	74	59
2016	410	157	50	51	81	71
Edgecomb						
2012	505	207	124	103	55	16
2013	540	220	124	104	56	36
2014	536	202	126	102	62	44
2015	563	214	135	107	48	59
2016	603	227	127	116	59	74
Wiscasset						
2012	1,978	445	429	576	295	233
2013	2,080	556	438	543	319	224
2014	2,188	499	626	517	305	241
2015	2,007	481	550	404	319	253
2016	2,005	483	552	412	323	235

Table 18.2 Employment – Occupation: 2012 – 2016, Westport, Edgecomb and Wiscasset

Source: Maine State Economist, from American Community Survey 5-year estimates

The values contained in the above table are not at all exact. All values in the above table are subject to a considerable margin of error. For instance, the margin of error "civilian employed population" for 2016 for Westport Island is 91, for Edgecomb is 85, and for Wiscasset is 239. For purposes of readability, the margins of error contained in the ACS Survey are not entered into this table. The table may be useful in identifying trends. The civilian employed population has increased somewhat in all three towns during the period 2012 – 2016. Within the occupational groups, "Management, business science, and arts occupations" have remained fairly constant among all three towns, "Service occupations" remained fairly constant in Westport and Edgecomb, while in Wiscasset "service occupations" increased. "Sales and office occupations" dropped off considerably in Westport Island and Wiscasset, while they increased in Edgecomb. "Natural resources, construction, and maintenance occupations" remained fairly constant in Edgecomb and Wiscasset, while they grew quite a bit in Westport Island. "Production, transportation, and material moving occupations" grew very considerably, about doubled, in Westport Island and Edgecomb, while they remained pretty constant in Wiscasset.

The following table shows the percentage of families whose income level is below the poverty level in Westport Island and the nearby towns of Edgecomb and Wiscasset during the years 2012 – 2016.

	2012	2013	2014	2015	2016
Westport Island					
All Families	252	221	251	253	401
(Margin of error)	48	45	53	60	62
% below poverty level	6.3	6.8	6.8	2.4	2.2
(Margin of error)	5.3	8.4	7.9	2.5	2.4
Edgecomb					
All Families	337	357	360	358	523
(Margin of error)	45	52	52	51	54
% below poverty level	10.1	10.9	10	9.2	8.5
(Margin of error)	5.4	5.4	5	6.3	5.8
Wiscasset					
All Families	856	894	852	801	1,559
(Margin of error)	136	133	127	132	158
% below poverty level	10.7	10.4	5.9	5.5	10.1
(Margin of error)	10.4	9.7	8	8.4	9.6

Table 18.3 Families Below Poverty Level: 2012 – 2016, Westport, Edgecomb, and Wiscasset

Source: Maine State Economist, from American Community Survey 5-year estimates

The values contained in the above table are not at all exact. The margin of error values are shown on this table. Understanding that there is a lack of precision in the values, it appears that the percentage of families living below the poverty level in Westport and in the nearby towns of Edgecomb and Wiscasset has decreased during the years 2012 – 2016, and, most considerably in Westport Island. The Island's percentage of families living below the poverty level appears to be far below the percentages of families living below the poverty level in the nearby towns of Edgecomb and Wiscasset.

The following table shows the median household income levels for Westport and the nearby towns of Edgecomb and Wiscasset during the years 1990-2016.

	1990	2000	2010	2011	2012	2013	2014	2015	2016
Westport Island									
	33,500	39,010	61,563	68,083	56,036	52,411	51,490	53,125	58,750
(Margin of error)			14,521	10,739	15,923	9,063	6,967	11,184	12,333
Edgecomb									
	32,670	43,833	61,731	58,750	56,161	56,313	54,830	55,208	58,234
(Margin of error)			6,753	12,275	5,336	4,738	4,754	3,888	2,445
Wiscasset									
	29,397	37,378	38,727	41,216	45,147	45,668	44,828	41,716	49,315
(Margin of error)			4,898	2,241	4,961	5,089	10,357	11,904	13,854

Table 18.4 Median Household Income – 1990 – 2016, Westport, Edgecomb, and Wiscasset

Source: Maine State Economist, from US Census Bureau, Decennial Census and from American Community Survey 5-year estimates Maine State Economist

The values contained in the above table are not at all exact. The margin of error values are shown on this table. Understanding that there is a lack of precision in the values, it appears that the median household income of households residing in Westport Island and in the nearby towns of Edgecomb and Wiscasset has increased during the years 1990 – 2016, and, perhaps increased the most in Westport Island. Westport Island's margin of error figures is higher than Edgecomb's or Wiscasset's, so, probably the median income figures for Westport Island are less reliable.

The following two tables show employment and unemployment in Westport, Wiscasset and in Lincoln County in 2008 and in 2015.

Town	Civilian Labor Force	Employment	Unemployment	Unemployment Rate %
Westport Island	380	361	19	5.0%
Wiscasset	2,177	2,074	103	4.7%
Lincoln County	18,357	17,422	935	5.1%

Table 18.5 Employment and Unemployment, Westport, Wiscasset and Lincoln County, 2008

Source: LCRPC from DOL Center Workforce and Research Information

Town	Civilian Labor Force	Employment	Unemployment	Unemployment Rate %
Westport Island	379	365	14	3.7%
Wiscasset	2,192	2,111	81	3.7%
Lincoln County	16,681	15,938	743	4.5%

Table 18.6 Employment and Unemployment, Westport, Wiscasset and Lincoln County, 2015

Source: LCRPC from DOL Center Workforce and Research Information

How Westporters get to work	
Means of travel	Number of workers
Car, truck or van - drove alone	238
Car, truck or van – carpooled	57
Public transportation (excluding taxicab)	0
Walked	0
Taxicab, motorcycle, bicycle, or other means	8
Worked at home	22
	Total = 325

Table 18.7 Transportation - Means of Travel to Work, 2017

Source: Maine State Economist, American Community Survey 5-year estimates. The above values are subject to wide margins of error, that are ignored in the above table.)

How long it takes Westporters to get to work	
Commuting Time	Number of Workers
Less than 5 minutes	12
5 to 9 minutes	10
10 to 14 minutes	41
15 to 19 minutes	40
20 to 24 minutes	39
25 to 29 minutes	13
30 to 34 minutes	73
35 to 39 minutes	21
40 to 44 minutes	23
45 to 59 minutes	7
60 to 89 minutes	21
90 or more minutes	3
Total number of workers over 16 who did not work at home	303

Table 18.8 Travel Time to Work, 2017

Source: Maine State Economist, American Community Survey 5-year estimates. The above values are subject to wide margins of error, that are ignored in the

18.3.2 A brief historical perspective on how and why the current economy of the community and region developed.

As noted in the Town History Section, (Section 4 above), the early settlers were mostly farmers who often engaged in other enterprises like logging and fishing. Later, tidal water-powered mills were developed for grinding grains and sawing wood. During the later 18th century and the first half of the 19th century the economy was mainly centered on fishing and other maritime industries. For a while, before refrigeration, the ice business thrived in Westport. After the Civil War, and continuing through the First World War, and to the Second World War, the population of Westport Island declined a great deal. By the beginning of the Second World War the population of Westport Island had dropped from 798 in 1860 to 111 in 1940. The economy of Westport contracted along with the population. During the Second World War and after, economy activity gradually picked up in Westport, along with the growth of Bath Iron Works. The construction of the Maine Yankee Power Plant in Wiscasset, beginning in 1968, and its operation from 1972 until 1996, when it shut down, provided significant employment in Westport Island and the near-by towns. Westport Island does not now have any employer that hires more than several employees at a time.

In sum, Westport Island's economy has in the past, and continues to reflect the economy of the region and especially of the towns and cities within commuting distance.

18.3.3 A list of local and regional economic development plans developed over the past five years, which include the community.

Westport Island has not developed a local economic plan over the past five years. There is no regional economic plan developed in the past five years that includes Westport.

18.3.4 Where does the community's population work and where do employees in your community reside? A description of the major employers in the community and labor market area and their outlook for the future.

There is a discussion of where Westport Island's population works in Question 1 of the Analysis section, above. That discussion indicates that in the year 2000 approximately 27% of the working population was working on-island, and 73% of the working population was working off-island.

Question 5 (2.4 on paper survey) on the Town Survey asked the "where do you work" of those who were employed. Approximately 68% of the 154 respondents answered that they worked off-island and approximately 32% of the 154 respondents answered that they worked on-island.

There are few employees who commute into Westport Island from surrounding towns to work for Westport Island employers. There are no employers in the town who hire more than a few full-time year-round employees.

The labor market area for Westport Island includes the larger towns within commuting distance, which generally includes the Bath-Brunswick area, the Newcastle-Damariscotta area, the

Augusta-Gardiner area, and perhaps the Boothbay-Boothbay Harbor area. These areas are not expected to experience any particular growth or decline in the foreseeable future.

18.3.5 A description of any economic development incentive districts, such as tax increment financing districts, in the community.

There are no economic development incentive districts in Westport Island.

18.4 Policies

18.4.1 To support the type of economic development activity the community desires, reflecting the community's role in the region.

The "Vision Statement" adopted by the Town in conjunction with the development of this Plan contains two elements directly related to the economy of Westport Island:

- Small businesses, which are ideal for our island community, will be encouraged, particularly fishing related, aquaculture, agriculture, and home-based businesses.
- Reliable high-speed internet will be actively supported for all residents, encouraging the growth of home-based and other businesses. Additionally, this will enhance quality of life and bring the island on a level playing field with larger urban areas, allowing telecommuters and professionals to set-up, and work, from Westport Island.

Question 10 (4 on paper survey) on the Town Survey asked the "what you don't like about living on Westport Island." Respondents were asked to identify 5 of 16 choices. "Poor internet access" was identified more often than any other choice. Approximately 41% of the 266 respondents identified this choice. In addition, in the free form "Vision" and "Comments" sections of the Town Survey, 14 respondents spoke about lack of or need for better high-speed internet.

Westport Island should support small businesses particularly fishing related, aquaculture, agriculture, and home-based businesses, and should support reliable high-speed internet island-wide.

18.4.2 To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.

It is not necessary for Westport Island to make financial commitments to directly support desired economic development in the town. Public improvements, such as road improvements and town facility improvements are discussed in Section 11 (Public Facilities and Services). Such improvements will also support economic development in Westport Island.

18.4.3 To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.

The Westport Island Cable Contract Negotiating Committee has not been able to get a commitment from Charter Communications/Spectrum to extend service to parts of the island that today are without high speed internet. Today this would include about half of the community. After discussions with The Town Selectmen, we have reached out to other vendors to see if we

can get our underserved areas high-speed internet. We have had very positive discussions with Redzone Wireless, but to date that has not resulted in any new service for our community

Lincoln County received a planning grant to investigate what could be done to bring high-speed internet to the underserved locations within the county. As Westport Island is part of Lincoln County, members of the Cable Contract Negotiating Committee have been attending meetings and working with Mary Ellen Barnes, Economic and Community Development Director of the Lincoln planning board and Mark Ouellette, President of Axiom, the chosen vendor to create the plan. We expect that they will be proposing a multi-community fiber optic to the residence network that would be town-owned and managed under contract by a chosen vendor. To build the network we are anticipating that the initial funding will be a combination of grant(s) and a town supported bond. We anticipate the final plan may end up with a cost model that subscriptions would pay for the bond and vendor management.

18.5 Strategies

18.5.1 If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).

Continue to provide representation to the Lincoln County Regional Planning Commission which is funded through County taxes.

18.5.2 Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.

Review and amend the Site Plan Review Ordinance to render it more compatible to the needs of small businesses.

18.5.3 If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)

Generally, public investments to support economic development are not foreseen. If the need for public investments to support economic development occurs, the town should consider such public investment.

18.5.4 Participate in any regional economic development planning efforts.

Refer to item 18.5.1 above

18.5.5 Strategy Action Plan

Strategy	Responsible Parties	Schedule Plan
Continue to provide representation to the Lincoln County Regional Planning Commission which is funded through County taxes.	Selectmen	On-going.
Review and amend the Site Plan Review Ordinance to render it more compatible to the needs of small businesses.	Planning Board Selectmen Town Meeting	2021
Consider public investments to support economic development if the need arises	Selectmen	On-going

Table 18.9 Economy Strategy

19 Fiscal Capacity and Capital Investment Plan

19.1 State Goal

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

19.2 Analysis

19.2.1 How will future capital investments identified be funded?

Future capital investments will be funded through the same financial instruments that the town has used in the past i.e. bank loans. In extremely rare instances, issuing a municipal bond in the past. However, at this point, the Board of Selectmen have no plans to use this funding mechanism in the foreseeable future.

19.2.2 If the community plans to borrow to pay for capital investments, does the community have sufficient borrowing capacity to obtain the necessary funds?

Yes. When preparing for a capital investment project, the Town Selectmen first solicit bids or cost estimates from at least three service providers. Given this information, the town then investigates the best institution to provide the necessary funds at the best possible rate. If deemed financially feasible, the selectmen then craft a warrant article to be presented to the elective body (townspeople present at the annual town meeting) to be voted upon to see if they will approve the project.

19.2.3 Have efforts been made by the community to participate in or explore sharing capital investments with neighboring communities? If so, what efforts have been made?

In 1968 the construction of Maine Yankee Nuclear Power Plant began. Shortly after, the Town of Wiscasset started receiving very large sums of property tax revenue from the plant's owners. With that influx of money, Wiscasset proceeded to replace and create new infrastructure facilities such as the municipal building containing the town municipal offices, the fire department and ambulance service, and the police department. Additionally, they built a solid waste transfer station which replaced the town's refuse dump and new school facilities. The solid waste facility and schools were built with enough capacity to service the needs of the surrounding towns of Alna, Edgecomb, and Westport Island. This construction obviated the need for the towns to build and duplicate the capital facilities already available. These communities, including Westport Island, contribute annually via town warrant articles to help pay for the overhead and shared expenses of those services. Although not updated or renovated, Wiscasset has made available the facilities of their library and recreation center to Westport Island, only charging the Wiscasset Resident Rates rather than visitor rates for non-Wiscasset residents which results in considerable savings for the residents of Westport Island.

Because Westport Island is in fact an island, and not located in more geographically central location, it is not realistically possible to share other capital investments with neighboring communities in areas such as transportation. As addressed in Section 12 above (

Public Facilities and Services), and as noted above, we share costs in education, library services, recreational facilities, and solid waste disposal with Regional School Unit 12 (RSU 12), and the Town of Wiscasset for all the other services listed above. Those facilities provided by the Town of Wiscasset for use by Westport Island residents are funded by the Town of Wiscasset.

The one area in which Westport Island is working with neighboring communities in, not explicitly in capital investment, is high-speed communication and internet access. Westport Island is currently in negotiations with neighboring communities with service providers to provide and extend these services to extensive, if not all parts, of the communities involved.

19.3 Conditions and Trends

19.3.1 Identify community revenues and expenditures by category for the last five (5) years and explain trends.

See data in Table 19.1 below.

19.3.2 Describe means of funding capital items (reserve funds, bonding, etc.) and identify any outside funding sources.

Funding for capital items and significant capital improvements are managed almost exclusively through bank notes. (See Table 19.1, below). However, the town maintains a number of reserve accounts for miscellaneous payments by town committees such as the Shellfish and Historical committees. Recurrent projects such as, but not limited to road paving, road emergency repairs, property revaluation costs, and purchases of real estate as part of the Land for Westport's Future program, also use reserve accounts to keep money available when needed for lesser expensive projects, and to have a separate place to keep available monies from other accounts until needed. If a lesser dollar value capital improvement or procurement project is contemplated, the appropriate reserve fund will be augmented in the years prior to the anticipated project start.

The exception to this is the purchase of the fire truck for the fire department which was owner financed (lease to purchase agreement) through OshKosh Capital, the parent corporation of Pierce Fire Equipment Manufacturing, the maker of the fire truck. The fire department also uses government grant programs such as the Assistance to Firefighters grant program (95% - 5% match), and an Emergency Management Agency grant (50% - 50% match) for high-dollar item(s) that the department would not normally be able to purchase.

Lending Institution	Item	Interest Rate (%)	Balance 6/30/2017	Pay-off Date
The First	Wright Property	1.27	$135,881.26	Note 1
The First	Squam Creek Property	2.98	$50,000.00	3/7/2027
OshKosh Capital	2012 Pierce Fire Truck	4.573	$123,220.75	7/15/2021

Table 19.1 Outstanding Town Loans for capital projects

Note 1: Current pay-off date for the Wright Property Loan is not available at this time because historically, the town has been paying additional monies above and beyond the required monthly/annual required payments.

19.3.3 Identify local and state valuations and local mill rates for the last five (5) years.

5-year Town Valuation and mill rate History					
Period	2014	2015	2016	2017	2018
State Valuation[1]	$219,100,000	$213,800,000	$217,150,000	$213,400,000	$203,100,000
Town Valuation[2]	$ 265,925,749	$ 267,215,719	$ 223,147,331	$ 222,557,244	$221,323,915
mill rate	0.775%	0.72%	0.82%	0.72%	0.66%

Table 19.2 5-year Town Valuation and mill rate History

Source: 2018 Westport Island Town Report

Town Valuation 2014-2018				
Year	Total Real Estate	Total Exemptions (-)	Personal Property, Machinery and Business Equipment (+)	Total Taxable Valuation
2018	$227,390,362.00	$7,377,764.00	$1,311,317.00	$221,323,915.00
2017	$ 227,682,433.00	$ 6,305,477.00	$ 1,180,288.00	$ 222,557,244.00
2016	$ 227,939,853.00	$5,951,446.00	$ 1,158,924.00	$ 223,147,331.00
2015	$ 270,433,117.00	$ 5,203,088.00	$ 1,985,710.00	$ 267,215,719.00
2014	$ 269,740,782.00	$ 5,729,588.00	$ 1,914,555.00	$ 265,925,749.00

Table 19.3 Town Valuation 2014-2018

Note: Data from Assessors Reports for fiscal years as indicated as published in Town Reports

Note 1: Data recorded from Maine.gov webpage: https://www.maine.gov/revenue/propertytax/sidebar/statevaluation.htm

Note 2: Data from Assessors Reports for fiscal years as indicated as published in Town Reports.

19.3.4 How does total municipal debt (including shares of county, school and utility) compare with the statutory and Maine Bond Bank recommended limits on such debt?

Title 30-A M.R.S.A. Section 5702 (LD-1) contains a limitation on the amount of debt that municipalities may incur. A municipality cannot issue debt (for purposes other than school, storm or sanitary sewer, energy facility or for municipal airports) that would exceed 7.5% of the municipality's last full State valuation (See Table 19.2 above).

The Maine Bond Bank has no set policy on the amount of total debt a municipality can or should have outstanding other than to be sure that the municipality is in compliance with the provisions of Maine law regarding limitations on local debt. The Maine Bond Bank looks at outstanding debt, both direct and contingent, from such perspectives as debt per capita, percentage of operating budget to debt service, and total debt among other factors.

19.4 Policies

Minimum policies required to address state goals:

19.4.1 To finance existing and future facilities and services in a cost-effective manner.

To date. Westport Island has been very successful in conducting its business (including capital investment) in a very cost-effective manner. This fact can be evidenced by the low tax rate that Westport Island residents and property owners enjoy (.82% max. in the last five (5) years. That being said, it does not preclude improving policies and procedures when opportunities or when new funding mechanisms arise.

To support the type of economic development activity the community desires, reflecting the community's role in the region. These, as communicated above, include:

- Improving protections and implementing farm-friendly policies in support of farming
- Improving Internet service speeds and accessibility
- Continuing to allow home-based businesses that do not endanger groundwater or other natural resources
- Continuing to allow forestry while strengthening oversight to protect soil and water resources.

To make a financial commitment, if necessary, to support desired economic development, including needed public improvements. In Westport Island this is likely to take the form of road improvements, participation in a regional broadband Internet project, and potentially in farm market promotion.

The town should consider enacting or amending local ordinances to reflect the desired scale, design, intensity, and location of future economic development. Also, there is more that should be done to support the success of farming. See the Future Land Use and Agricultural and Forest Resources sections of the Plan for more details.

Review local ordinances. If appropriate, amend or, if necessary, enact new ordinances to reflect the desired scale, design, intensity and location of future economic development.

Ensure citizens have access to the Town's ordinances through documentation on Westport Island's web site as well as at the Town Office.

Encourage home-based occupations provided they are not incompatible with residential uses or environmental and natural resource protections, or, harm the rural character of Westport Island.

19.4.2 To explore grants available to assist in the funding of capital investments within the community.

Westport Island has always sought out grants and other sources of funds to lessen the tax burden on the community and to expedite the timetable of projects that need to be accomplished. The completion of this comprehensive plan has multiple purposes for our community. First, it gives us a definitive plan or blueprint to guide us going forward, so we don't inadvertently work at cross purposes within town government with the Select board and our various sub-committees and civic organizations. Second, the plan, when approved and published in print and electronically, will allow all residents, property and stake holders to see what the town aims are, and how we want to achieve them. Lastly, the successful completion, approval, and adoption, will enable our town to apply for, and compete for grants to help us achieve our goals.

19.5 To reduce Maine's tax burden by staying within LD 1 spending limitations.

Historically, Westport Island has, as dictated by legislation (Title 30-A M.R.S.A. Section 5702), always strived to conform to this limitation. There is a conscious philosophy to make every effort to keep taxes as low as possible. As previously mentioned in Section Table 19.2 above, Westport

Island residents and property owners enjoy a low mill rate compared to other neighboring towns, a high of .82% over the last five years (Reference 2018 Westport Island Maine Town Report).

19.6 **Strategies**

Minimum strategies required to address state goals:

19.6.1 Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.

There is a Mid-coast Economic Development District16 (MCEDD) 2016 Comprehensive Economic Development Strategy for several counties including Lincoln, and therefore Westport Island. Its goals are:

- Accelerate the growth of the Mid-coast's local food sector
- Expand job opportunities in the manufacturing and technology sectors across the region
- Increase experiential tourism opportunities which attract new visitors to the Mid-coast throughout the year
- Attract and retain young talented people to the region while utilizing the skills and experiences of older talented people in the Mid-coast.

Westport island is positioned to participate directly in the first goal through an emphasis on the capacity here for expansion of farming and support of local food production. Westport Island is unlikely to see any advantages other than a few more, good-paying regional jobs which people can compete for, and potentially an increased demand for our farm products. Though we cannot expect a large amount of external help creating greater opportunity, experiential tourism business here such as an excellent place to kayak, or bird watching is an achievable possibly.

19.7 **Capital Investment Plan**

Prior to this Comprehensive Plan, Westport Island did not have a Capital Investment Plan. Up to this point the capital needs for the town while sometimes costly, have not been frequent. As mentioned in Section 12 above, the town is funding capital needs through bank notes and loans. Also as mentioned previously in that section, Westport Island has the following outstanding long-term debt:

Annual requirements to amortize the notes and lease payable as of June 30, 2018			
Year Ending June 30	Principal	Interest	Total
2018	$122,579.70	$12,699.05	$135,278.75
2019	$125,570.75	$9,646.71	$135,217.46
2020	$51,564.20	$6,506.03	$58,070.23
2021	$53,308.56	$4,761.67	$58,070.23
2022	$53,120.03	$2,950.20	$58,070.23
Thereafter	$50,958.77	$2,702.91	$53,661.68
TOTAL	$459,102.01	$39,266.57	$498,368.58

Table 19.4 Annual requirements to amortize the notes and lease payable as of June 30, 2018

19.7.1 Overlapping debt

The Town of Westport Island is situated in Lincoln County and is therefore subject to annual assessments of its proportional share of County expenses. Long-term debt outstanding in Lincoln County for which the Town of Westport Island would be proportionally responsible in the event the county defaulted amounted to $5,560,000.00 as of December 31, 2016. The Town of Westport Island's share would be 3.02% of the debt or approximately $167,912.00.

- Identify and summarize anticipated capital investment needs within the planning period in order to implement the comprehensive plan, including estimated costs and timing, and identify which are municipal growth-related capital investments.
- Establish general funding priorities among the community capital investments.

2019 Summary of Major Capital Needs and Priorities				
Capital Need	Priority	Time Frame	Est. Cost	Funding Source*
Town Office[3]	A	5-10 Years	Unknown	Town
Fire House[3]	A	5-10 Years	$1,500,000[1]	Grant/
Road Paving[2]	A	5-10 Years[2]		Town/State Highway Funds
Broadband – High speed internet[3]	A	ASAP		
Firefighting Cisterns	A	1-5 years	$30,000 ea.	Grants
Upgrade Culverts	B		$1,500,000 (est.)	
Raise Selected Sections of Roadways to Accommodate Future Sea-Rise	C			

Table 19.5 2019 Summary of Major Capital Needs and Priorities

1. *$1,500,000.00 is a very rough estimate, depending on configuration, capability, and construction.*
2. *Road paving is a recurring requirement. An attempt is made to accomplish repaving on a 3-5-year basis however, competing priorities sometimes delay the implementation of this plan. Re-paving is funded using funds accrued in the Paving Reserve Account and monies received through the State Highway Fund transfers for this purpose.*
3. *Growth-related capital investment projects.*

19.7.2 Identify potential funding sources and funding mechanisms.

As mentioned previously in Section 19.3.2 above, Conditions and Trends, "Funding for capital items and significant capital improvements are managed almost exclusively through bank notes." However, the town maintains a number of reserve accounts for miscellaneous payments by town committees such as the Shellfish and History committees. Recurrent projects such as, but not limited to road paving, road emergency repairs, property revaluation costs, and purchases of real estate as part of the Land for Westport Island's Future program, also use reserve accounts to keep money available when needed for lesser expensive projects, and to have a separate place to keep available monies from other accounts until needed. If a lesser dollar value capital improvement or procurement project is contemplated, the appropriate reserve fund will be augmented in the years prior to the anticipated project start." Additionally, the town is always looking for grant opportunities, at all levels, to help fund necessary, identified projects whenever and wherever possible.

20 Evaluation

The real value of the comprehensive plan is in its implementation. The following measures are recommended to be periodically (at a minimum of every five years) evaluated:

- The degree that the future land use plan strategies have been implemented.
- Amount of significant resource areas (critical resource areas) and open space protected through acquisition, easements or other measures.
- The extent to which the island's rural character and scenic treasures have been maintained.
- The status of the island's drinking water resource and any emerging threats
- The status of implementing the strategies of the Plan.

If the community's evaluation concludes that portions of the current plan and/or its implementation are not effective, the community is encouraged to propose changes to the plan, including new strategies, as they believe are needed.

21 Appendix

21.1 Westport Island Comprehensive Plan Survey as Mailed

Town of Westport Island
6 Fowles Point Road
Westport Island, ME 04578

COMPREHENSIVE PLAN SURVEY

PRST STD
U.S. Postage Paid
Newcastle, ME
Permit # 11
Zip 04553

*********ECRWSS*********
R002
Postal Customer
Westport Island, Maine 04578

Dear Westport Island Neighbors,

This survey is being conducted as part of Westport Island's Comprehensive Planning process. Your opinions will help guide recommendations for Westport Island's future. Your input on this anonymous survey is essential to ensure the Plan reflects the vision and desires of our Westport Island community. We appreciate your time and effort in answering these questions. **You may wish to complete the survey on-line for your convenience.**

Each person in your household who is age 18 or over is encouraged to complete one of these survey questionnaires (only one survey per person). Please submit your completed survey by August 31, 2018 by:

1. Complete the survey on-line at: http://wvfd.me/cps
2. Or scan this QR Code to get to the link:
3. Or mailing it to: Town of Westport Island, Attn: Comp Plan, 6 Fowles Point Road, Westport Island, ME 04578,
4. Or drop off your survey at the Town Office (box provided at the Town Clerk's office)

Additional copies are available at the Town Office if needed.

Westport Island Comprehensive Planning Committee

1. LOCATION – WHERE DO YOU LIVE OR OWN PROPERTY?
Check all that apply

1.1a	North of the Town Office & Fire Station	( )
1.1b	Between the Town Office and Town Hall	( )
1.1c	South of the Town Hall	( )
1.2a	Shorefront Parcel East Side	( )
1.2b	Shorefront Parcel West Side	( )
1.2c	Inland Parcel	( )
1.3a	Town Road (maintained by the town)	( )
1.3b	Private Road (maintained by owners)	( )
1.3c	RT 144 North of Upper West Shore Road	( )
1.3d	RT 144 South of Upper West Shore Road	( )

Figure 21.1 Comprehensive Plan Survey Page 1

Westport Island Comprehensive Plan – Town Survey

2. **DEMOGRAPHIC INFORMATION**

2.1. Year-round residents – How Long have you lived on Westport Island? (Check one)

2.1.1	Less than 1 year	( )
2.1.2	1-5 years	( )
2.1.3	6-10 years	( )
2.1.4	11-20 years	( )
2.1.5	Over 20 years	( )

2.2. Seasonal residents – How long have you summered on Westport Island? (Check one)

2.2.1	Less than 1 year	( )
2.2.2	1-5 years	( )
2.2.3	6-10 years	( )
2.2.4	11-20 years	( )
2.2.5	Over 20 years	( )

2.3. What is your employment? – Check the one that best describes your occupation

2.3.1	Retired	( )
2.3.2	Home-based business	( )
2.3.3	Education/Teacher	( )
2.3.4	Healthcare	( )
2.3.5	Manufacturing	( )
2.3.6	Construction	( )
2.3.7	Commercial Fishing or Marine Services	( )
2.3.8	Farming or Forestry	( )
2.3.9	Business (wholesale/retail/service)	( )
2.3.10	Other Professional	( )
2.3.11	Homemaker	( )
2.3.12	Government	( )
2.3.13	Other (please specify below)	( )
	_____	

2.4. If employed, where do you work? – (Check one)

2.4.1	On Westport Island – Not Internet Dependent	( )
2.4.2	On Westport Island – Internet Dependent	( )
2.4.3	Within 20 miles of Westport Island	( )
2.4.4	Further than 20 miles from the Island	( )

2.5. What is your relationship to Westport Island? – (check one)

2.5.1	Home Owner or family member of owner	( )
2.5.2	Home Renter or family member of renter	( )
2.5.3	Land only Owner – Planning to Build Home	( )
2.5.4	Land only Owner – Investor, Planning to Sell	( )
2.5.5	Visitor (short term rental)	( )
2.5.6	Work on Westport Island, live elsewhere	( )

Figure 21.2 Comprehensive Plan Survey Page 2

Westport Island Comprehensive Plan – Town Survey

2.6. Do you own and rent out your property? Yes ( ) or No ( )

If Yes, check all that apply to how you rent your property

2.6.1	Entire home for 6 months or more	( )
2.6.2	Entire home for more than 1 month but less than 6 months	( )
2.6.3	Entire home for less than 1 month	( )
2.6.4	Partial home for 6 months or more	( )
2.6.5	Partial home for more than 1 month but less than 6 months	( )
2.6.6	Partial home for less than 1 month	( )

3. What you like about living on Westport Island - Please check up to 5 items that are most important to you from this list:

3.1	Friends and family live here	( )
3.2	Natural beauty of the island	( )
3.3	Choice of good schools	( )
3.4	Rural living	( )
3.5	Minimal commercial development	( )
3.6	Access to shoreline	( )
3.7	Good place to retire	( )
3.8	Good place to raise a family	( )
3.9	Sense of community	( )
3.10	Ability to work from home	( )
3.11	Full cell phone coverage	( )
3.12	Access to affordable housing	( )
3.13	Historical architecture	( )
3.14	Access to nature preserves	( )
3.15	Low property taxes	( )
3.16	Other (please specify below)	( )
	_____	

4. **What you don't like about living on Westport Island--** (Check up to 5 items only)

4.1	Distance to Medical Facilities	( )
4.2	Poor Internet Access	( )
4.3	Poor Cell phone coverage	( )
4.4	Lack of affordable housing	( )
4.5	Lack of Employment opportunities	( )
4.6	Distance to stores or services	( )
4.7	Lack of regional transportation	( )
4.8	Lack of recreational facilities	( )
4.9	Lack of sidewalks	( )
4.10	Lack of bike paths or bike lane	( )
4.11	Lack of a community center for people to gather	( )
4.12	Lack of community access to shoreland or swimming area	( )
4.13	Lack of areas to walk dogs	( )
4.14	The road conditions	( )
4.15	Social isolation	( )
4.16	Other (please specify below)	( )
	_____	

Figure 21.3 Comprehensive Plan Survey Page 3

Westport Island Comprehensive Plan – Town Survey

5. **Town Services -** How well do you think the town is doing providing these services?

	Town Service	Good	Needs Improvement	No Opinion
5.1	Code Enforcement (Ordinances)	( )	( )	( )
5.2	Solid Waste Disposal at Wiscasset Transfer Station	( )	( )	( )
5.3	Boat Launch and Dock	( )	( )	( )
5.4	Public Shore Access	( )	( )	( )
5.5	Road Maintenance	( )	( )	( )
5.6	Snow Plowing & Sanding	( )	( )	( )
5.7	Town Office Services	( )	( )	( )
5.8	Fire Protection	( )	( )	( )
5.9	Emergency Medical Services	( )	( )	( )
5.10	Law Enforcement	( )	( )	( )
5.11	Animal Control	( )	( )	( )
5.12	Recreational Facilities	( )	( )	( )
5.13	Schools	( )	( )	( )
5.14	School transportation	( )	( )	( )

6. **Population change** – Over the next 20 years, would you like to see the year-around population of Westport Island:

6.1	Increase?	( )
6.2	Decrease?	( )
6.3	Stay about the same?	( )

7. **Rural Preservation** - What should Westport Island focus on to enhance our rural community? (Rank 1 thru 5 with 1 the highest priority and 5 the lowest)

	Focus	1 (highest)	2	3	4	5 (lowest)
7.1	Preservation of open space	( )	( )	( )	( )	( )
7.2	Bike or walking trails	( )	( )	( )	( )	( )
7.3	Public access to the shore	( )	( )	( )	( )	( )
7.4	Forest preservation	( )	( )	( )	( )	( )
7.5	Wetland protection	( )	( )	( )	( )	( )
7.6	Wildlife habitat protection	( )	( )	( )	( )	( )
7.7	Historic site preservation	( )	( )	( )	( )	( )
7.8	History museum (display of artifacts)	( )	( )	( )	( )	( )
7.9	Recreation facilities	( )	( )	( )	( )	( )
7.10	Other (please specify below)	( )	( )	( )	( )	( )
	_____					

Figure 21.4 Comprehensive Plan Survey Page 4

Westport Island Comprehensive Plan – Town Survey

8. **Fiscal Capacity**: Which, if any, of the following financial options do you think the Town should explore to implement community objectives that may be identified in the updated Comprehensive Plan? (Pick up to 5):

8.1	Property Taxes	( )
8.2	Tax Incentives	( )
8.3	Government Grants	( )
8.4	Town Acquisition	( )
8.5	Public Fundraising	( )
8.6	Private Foundation grants and donations	( )
8.7	Municipal Bonds	( )
8.8	User fees	( )
8.9	Partnerships with non profits	( )
8.10	Ordinance changes	( )
8.11	Easements	( )
8.12	None of the above	( )
8.13	Other (please specify below)	( )
	_____	

9. **Development** – How should the town deal with the following types of development?

	Development	Encourage	Limit	No Opinion
9.1	Single family homes	( )	( )	( )
9.2	Two family homes (duplexes)	( )	( )	( )
9.3	Seasonal homes	( )	( )	( )
9.4	Individual mobile homes	( )	( )	( )
9.5	Mobile home parks	( )	( )	( )
9.6	Condominiums	( )	( )	( )
9.7	Apartments (more than 3 units)	( )	( )	( )
9.8	Cluster housing	( )	( )	( )
9.9	Short term rentals (like Airbnb)	( )	( )	( )
9.10	Restaurants	( )	( )	( )
9.11	Convenience store	( )	( )	( )
9.12	Commercial fisheries & aquaculture	( )	( )	( )
9.13	Agriculture	( )	( )	( )
9.14	Tourism	( )	( )	( )
9.15	Retail businesses	( )	( )	( )
9.16	Marijuana dispensaries	( )	( )	( )
9.17	Commercial Marijuana cultivation	( )	( )	( )
9.18	Light Manufacturing	( )	( )	( )
9.19	Heavy Manufacturing	( )	( )	( )
9.20	Professional office space	( )	( )	( )
9.21	Home occupations/ home businesses	( )	( )	( )

10. **INTERNET COMMUNICATION**

10.1 How do you use the Internet? (Please check all that apply):

10.1.a	Job Related	( )
10.1.b	School related	( )
10.1.c	Friends and family networking	( )
10.1.d	Information / Research	( )
10.1.e	Entertainment	( )
10.1.f	Local or home-based business	( )
10.1.g	Don't use the internet	( )

Figure 21.5 Comprehensive Plan Survey Page 5

Westport Island Comprehensive Plan – Town Survey

10.2 If you have Internet connectivity, what type of internet service provider do you use today?

10.2.a	Fairpoint / Consolidated Communications DSL	( )
10.2.b	Spectrum Cable	( )
10.2.c	Satellite (e.g., Hughesnet, DISH)	( )
10.2.d	Cellular access for computers (hotspot)	( )

11. About you (Optional)

11.1. Sex (check one) Male ( ) Female ( )

11.2. Age (check one)

18-24	25-34	35-44	45-54	55-64	65-74	75-84	85 or over
( )	( )	( )	( )	( )	( )	( )	( )

11.3. Do you have school age children living with you on Westport Island full time? Yes ( ) or No ( )

12. Vision – Please share your vision for Westport Island. What would you like the community to look like in 2025 or 2030?

Vision:

_____
_____
_____
_____
_____
_____
_____

13. Comments – Please share your comments or any other concerns you would like considered for our Comprehensive Plan update.

Comments:

_____
_____
_____
_____
_____
_____
_____

Thank you for your opinions. If you have questions or would like to speak with a representative of the Comprehensive Plan Committee, please contact Robert Mooney, Chair, at (207) 882-5952, or at rmoooney3@roadrunner.com or Jason Kates, Vice Chair, at Jason@kates.org

CONTACT INFORMATION (optional)

Name: _____

Email address: _____

Phone number: _____

Figure 21.6 Comprehensive Plan Survey Page 6

21.2 **Westport Island Comprehensive Plan Survey Responses**

Figure 21.7 18.2 Westport Island Comprehensive Plan Survey Responses Power Point

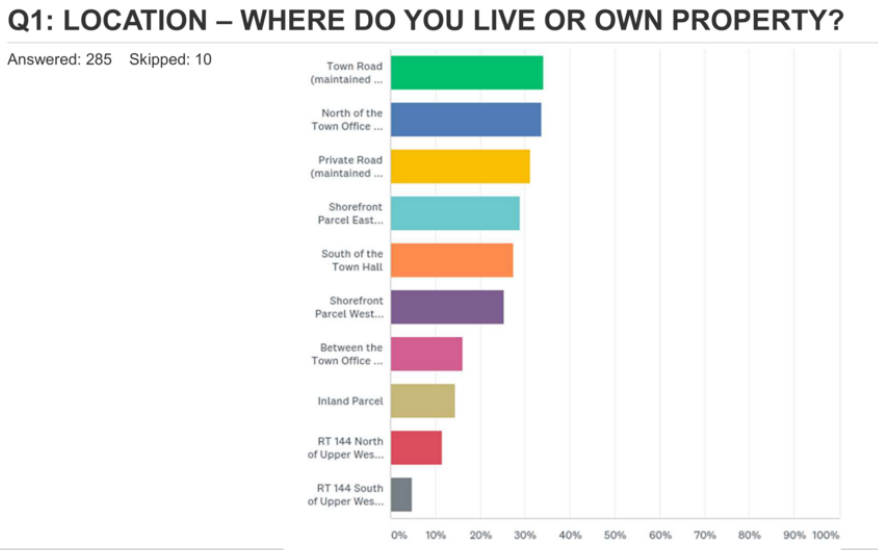


Figure 21.8 Westport Island Comprehensive Plan Survey Response Q1

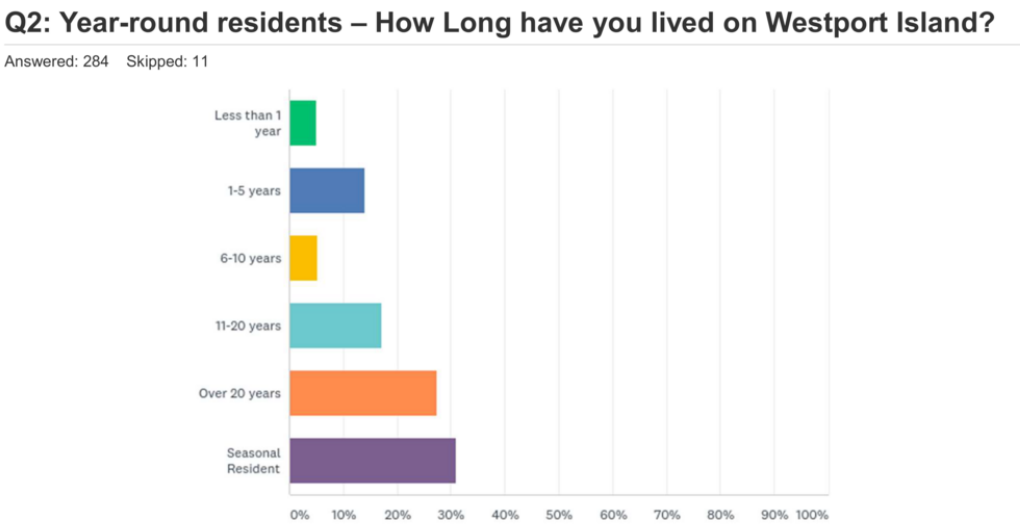


Figure 21.9 Westport Island Comprehensive Plan Survey Response Q2

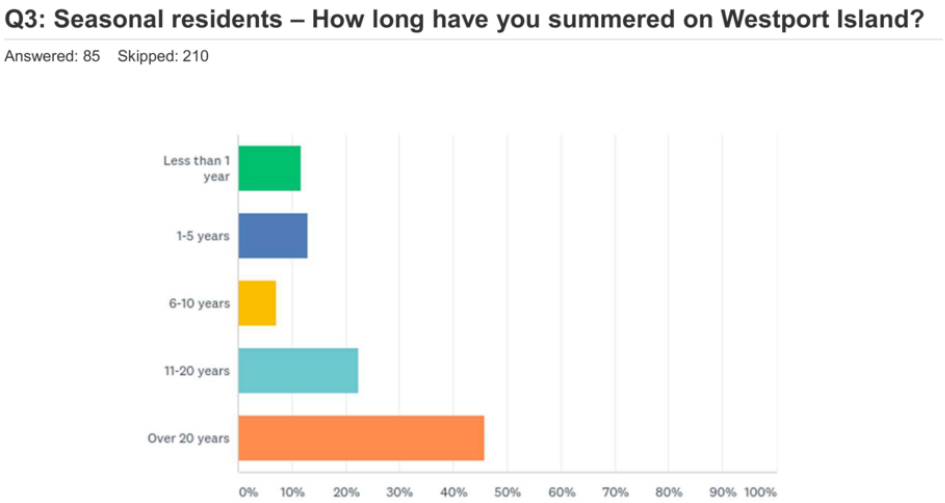


Figure 21.10 Westport Island Comprehensive Plan Survey Response Q3

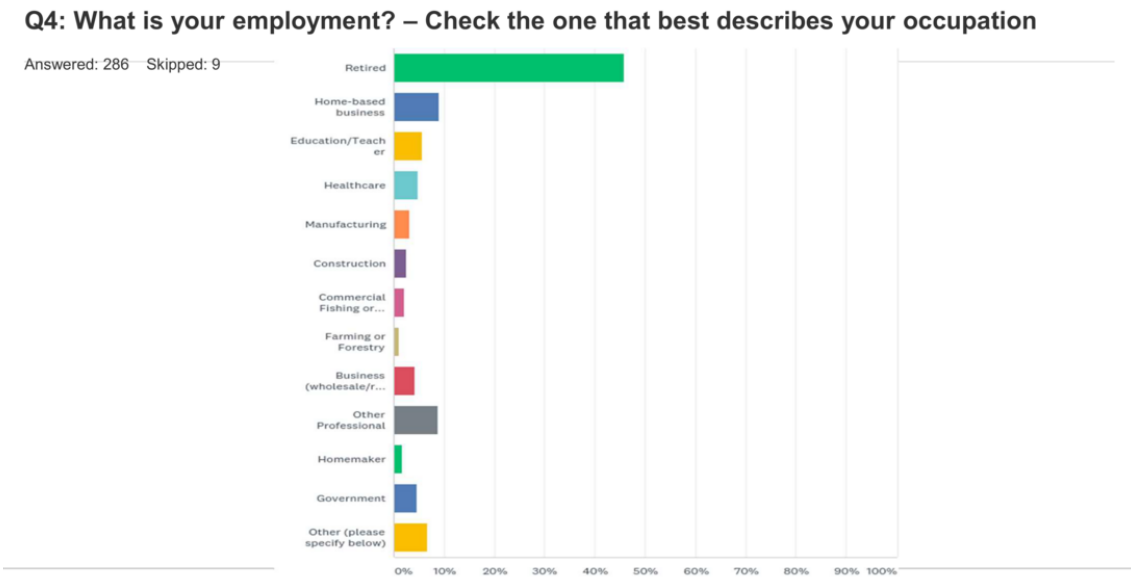


Figure 21.11 Westport Island Comprehensive Plan Survey Response Q4

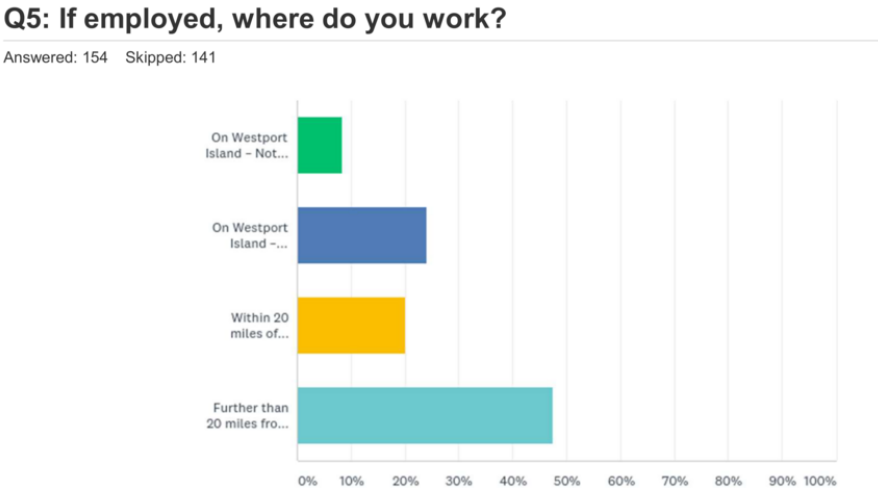


Figure 21.12 Westport Island Comprehensive Plan Survey Response Q5

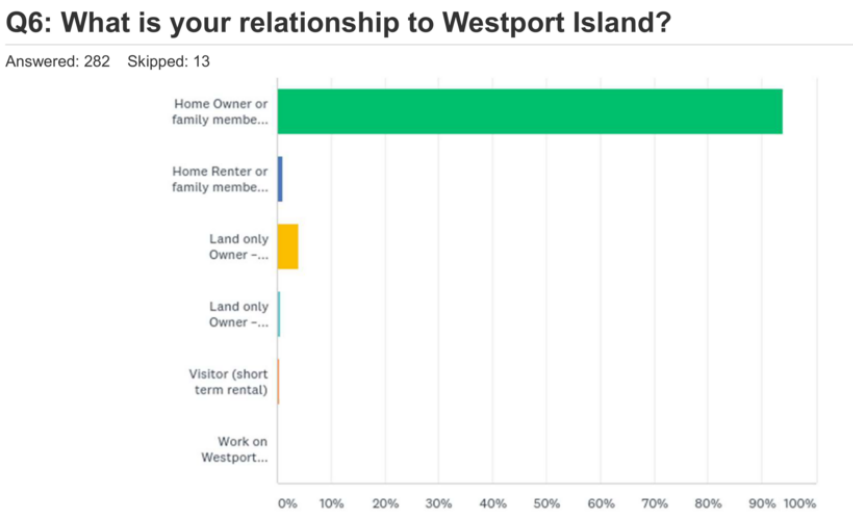


Figure 21.13 Westport Island Comprehensive Plan Survey Response Q6

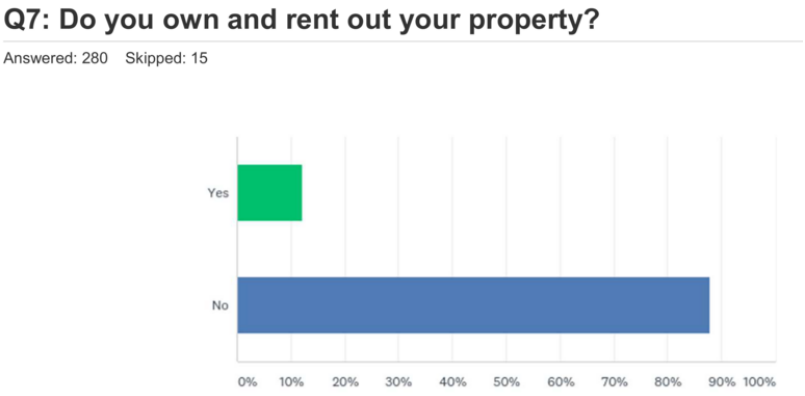


Figure 21.14 Westport Island Comprehensive Plan Survey Response Q7

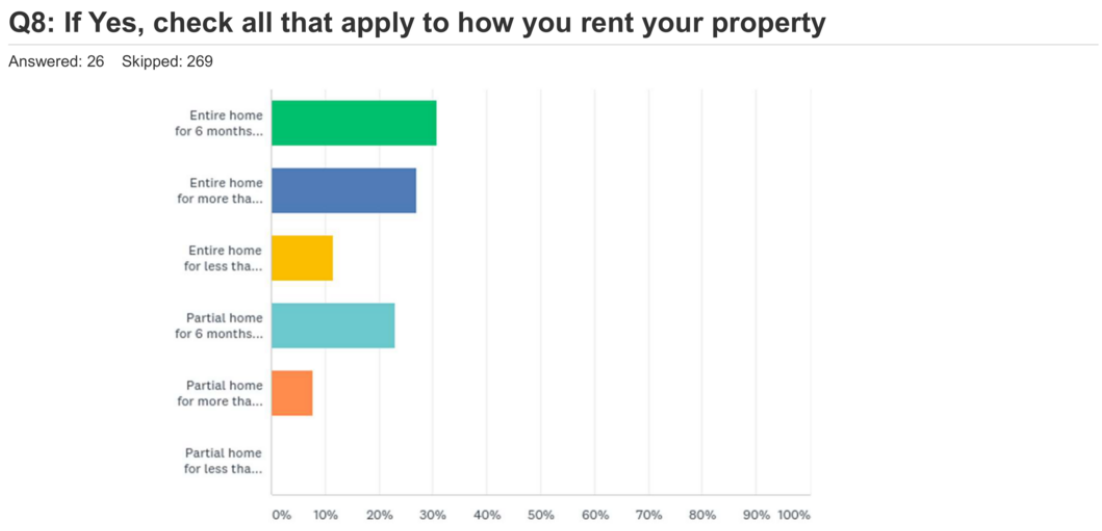


Figure 21.15 Westport Island Comprehensive Plan Survey Response Q8

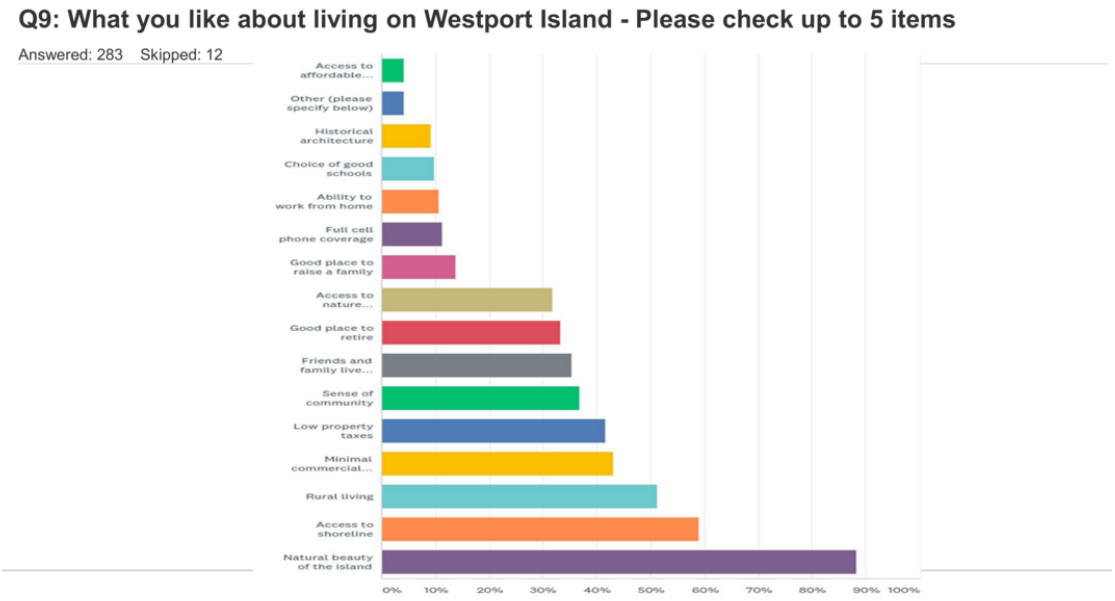


Figure 21.16 Westport Island Comprehensive Plan Survey Response Q9

Q10: What you don't like about living on Westport Island— Check up to 5 items

Answered: 266 Skipped: 29

	ANSWER CHOICES	RESPONSES	
2	Distance to Medical Facilities	38.35%	102
1	Poor Internet Access	40.60%	108
4	Poor Cell phone coverage	33.46%	89
	Lack of affordable housing	2.26%	6
	Lack of Employment opportunities	2.63%	7
3	Distance to stores or services	36.47%	97
	Lack of regional transportation	9.40%	25
	Lack of recreational facilities	10.53%	28
	Lack of sidewalks	10.15%	27
5	Lack of bike paths or bike lane	31.95%	85
	Lack of a community center for people to gather	13.16%	35
	Lack of community access to shoreland or swimming area	24.06%	64
	Lack of areas to walk dogs	10.53%	28
	The road conditions	28.20%	75
	Social isolation	10.15%	27
	Other (please specify)	16.54%	44
	Total Respondents: 266		

Figure 21.17 Westport Island Comprehensive Plan Survey Response Q10

Q11: Town Services - How well do you think the town is doing providing these services?

Answered: 279 Skipped: 16

	GOOD	NEEDS IMPROVEMENT	NO OPINION	TOTAL	WEIGHTED AVERAGE
Code Enforcement (Ordinances)	56.92% 148	13.85% 36	29.23% 76	260	1.72
Solid Waste Disposal at Wiscasset Transfer Station	86.04% 228	1.89% 5	12.08% 32	265	1.26
Boat Launch and Dock	75.75% 203	3.36% 9	20.90% 56	268	1.45
Public Shore Access	42.25% 109	29.84% 77	27.91% 72	258	1.86
Road Maintenance	52.24% 140	41.42% 111	6.34% 17	268	1.54
Snow Plowing & Sanding	55.81% 149	24.34% 65	19.85% 53	267	1.64
Town Office Services	86.84% 231	4.14% 11	9.02% 24	266	1.22
Fire Protection	76.30% 206	3.70% 10	20.00% 54	270	1.44
Emergency Medical Services	53.16% 143	11.90% 32	34.94% 94	269	1.82
Law Enforcement	35.11% 92	8.78% 23	56.11% 147	262	2.21
Animal Control	37.60% 97	7.75% 20	54.65% 141	258	2.17
Recreational Facilities	24.90% 65	29.89% 78	45.21% 118	261	2.20
Schools	29.12% 76	9.58% 25	61.30% 160	261	2.32
School transportation	27.41% 71	5.02% 13	67.57% 175	259	2.40

Figure 21.18 Westport Island Comprehensive Plan Survey Response Q11

Q12: Population change – Over the next 20 years, would you like to see the year-around population of Westport Island:

Answered: 275 Skipped: 20

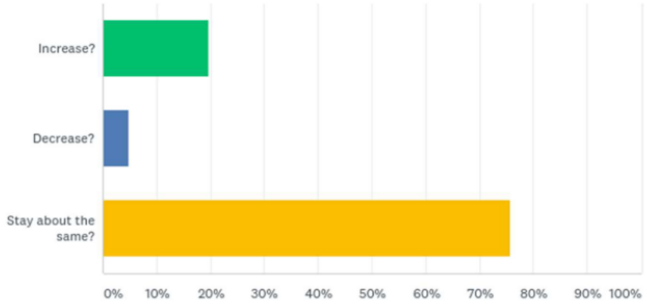


Figure 21.19 Westport Island Comprehensive Plan Survey Response Q12

Q13: Rural Preservation - What should Westport Island focus on to enhance our rural community? (Rank 1 thru 5 with 1 the highest priority and 5 the lowest)

Answered: 270 Skipped: 25

		1 (HIGHEST)	2	3	4	5 (LOWEST)	TOTAL	WEIGHTED AVERAGE
1	Preservation of open space	50.99% 129	19.76% 50	15.81% 40	4.35% 11	9.09% 23	253	2.01
	Bike or walking trails	36.14% 90	25.30% 63	21.69% 54	8.43% 21	8.43% 21	249	2.28
	Public access to the shore	28.00% 63	29.33% 66	24.89% 56	8.44% 19	9.33% 21	225	2.42
4	Forest preservation	39.09% 95	27.98% 68	21.81% 53	5.35% 13	5.76% 14	243	2.11
3	Wetland protection	43.27% 106	24.90% 61	17.14% 42	8.57% 21	6.12% 15	245	2.09
2	Wildlife habitat protection	44.35% 110	25.00% 62	18.15% 45	7.66% 19	4.84% 12	248	2.04
	Historic site preservation	30.45% 74	28.81% 70	23.87% 58	8.23% 20	8.64% 21	243	2.36
	History museum (display of artifacts)	18.03% 42	24.89% 58	30.04% 70	15.02% 35	12.02% 28	233	2.78
	Recreation facilities	16.38% 38	21.98% 51	35.78% 83	11.64% 27	14.22% 33	232	2.85
	Other (please specify below)	57.14% 16	7.14% 2	10.71% 3	0.00% 0	25.00% 7	28	2.29

Figure 21.20 Westport Island Comprehensive Plan Survey Response Q13

Q14: Fiscal Capacity: Which, if any, of the following financial options do you think the Town should explore to implement community objectives that may be identified in the updated Comprehensive Plan? (up to 5):

Answered: 248 Skipped: 47

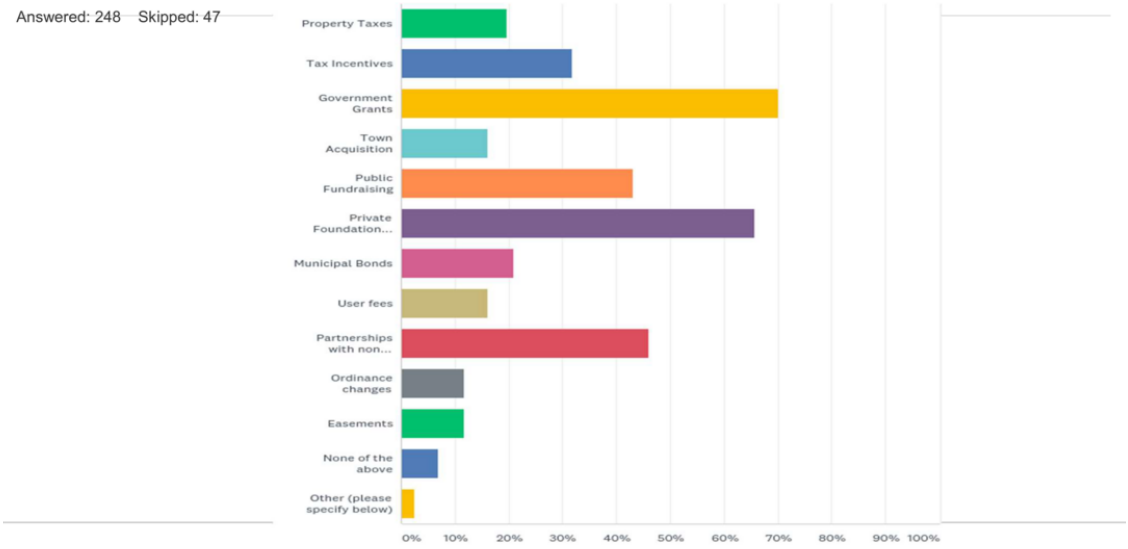


Figure 21.21 Westport Island Comprehensive Plan Survey Response Q14

Q15: Development – How should the town deal with the following types of development?

Answered: 270 Skipped: 25

First of 2 pages

	ENCOURAGE	LIMIT	NO OPINION	TOTAL	WEIGHTED AVERAGE
Single family homes	72.20% 187	14.29% 37	13.51% 35	259	1.41
Two family homes (duplexes)	17.00% 43	68.38% 173	14.62% 37	253	1.98
Seasonal homes	54.98% 138	25.50% 64	19.52% 49	251	1.65
Individual mobile homes	7.45% 19	75.69% 193	16.86% 43	255	2.09
Mobile home parks	1.15% 3	95.38% 248	3.46% 9	260	2.02
Condominiums	8.27% 21	82.28% 209	9.45% 24	254	2.01
Apartments (more than 3 units)	4.60% 12	86.97% 227	8.43% 22	261	2.04
Cluster housing	17.44% 45	68.99% 178	13.57% 35	258	1.96
Short term rentals (like Airbnb)	34.51% 88	41.96% 107	23.53% 60	255	1.89
Restaurants	73.54% 189	17.90% 46	8.56% 22	257	1.35
Convenience store	75.29% 195	16.22% 42	8.49% 22	259	1.33

Figure 21.22 Westport Island Comprehensive Plan Survey Response Q15 1 of 2

Q15: Development – How should the town deal with the following types of development?

Answered: 270 Skipped: 25

Second of 2 pages

	ENCOURAGE	LIMIT	NO OPINION	TOTAL	WEIGHTED AVERAGE
Commercial fisheries & aquaculture	81.78% 211	10.08% 26	8.14% 21	258	1.26
Agriculture	87.45% 223	5.88% 15	6.67% 17	255	1.19
Tourism	51.18% 130	31.89% 81	16.93% 43	254	1.66
Retail businesses	48.22% 122	36.76% 93	15.02% 38	253	1.67
Marijuana dispensaries	12.11% 31	67.58% 173	20.31% 52	256	2.08
Commercial Marijuana cultivation	18.00% 45	59.60% 149	22.40% 56	250	2.04
Light Manufacturing	33.98% 87	50.78% 130	15.23% 39	256	1.81
Heavy Manufacturing	2.76% 7	88.98% 226	8.27% 21	254	2.06
Professional office space	36.61% 93	45.28% 115	18.11% 46	254	1.81
Home occupations/ home usinesses	81.23% 212	9.20% 24	9.58% 25	261	1.2

Figure 21.23 Westport Island Comprehensive Plan Survey Response Q15 2 of 2

Q16: How do you use the Internet? (Please check all that apply):

Answered: 271 Skipped: 24

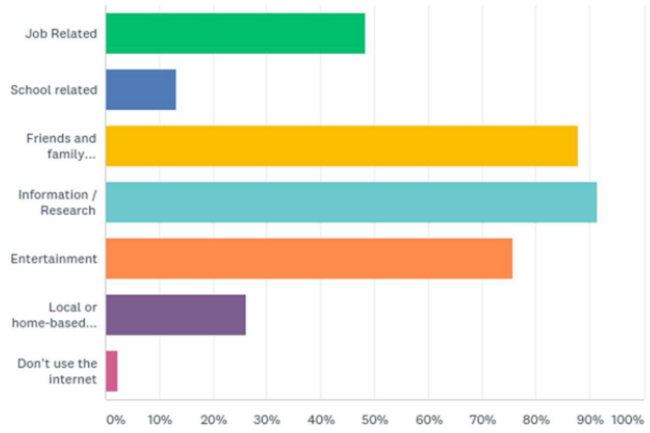


Figure 21.24 Westport Island Comprehensive Plan Survey Response Q16

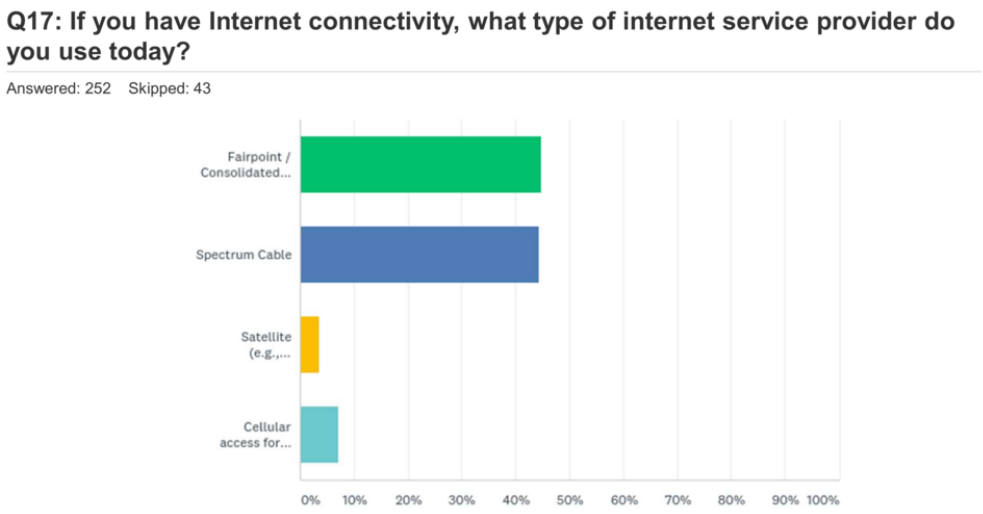


Figure 21.25 Westport Island Comprehensive Plan Survey Response Q17

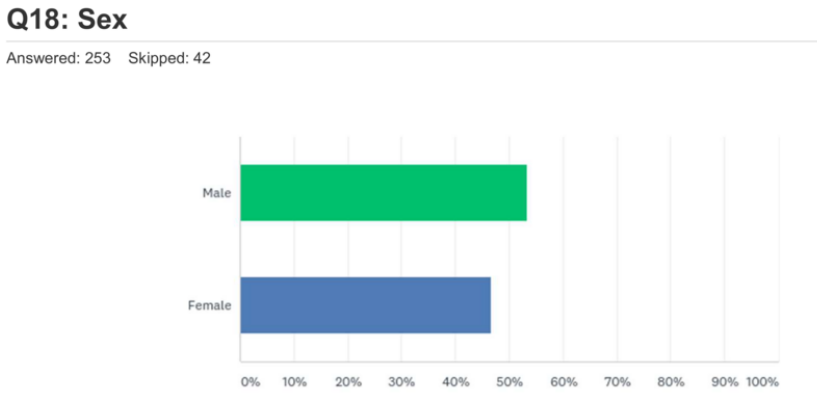


Figure 21.26 Westport Island Comprehensive Plan Survey Response Q18

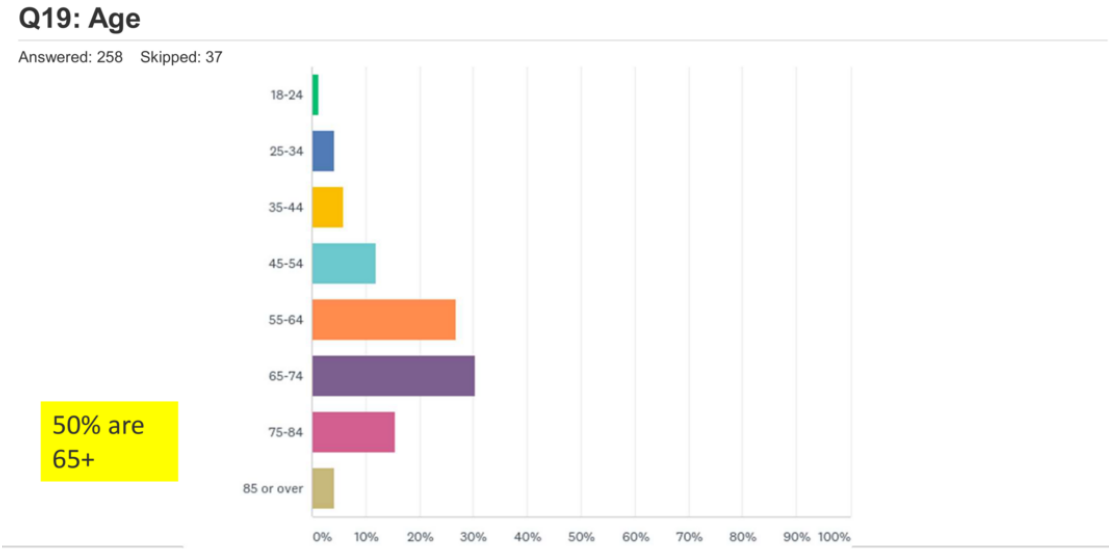


Figure 21.27 Westport Island Comprehensive Plan Survey Response Q19

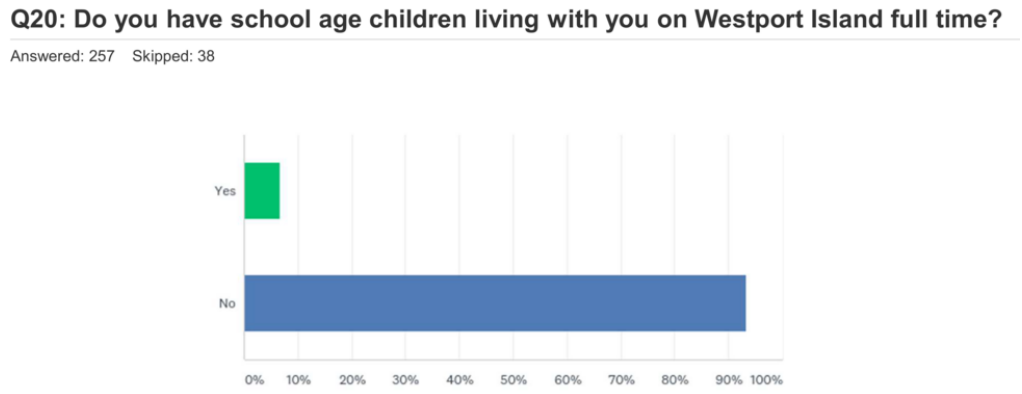


Figure 21.28 Westport Island Comprehensive Plan Survey Response Q20

21.3 **Vision Statement and Survey Comments**

Westport Island Comprehensive Plan Survey

Vision – Please share your vision for Westport Island. What would you like the community to look like in 2025 or 2030?

Answered 153

Skipped 142

Respondents	Response Date	Responses	Tags
1	9/4/2018	All town ordinances to be limited. Except ordinances that protect your neighbors, like blasting ordinances. Removal of all shoreland zoning.	Facilities & Services?
2	9/4/2018	A vibrant island community with a mix of full time and summer residents, with good accommodation for access to the ocean.	Population & Demographics
3	9/4/2018	Its nice the way it is.	N/A
4	8/31/2018	I would like to see some low level commercial ventures such as convenience/grocery to support year round as well as seasonal homes. To establish a sandy town beach would be a real gem to bring people together. Town recreational areas like ball fields/tennis courts/youth swing sets would be another way to bring people, Year rounders and seasonal together. Access to broadband internet for the entire island , especially the south end which has the slowest service is a necessity	Economic Development
5	8/31/2018	I would like the preservation of natural areas, hiking trails, areas for dogs & horses, local unique businesses and preservation of agriculture and open spaces.	Natural Resources & Agricultural and Forest Resources
6	8/31/2018	I would like to see a few shops. Such as ice cream or general store. Love the island and would like another eating area.	Economic Development
7	8/30/2018	Westport Island is a beautiful island. I would like to see minimal tree cutting, especially along the shore. I've appreciated the CHOICE of which school a resident student may attend. A bike path (away from cars) would be lovely. Keep it rural with minimal development and low taxes.	Natural Resources

8	8/30/2018	Part of what makes Westport special is that the land is so beautiful. While I'd love to see Westport get a little more upscale, it's hard to imagine all the things that go along with that (increased traffic, big apartment complexes, more hotels, retail outlets, parking lots, traffic, etc). I am delighted about having a place to buy pies (yay Daphne!!!), ride horses (Lotus Farms is great), and buy fresh items and gifts (I heart Lulu's Barn). I'm jazzed to see the changes and development over at the Tarbox Inn (weddings! how cool!) and it's a delight to welcome Sasanoa Brewing to the island. More of this would bring more joy. I think more businesses on the island would bring good things. I also wish the tip of the island on the south side was open to the public. It is really a gorgeous view down there, it's be pretty cool to share that.	Economic Development
9	8/29/2018	It would be nice to see more options for social engagement - food and drink. It would be nice to have access to basic needs without traveling 30 minutes.... But I love the island as is. It is close enough to all amenities without the traffic, and congestion and tourism that can ruin a place like this forever. Once it arrives, it doesn't leave. -- I do wish there was a way to help neighbors in need - besides the food bank. By donations of goods - matching those in need with people who may have items to donate etc etc.	Recreation/Economic Development
10	8/29/2018	A community with a sensible amount of traffic from homes and businesses, with access to water and hunting.	Future Land Use Natural Resources
11	8/29/2018	Not too different than it is today.	N/A
12	8/28/2018	A place where one could walk xxxxxxxx as well as enjoy the natural setting that makes Westport so special. In addition, the appearance of several commercial endeavors - restaurant, cafe, convenience store. There should also be in place ways to protect the rural character that we enjoy.	Future Land Use Natural Resources Economic Development

13	8/28/2018	More affordable housing and land. School choice is a must. Better internet. Store on the island.	Economic Development Population & Demographics
14	8/25/2018	I'd love it to look pretty much as it does today!	N/A
15	8/24/2018	More young people. Good internet and cell service	Natural Resources Agricurtural and Forest Resources
16	8/24/2018	Focus on sense of community, healthy safe access to the outdoors, and proactive smart growth	Natural Resources Agricurtural and Forest Resources
17	8/21/2018	Don't change a thing...	N/A
18	8/20/2018	• A restaurant to get to by boat • A restaurant or snack bar anywhere on the island • A small general store • A community center with a small gym that may include tennis courts, basketball courts and small locker room to shower. Could be useful space to have for emergencies too. • A few more small retailers. It's been great having Lulu's Barn. In general- more things on the island to do. It would be great to not have to leave to seek out an activity or food. Maybe a few of my suggestions are combined- a small general store that also has a coffee shop and cafe attached. The shop could also have WiFi for those who need it occasionally. Little things like this could really bring the community together and make a huge impact.	Economic Development Facilities
19	8/20/2018	I would like to see it have bike paths to connect the community..bike and xc ski multi use I guess. I would be on a committee to help do this..I think it would attract visitors who would want to rent on the island and maybe even support the store again....mountain biking is huge right now...	

20	8/20/2018	I love this island and the way it is, but not opposed to sharing it's beauty and having better services so there is more opportunity to work here.	
21	8/18/2018	something like today	
22	8/18/2018	Continue to encourage low impact commercial development.	Economic Development
23	8/18/2018	A strong sense of community. Places to gather - restaurants, shops, recreation areas. History museum, home - based commercial concerns, light industry. Discourage blight - abandoned/unkept properties.	Community Economic Development
24	8/18/2018	Similar to the present.	N/A
25	8/18/2018	Very much like now. Fewer well-to-do places, more moderate family homes. A small store would be nice, but not needed. Historical preservation is important. Low taxes. We dont need to encourage businesses that would bring lots of traffic. Bad for roads. Don't need the big trucks and tourists. Love that it is quiet and many locals in Lincoln County have never been here. Nothing to see here...let's keep it that way. Town Motto.	
26	8/17/2018	About the same it is now. Growth would be nice, just needs to be controlled, in order to preserve the current lifestyle atmosphere.	
27	8/16/2018	Encourage growth of residential housing. Discourage business	Population & Demographics
28	8/16/2018	Same	
29	8/15/2018	I like it just the way it is.	N/A
30	8/14/2018	Environmentally responsible and prosperous. With some small buisnesses like a General store. Employment opportunities on island - places to stay (bed+breakfasts) and places to work. Hospitality services available.	

31	8/14/2018	As we plan to retire here in 3 years, we would like to see some development as far as a store, restaurant and a revival of the cromwell type snack bar that served as a fun meeting spot in ht e1970s. Perhaps better utilization of the waterfront - a sailing program for kids, day camp (in conjunction with Chewonki) youn people are needed to invigorate the town and bring innovation.	
32	8/14/2018	To live + Work Quietly.	N/A
33	8/14/2018	Would like to see Westport maintain clean & reliable resources such as ground-water and shoreline, provide much more robust internet access, and be wary of the risks of airbnb's; airbnbs are difficult to regulate and can, if not properly monitored, abuse the geological resource of the island. Road maintenance needs to be prioritized more seriously, and an emergency system must be enabled for force majeure disastors.	
34	8/14/2018	A green island with residents concerned with the long term health of the island. Banning overboard discharge, encouraging organic agriculture and self sustainability, as well as small businesses here on the island.	
35	8/14/2018	As it is now but with more year-rounders and with a gathering place such as general store with seating or other such community-enhancing offerings.	
36	8/13/2018	Wider better main road. More people with families.	Transportation
37	8/12/2018	Somewhat the same, not excessive tourism, but at least a coffee shop mid island and a small brew pub...where friends can gather spontaneously, where tourists can stop for refreshment after hiking one of our preserves.	
38	8/9/2018	well planned development ,	Economic Development

39	8/9/2018	A community that provides for it's poor & elderly by offering affordable housing & food banks & service's. A community that continues to value it's open space and encourages nature trails & bike paths. KELT's involvement with segerstrom property is a good example. More places like Lulu's garden offering Westport made items & food a drink and place to gather. Not in favor of any marijuana facilities except a facility for medical marijuana.	
40	8/8/2018	Rural with protected lands like Squam Creek and Bonyun Preserves. Small businesses, artists, ??, etc. Keep Suburbia trends out.	
41	8/8/2018	I would like it to remain as it is as much as possible (not be considered as a Wiscasset by-pass, or a place for growing or selling marijuana or low income housing).	
42	8/8/2018	I hope we are able to attract more families with young children who will become attracted to this beautiful place.	
43	8/8/2018	Westport is a "Gem" to be preserved as is - as much as possible. A small convince store, breakfast spot + esenal store would be great + create a sense of community on a daily basis. Shore access for swimming etc of island residences only. Improved fire + medical response time so hard in a rural area.	
44	8/7/2018	A pristine forested island that encourages full-time and part-time residents who want to keep the rural character of this special place but also recognize that some changes can enhance the quality of life + bring in income + revenue to support amenities. So some change has to happen.	
45	8/7/2018	I'd like to see Westport Island be just a tiny bit more developed in order for it to be a little more self-sustaining. A coffee shop and/or small grocery store along the main road and bike/walking paths to better access the parts that are public would help build community. If there were a few more ways to live, work, and recreate on the island, I think there would be more to offer families and summer residents who want a sense of rural community.	

46	8/7/2018	a small community with a commitment to networking for mutual support. One that is supportive of young families who might make their homes here (a cluster housing implementation?). Some recreational facilities that will bring folks together (public tennis courts?) Could recreational facilities be part of a cluster/cooperative housing site? And could those facilities be accessible to the entire community?	
47	8/6/2018	I think Westport Island needs to attract young profesionals with families ~ profresionals that buildup the working class & contribute to a stable economy for Maine. The biggest factors that attract us to Westport was the school choice and reasonable taxes. We are medical professionals who contribute year round to Maine's economy & and infrastructure/functioning ~ increases in taxes would certainly make us reconsider our decision to settle in Maine!	
48	8/6/2018	Better town maintained road, access to public beaches, recreational facilities, some sort of "neighborhood watch" program	
49	8/6/2018	Keep taxes low, keep it rural you are doing a great job so far!	
50	8/6/2018	Moderate controlled growth to increase property values. Ordinances in places + enforced to insure that people's properties are kept clean to enhance property values and maintain the aesthetics of the island.	
51	8/6/2018	Stay just as it is!	
52	8/6/2018	More money for road maintenance fire department and more community gatherings.	
53	8/5/2018	Some acces to south shore + road improvements.	

54	8/5/2018	1. I don't like the fact that older summer residences pay a higher tax rate, particularly because we use less services! 2. We pay taxes but don't get to vote on town issues!!	
55	8/5/2018	Same as today - love the island	N/A
56	8/4/2018	Westport used to be a very tight-knit community where EVERYONE helped one another and not have a "look at what I have" attitude . Bigger is not better …….we are living in a small town and do not need the "big city blowhards" running this wonderful place to the ground . We have always been a hard working community ….. NOT a retirement community .	
57	8/4/2018	I would like the community to preserve status quo as much as possible. I lived in a town down south that experienced significant development and the quality of life declined as a result.	
58	8/4/2018	I'd like to see a network of trails to walk and bike that allows dogs. I'd like to see a south end and middle of island public boat launch and public water access. I love the sense of community and would like that to continue and hopefully, I can be a part of it year round!	
59	8/3/2018	Love the rural quality and hte quiet beauty but miss a "get together" place like Ed & Jenny's snack bar was. - Could be another restaurant or a "beach" - or wharf snack bar (like 5 Islands?)	
60	8/3/2018	The same as it is today! Quiet, lots of animal life.	Natural Resources
61	8/3/2018	Same as it does now	
62	8/3/2018	A peaceful, well-cared-for environment in which you have the option to self-sufficiently stay on the island for many days at a time. A community of neighbors who are committed to keeping the island clean and green.	
63	8/2/2018	I would like it to retain its rural, "untouched" character with the same sense of community. We are very fortunate to live here.	

64	8/2/2018	Westport should reflect a shared community spirit of pride and at least front yards should be attractive and free of unregistered vehicles and junk. Certainly, junk is in the eye of the beholder, however, most people will know what is meant.	
65	7/31/2018	-New England authenticity. Moderate conservative growth. -Code enforcement for garbage, debris; junk vehicles in peoples yards. -Need more law enforcement -More small business - Restaurants, art, country store, gas -Stronger EMS visibility for aging year round residents.	
66	7/31/2018	If we could go back in time to what it was like to live here in the 1950's 60' 70's - Quiet - Rural - Peaceful - A beautiful + safe place to live - everybody knew their neighbors	
67	7/31/2018	I would like to see more younger families with school age children, young professionals, and older families with collage age children included with retired professionals.	

68	7/30/2018	Would like to see not more than 1,000 to 1,500 year around residents by then, mostly so we would not have to go to public water or sewer systems, which would be extremely expensive for any lower or middle class residents. Some of us moved here to get away from chlorine water and high bills. Would like to see at least one small or medium grocery store with gas pumps so most of us would not have to leave the island every day for basics. Maybe a small coffee shop or internet cafe type of business for those who still cannot afford internet services. Would like to see a small community center so we would not be at the mercy of Wiscasset's rates. Would like to see by then we have our own zip code or a post office again.	
69	7/30/2018	A slightly more developed version of what it is now.	
70	7/29/2018	The off-the-beaten-path island with a perfect mix of time-honored coastal Maine feel, unsurpassable summer recreation, supported by excellent modern-day services.	
71	7/29/2018	The community needs to move forward slowly in a productive manner that benefits the island and its residents.	
72	7/29/2018	Perhaps a Small fishing operation with eating facility along the waterfront	
73	7/26/2018	I would like to see more employment opportunities in the area for people between 20 n 59 years old. Would yield a more sound economy.	
74	7/26/2018	To not have Hi speed internet available for whole island and cable (fiber optic) south of Squire Tarbox is unacceptable CCI DLS is almost useless for today's users.	
75	7/26/2018	still a rural community, but with support systems in place to help neighbors.	
76	7/26/2018	Areas where people can gather to get to know their neighbors.	

77	7/26/2018	A peaceful quiet environment to relax and escape the craziness of our world.	
78	7/26/2018	I love the island for it's natural beauty & tranquility. However, high speed internet is my biggest priority. It would increase home values immediately and I require it for my business. Satellite internet is quite bad. I would also love to see bike lanes and a place to have a drink with the local community.	
79	7/26/2018	As a senior, I would like to see property taxes stable,opportunities for senior living (multifamily housing or some kind of cluster housing). Continue to upgrade conservation lands. Upgrade internet service	
80	7/26/2018	Continue the same & minimal change.	
81	7/26/2018	Quiet, secure and beautiful inhabited by persons who care about the environment and their fellow humans of all types.	
82	7/26/2018	Make/Keep Westport attractive to young families and working class folk. Limit growth to prevent rapid expansion and "urbanization". Don't lose the character of the island. My fear is that some "big money from away" will come in and try to do what they are doing in Boothbay. Also, encourage small businesses, like home-based businesses that are popping up.	
83	7/26/2018	I would like to see a small community restaurant similar to the old Bayside Oaks, a local store for coffee, and convenience items, lowered speed limit, and pedestrian, bike lane, and more single family affordable housing to encourage young families.	

84	7/25/2018	W.I. is a remarkably quiet, forested coastal community - a unique gem! But, I think there needs to be: Stronger community focus community beach incentives for restaurant(s); store some multi-family development (i.e. condos & semi-detached dwellings)	
85	7/25/2018	A restaurant/community gathering place - coffee shop would be great. Sidewalks!! A dog park would be wonderful :-)	
86	7/25/2018	The same but with better internet access & better cellphone services. Westport Island's appeal is it's rural peaceful clean environment.	
87	7/25/2018	I like everything about it ad wouldn't change a thing.	
88	7/25/2018	Need better internet on south end. Internet = Jobs Need access to swimming. More preservation! We blew it on the hopkins property.	
89	7/25/2018	Because both sides of my family are originally from the island, I like if first the ways it is. But we must keep up with change and move forward with a plan as times change. It would be nice to still remain a fairly non-regulated free little community, but as things in society change, we must adapt to those changes. I believe that people who own property and pay tax on it should be allowed to do what they like within reason and within limits as to not affecting or harming their neighbors.	

90	7/25/2018	We like the community as-is. We value the quiet, low traffic, low-key lifestyle.	
91	7/25/2018	Pretty much the same as it is with maybe a couple of grocery or convenience stores, mid-island or at each ends.	
92	7/25/2018	Continue on the same path we have always been . An independent community where residents have control and help make rules but we retain our freedom to do as want with our property.	
93	7/25/2018	More business opportunities	
94	7/25/2018	See above.	
95	7/25/2018	Again, fresh water supply limits what Westport can support.	
96	7/25/2018	Heavily wooded rural community. Bedroom community. Small businesses, fisheries and boat building. Better roads.	
97	7/25/2018	Keep it the same	
98	7/25/2018	"Good enough as is. Keep change to a minimum"	
99	7/25/2018	A healthy proportion of working families and seasonal families. Like I think it is now. I wouldn't want the proportion to tip either way. Diversity is best.	
100	7/25/2018	It was nice back in the day when the snack bar offered a restaurant you take your boat to. Also a little island market was nice. Local inns would be nice too. I would never want the island to be over run by tourists. However, perhaps a special historical park where people could see some of the industries of the past? Most important would be to preserve its pristine character. Also, the caring community of people should be preserved.	
101	7/25/2018	Peaceful, quiet - well looked after and cared for -	
102	7/25/2018	Clean, well kept island; Roads taken care of and that mean all roads on the island. If all the property owners pay taxes, their roads should be maintained by the city!! All places (homes, trailers, campers should be numbered for 911 purposes!	

103	7/24/2018	Would like to see more community activities and convenience store and encouragement to clean up junk in front yards. When we have visitors have to apologize for the eye sores that penalize citizen who properly maintain their property	
104	7/24/2018	mild growth & family orientated	
105	7/23/2018	I think that everyone wishes there were gathering place like town's snack bar was. I suggest a tavern and store financed as a cooperative where members support the operation philanthropically as such a business is not otherwise flexible. I would be willing to be a founder.	
106	7/23/2018	I like that there is little change here on the island. That being said having a weekly farmers market would be amazing. I would like to see the population to stay small and discourage large development. I moved here because of the natural resources and I would like to help keep this island clean with enough resources for people to live abundantly.	
107	7/23/2018	First, drive onto the Island with a pleasant view of something other than a dumpy old "store" that has turned into a slum. Clean up along the roadside an keep it that way by mowing/brush hog with town owned equipment. New Fire Station building. Recreation area on Town owned property. Zoning requirements with zoning board (at least 3 people). Mobile home minimum requirements. No mobile homes brought on built prior to 1976, they do not meet standards. Pitched roof required.	

108	7/23/2018	Cleaned up yards, single family homes, water access for swimming, local market, codes for signage, codes for trailer location, CODE ENFORCEMENT..once made.... A five person board of selectmen, zoning committee with restrictive codes and authority and the will to enforce..	
109	7/23/2018	I came to Westport because of its natural beauty, its rural feel, its access to water, the low tax burden and the independent nature of its residents. I prefer that it stay that way. I do not want to bring everything here that I tried to get away from. I love my helpful neighbors, we are always looking out for each other. There is plenty of social opportunity if you choose to be social. I love the Wiscasset's Library, Community Center Pool, the Transfer Station and the downtown but I don't want any of these on Westport. They are close enough and I don't mind supporting them financially. I don't have an answer for the continuing challenge of getting firefighters and EMTs on Westport. Part of me would like to have every resident be responsible to volunteer for at least something every year. Even if it is just helping to maintain something the community owns. I would hope that our future here would stay rather low key, independent, thoughtful, cooperative and inviting to others who are looking for the same living style. I would be devastated if Westport was bought up by developers and became another Boothbay, Rockland, Bar Harbor etc. Please discourage large development such as condos and hotels.	
110	7/23/2018	I have enjoyed summers in Westport for over 60 years and would like to see it stay much as it is today. I think it should limit growth so that traffic does not become a safety issue. I am concerned that Rte. 144 cannot handle much increase in traffic without a serious effect on road, pedestrian and bicycle safety.	

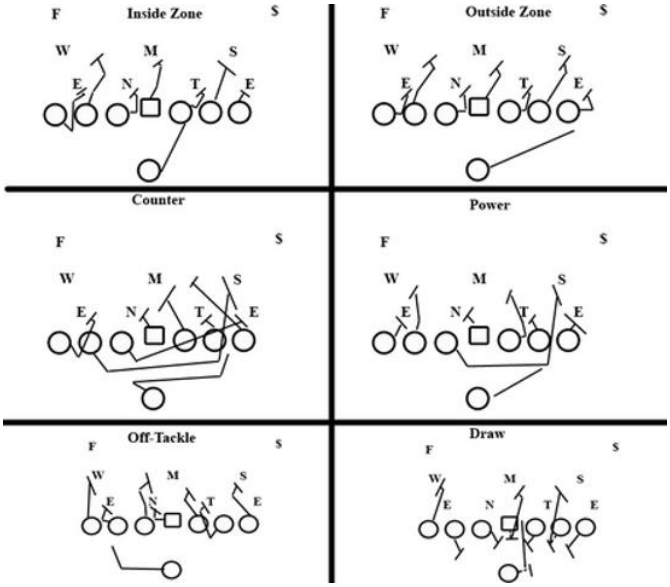
111	7/23/2018	Vibrant with families living in single family homes that are well maintained, local areas to gather ie coffee shop, small retail services, well groomed public areas for hiking, walking, shoreline public picnic area with food amenities ie. ice cream, sandwiches by boat launch	
112	7/23/2018	Much as it is today, but with better side roads	
113	7/23/2018	Modest growth in population of both year-round and seasonal residents; growth in home-owned and small businesses; improved water access for public use; and, preservation of critical environment resources.	
114	7/22/2018	Quiet, peaceful, friendly, clean	
115	7/22/2018	I like the idea of small community but more connectivity. Internet etc. So not a whole lot of building. This is an island. I think we have to be careful.	
116	7/22/2018	Quiet. Low mill rate. Keep taxes low.	
117	7/22/2018	Bedroom community with cottage industries, people who work from home, summer population that increases, increased community connection.	
118	7/22/2018	Remain a good place to be	
119	7/21/2018	I would like the remaining large tracts of land incentivized to remain undeveloped through tax policy and promotion of clustered development where feasible.	
120	7/20/2018	Continue as is except for better internet service and road maintenance.	
121	7/20/2018	No change other than better internet access and better road maintenance	
122	7/18/2018	Much like today	
123	7/18/2018	Sustainable economically and environmentally; economically, racially, and ethnically diverse; fully integrated into the global economy via tech while preserving a fundamentally nature-centric local ambiance; regulated according to progressive values and objectives.	
124	7/17/2018	A rural peaceful place to live	N/A

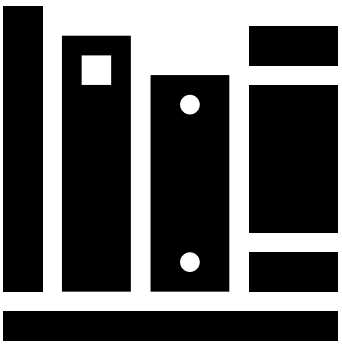
125	7/16/2018	Fewer cars speeding on Main Road; more biking and walking along that route. Currently, the combination of narrow roads, blind curves and high car speed make biking too dangerous - it's an accident waiting to happen. Increase of all outdoor activity would increase sociability and health on the island for all residents.	
126	7/14/2018	Similar to today, more resources for recreation and nature. Roads in much better condition than today!	
127	7/14/2018	Basically the same. Maybe a store.	
128	7/14/2018	Add bike paths	
129	7/13/2018	Bike lanes and Island long walking/biking trail	
130	7/13/2018	Sense of community with a place to gather and share ideas and information. Would really like a small tea room or coffee shop for community interaction.	
131	7/13/2018	Still rural, but with more opportunities for community interaction. Good internet options.	
132	7/13/2018	I would not like to see great change. The only thing that I miss is a place for social networking, an active community center.	
133	7/13/2018	A quiet relaxed community	N/A
134	7/13/2018	As it is today.....	N/A
135	7/13/2018	Rural, low population, residential community	
136	7/12/2018	Similar but embracing the future.	
137	7/12/2018	Continue to grow as a community and learn about all the island has to over.	
138	7/12/2018	Mostly unchanged.	
139	7/11/2018	About the same, but a larger fire department and t crew	
140	7/11/2018	Would love to see a swimming area for taxpayer use, possibly a convenience store but love the island the way it is now and would love for it to stay that way as long as possible.	
141	7/10/2018	Close knit community, dependable, kind of like it is now	
142	7/10/2018	Much the same as now.	
143	7/10/2018	A welcoming environment for young families with a sense of community	
144	7/10/2018	Remain quaint and quiet	
145	7/10/2018	Let freedom ring.... less laws.... people need to mind their own business.	

146	7/10/2018	A vibrant and active year-round and seasonal community with an improvement in infrastructure and quality housing.	
147	7/10/2018	Similar to what it is today just a little new and improved. More community spaces for recreation. Public water access. Encourage the growth of new businesses that will bring some business and a little tourism to the island. It would be mice to not have to go off the island for everything	
148	7/10/2018	A STORE would be lovely	Economic Development
149	7/10/2018	Growth but retain the sense if small town community.	
150	7/10/2018	Friendly community that works together.	
151	7/6/2018	An accessible, rural and walkable coastal community with ample public open space, trails and storefront access for all residents.	
152	7/6/2018	A community with on-island recreation and small businesses, highly connected to the world thru excellent internet connectivity, income diverse, and with increased self reliance for electricity in the face of more damaging storms.	
153	7/5/2018	Eliminate ALL slumlord housing (especially trailers) by implementing ordinances that require minimum standards such as adequate insulation, insulated doors with storm doors, low "E" windows, and heating systems that are less than 20 years old.	

Table 21.1 Written Survey responses for Vision

21.4 **Comprehensive Plan Goals, Policies and Strategy/Action Plans**





21.4.1 Westport Island Goals for the Comprehensive Plan

Section		Goals
5	Historic and Archeological Resources	To preserve the State's historic and archaeological resources.
6	Natural Resources	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.
7	Water Resources	To protect the quality and manage the quantity of the town's water resources and drinking water, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.
8	Marine Resources	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.
9	Agricultural and Forestry Resources	To safeguard the State's agricultural and forest resources from development which threatens those resources.
10	Recreation	To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.
11	Population and Demographics	NA
12	Public Facilities and Services	To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
13	Housing	To encourage and promote affordable, decent housing opportunities for all Maine citizens.
14	Transportation	To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
15	Existing Land Use	NA
16	Future Land Use Plan	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.
17	Economy	Promote an economic climate that increases job opportunities and overall economic well-being.
18	Fiscal Capacity and Capital Investment Plan	To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Table 21.2Westport Island Goals for the Comprehensive Plan

21.4.2 Westport Island Policies for the Comprehensive Plan

Policy #	Policy Text
	Historical and Archaeological Resources
5.a	Improve the identification of Westport Islands historic resources
5.b	Improve awareness of the location of historical resources
5.c	Improve town ordinance protection of historic resources
5.d	Consider establishing a historic district covering the properties from the Squire Tarbox Inn south to the site of the Center School
5.e	Improve the public identification and knowledge of selected historic resources
	Natural Resources
6.a	To conserve critical natural resources in the community, with the protection and maintenance of our valuable open spaces, preserves, habitats, wetlands and shorefronts important priorities.
6.b	To protect scenic View sites and corridors for future generations to enjoy.
6.c	To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.
	Water Resources
7.a	To protect current and potential drinking water sources from contamination and saltwater intrusion.
7.b	To protect significant surface water resources from pollution and improve water quality where needed.
7.c	To minimize pollution discharges through the gradual elimination of all Overboard Discharges (OBDs) by supporting and assisting homeowners install compliant system upgrades.
7.d	To cooperate with neighboring communities and regional/ local advocacy groups to protect water resources.
	Marine Resources
8.a	To protect, maintain and, where warranted, improve marine habitat and water quality.
8.b	To foster water- dependent land uses and balance them with the other complementary land uses.
8.c	To maintain and, where warranted, improve harbor management and facilities.
8.d	To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.
	Agricultural and Forest Resources
9.1	Safeguard lands identified as prime farmland or capable of supporting commercial forestry
9.2	Support farming and forestry and encourage their economic viability
	Recreation
10.a	To maintain/upgrade existing recreational facilities as necessary to meet current and future needs and to attract families.
10.b	To preserve and expand open space for recreational use, as appropriate. The map above clearly identifies whether the publicly used recreation space is publicly or privately owned.

10.c	To provide for and support public hiking, biking, skiing and dog walking trails or paths within easy access to all residents.
10.d	To seek to achieve or continue to maintain at least one major point of public access to each of our significant freshwater ponds and our saltwater shore for boating, fishing, and swimming, and work with nearby property owners to address concerns.
	Population & Demographics
11.a	To maintain its population or encourage moderate population growth over the next 20 years or so.
11.b	To encourage younger people and families to stay in Westport, or to re-locate to Westport.
11.c	To be aware of the needs of its increasingly aging population and to anticipate that more services related to the needs of its aging population will become necessary.
	Public Facilities and Services
12.a	To efficiently meet identified public facility and service needs.
12.b	To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.
	Housing
13.a	To encourage and promote adequate workforce housing to support the community's and region's economic development.
13.b	To ensure that land use controls encourage the development of quality affordable housing, including rental housing.
13.c	To ensure that land use controls accommodate the needs of an aging population.
13.d	To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.
	Transportation
14.a	To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.
14.b	To safely and efficiently preserve or improve the transportation system.
14.c	To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.
14.d	To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
14.e	To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.
	Future Land Use Plan
16.a	Westport Island coordinates our community's land use strategies with neighboring planning efforts through regular participation in the Lincoln County Regional Planning efforts.
16.b	Westport Island supports the protection of land uses as the community desires in its vision of a rural and scenic island.
16.c	Westport Island supports the level of financial commitment necessary to provide incremental infrastructure improvements to preserve the town's land use goals.

16.d	Westport Island has established permitting procedures for the town and will continue to work on improving their efficiency and effectiveness.
16.e	Westport Island has established protections for critical rural and waterfront areas through the Shoreland Zoning Ordinance, and will review, update or create new ordinances as necessary to provide the protections needed.
	Economy
18.a	To support the type of economic development activity the community desires, reflecting the community's role in the region.
18.b	To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.
18.c	To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.
	Fiscal Capacity and Capital Investment Plan
18.a	To finance existing and future facilities and services in a cost-effective manner.
18.b	To explore grants available to assist in the funding of capital investments within the community.
18.c	To reduce Maine's tax burden by staying within LD 1 spending limitations.

Table 21.3 20.4.2 Westport Island Policies for the Comprehensive Plan

21.4.3 Westport Island Action Strategies for the Comprehensive Plan

Chapter	Action Strategies Necessary to Address State of Maine Goals	Responsible	Completion Time Frame
	Historical and Archaeological Resources	**Responsible Parties**	**Schedule Plan**
5 Historical	(1) Establish a working group that will inventory and evaluate Westport Island's historic resources, to identify those needing protection	History Committee	2021
5 Historical	(2) Map the location of known historical resources to tax map lots	History Committee	2021
5 Historical	(3) Establish a committee that will determine how best to protect the island's historic resources, then work to incorporate that protection into Westport's land use ordinances	Planning Board and History Committee	2021
5 Historical	(4) Create a committee to review the case for such an historic district, and if supported, seek approval for its establishment at a town meeting	History Committee	2022
5 Historical	(5) Provide educational signage for easily accessible Westport historic resources, such as the mill sites (as was done for the Bonyun Preserve)	History Committee and KELT	2021
6 Natural Resources	(1) Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Planning Board	On-going
6 Natural Resources	(2) Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Conservation Commission	2020
6 Natural Resources	(3) Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation	Planning Board	2021

Chapter	Action Strategies Necessary to Address State of Maine Goals	Responsible	Completion Time Frame
6 Natural Resources	4) Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	Planning Board	2021
6 Natural Resources	(5) Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Conservation Commission	On-going
6 Natural Resources	(6) Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Conservation Commission	On-going
6 Natural Resources	(7) Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	Conservation Commission	On-going
6 Natural Resources	(8) Continue to grow the "Land for Westport Island's Future" fund for potential land acquisition for habitat protection, scenic view protection, shorefront access or recreation.	Select Board and Conservation Commission	On-going
6 Natural Resources	(9) Perform a "Build-out" analysis to determine how much land should be preserved as open space to retain the rural character of the town.	Conservation Commission	2020
6 Natural Resources	(10) Develop land use ordinance options to achieve the "Build-out" state to retain the rural character desired by town residents.	Planning Board	2021
6 Natural Resources	(11) Inform property owners of the importance of the view sites	Conservation Commission	2020
6 Natural Resources	(12) Consider land use ordinance revision that provides incentives for view preservation	Planning board	2021
6 Natural Resources	(13) Continue collaboration with neighboring coastal towns on common strategies where appropriate	Conservation Commission	On-going

Chapter	Action Strategies Necessary to Address State of Maine Goals	Responsible	Completion Time Frame
7 Water Resources	(1) Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with:	Planning Board	2022
7 Water Resources	a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502).		
7 Water Resources	b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.		
7 Water Resources	c. Maine Pollution Discharge Elimination System Stormwater Program		
7 Water Resources	(2) Consider amending local land use ordinances, including minimum lot sizes, as applicable, to incorporate low impact development standards and implement Stratex recommendations.	Planning Board	2022
7 Water Resources	(3) Maintain, enact or amend aquifer recharge area protection mechanisms, as necessary. Publish guidelines for residents.	Conservation Commission	2021
7 Water Resources	(4) Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine	Conservation Commission	2021
7 Water Resources	(5) Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Planning Board	2022
7 Water Resources	(6) Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Plumbing Inspector & Conservation Commission	On-going

Chapter	Action Strategies Necessary to Address State of Maine Goals	Responsible	Completion Time Frame
8 Marine Resources	Identify needs for an additional recreational and commercial access, including parking, boat launches, swimming, etc.	Select board, Harbor Committee and Harbormaster	2020
8 Marine Resources	Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Select board	2020 and On-going
8 Marine Resources	Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access or to support the conduct of commercial fishing activities.	Select board and Town Clerk	2020 and On-going
8 Marine Resources	Support implementation of local and regional harbor and bay management plans.	Select board, Harbor Committee, Harbormaster, Commercial Fishermen, Maritime businesses and Town meeting vote	On-going
8 Marine Resources	Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	Select board, Harbor Committee, Harbormaster, Property Owners and Land Trust	On-going
9 Agricultural and Forest Resources	Consult with the Maine Forest Service district forester if ever any land use regulations pertaining to forest management practices are considered	Planning Board	As Needed
9 Agricultural and Forest Resources	Amend subdivision regulations and include in the Site Plan Review ordinance language requiring commercial or subdivision developments to consider maintaining areas with prime farmland soils as unencumbered for future agricultural use, to the greatest extent possible.	Planning Board	2020
9 Agricultural and Forest Resources	Include similar language for retaining large stands of timber.		
9 Agricultural and Forest Resources	Encourage owners of productive timber stands to register them under the Tree Growth tax law	Selectmen & Assessors	On-going

Chapter	Action Strategies Necessary to Address State of Maine Goals	Responsible	Completion Time Frame
9 Agricultural and Forest Resources	Incorporate a "Freedom to Farm" concept in town ordinances, to encourage farms and non-commercial farming activity while protecting the abutting landowners.	Planning Board	2021
9 Agricultural and Forest Resources	Relax building codes for agricultural buildings:	Planning Board, Selectmen & Assessors	2021
9 Agricultural and Forest Resources	Don't include greenhouses as taxable buildings		
9 Agricultural and Forest Resources	Establish a relaxed building code to enable low cost housing for seasonal agricultural labor		
9 Agricultural and Forest Resources	Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans	Westport Island representatives to the Lincoln County Regional Planning Commission	On-going
9 Agricultural and Forest Resources	Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations	Selectmen, Planning Board	On-going
9 Agricultural and Forest Resources	Support residents' efforts to remove invasive plants and pests, to protect native species of plants, insects and animals.	Residents, KLSWCD	On-going
10 Recreation	1) Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Conservation Commission and the Community Association	2020
10 Recreation	(2) Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible	Conservation Commission	On-going

Chapter	Action Strategies Necessary to Address State of Maine Goals	Responsible	Completion Time Frame
10 Recreation	(3) Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Conservation Commission	On-going
10 Recreation	4) Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	Conservation Commission	2020
10 Recreation	5) Work with the school board and parents to determine the need for local facilities for children's recreation (ball fields, tennis and/ or basketball courts etc.) to attract young families.	School Board	2020
11 Pop & Demographics	Monitor demographic changes especially changes in the aging population and the family-age population.	Planning Board	On-going
11 Pop & Demographics	Adapt and revise municipal services to respond to demographic changes.	Planning Board Selectmen	On-going
11 Pop & Demographics	Continue to allow "school choice" for its school-age children.	School Committee Selectmen	On-going
11 Pop & Demographics	Continue to improve recreational opportunities (Section 9, "Recreation")	Conservation Commission	On-going
11 Pop & Demographics	Improve broadband coverage (Section 16, "Economy")	Selectmen	2020
12 Public Facilities & Services	Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	Selectmen Fire Chief Committee Chairs	On-going
12 Public Facilities & Services	Explore options for regional delivery of local services	Ad-Hoc Committees	On-going
12 Public Facilities & Services	Investigate/research the viability and possible fiscal savings that could be realized by investing in a solar facility to power the town's municipal buildings	Energy Grant Committee?	4th Qtr 2019 - 1st Qtr 2020

Table 21.4 Westport Island Action Strategies for the Comprehensive Plan

2018 Draft Summary of Major Capital Needs				
Capital Need	Priority	Time Frame	Est. Cost	Funding Source*
Town Office	High	5-10 Years	Unknown	Town
Fire House	High	5-10 Years	$1,500,000	Grant/
Road Paving	See Transportation Section	On-going	See Transportation Section	Town Revenues
Firefighting Cisterns	High	1-5 years	$ 30,000 ea.	Grant?
Install Box Culverts	Medium		$300,000 ea.	Grants
Remove Ledge beside roads for drainage	See Transportation Section	5-10 Years	See Transportation Section	Town

Chapter	Action strategies necessary to address State of Maine Goals	Responsible	Completion Time Frame
13 Housing	Maintain, enact or amend land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing, consistent with water and soil capacity.	Planning Board or a housing subcommittee of the Board	2021
13 Housing	Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment on residential lots, subject to site suitability.	Planning Board or a housing subcommittee of the Board	2021
13 Housing	Participate in any future regional affordable housing coalitions.	Selectmen LCRP	On-going
13 Housing	Maintain current land use ordinances allowing modular and mobile housing for single family residential use.	Planning Board	On-going
13 Housing	Maintain current land use ordinances governing lot size and dimensional requirements while monitoring growth patterns for necessary amendments.	Planning Board	On-going
13 Housing	Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	Selectmen LCRP	On-going
13 Housing	Maintain a level of at least 10% affordable housing stock.	Selectmen	on-going

Chapter	Action strategies necessary to address State of Maine Goals	Responsible	Completion Time Frame
14 Transportation	1) Road Improvement Plan: Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Select Board	On-going
14 Transportation	Implementation Strategy: Prepare and update a multi-year road improvement program to include maintenance, upgrading and rebuilding priorities by year, as well as costs for these projects, for all roads. See the Capital Investment Plan of this Comprehensive Plan for recommended projects and estimated costs.		
14 Transportation	2) State and Regional Transportation Efforts: Initiate or actively participate in regional and state transportation efforts.	Select Board	On-going
14 Transportation	Implementation Strategy: Work with neighboring towns in ensuring adequate state funding for state and state-aid roads that serve multiple communities		
14 Transportation	3) Amend Local Ordinances: Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with:	Planning Board Select Board Town Meeting	2021
14 Transportation	a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73);		
14 Transportation	b. State access management regulations pursuant to 23 MRSA §704;		
14 Transportation	c. State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A		
14 Transportation	Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.		

Chapter	Action strategies necessary to address State of Maine Goals	Responsible	Completion Time Frame
14 Transportation	Implementation Strategy: Maintain local ordinances to avoid conflicts with state regulations, amend ordinances to encourage transportation-efficient growth patterns and future street connections and maintain minimum sight distance standards for all new driveways.		
14 Transportation	4) Impact Fees: Consider a capital fee structure for major developments.	Planning Board Select Board	2021
14 Transportation	Implementation Strategy: Investigate and implement, if warranted, an impact fee system that applies to all new major development that affects traffic use of the Town's roadways to assist in providing funds to upgrade these roadways while reducing the property tax burden for such improvements.	Town Meeting	
14 Transportation	5) Pedestrians and Bicycles: To promote pedestrian and bicycle safe options, the Town will welcome opportunities to create multi-use, walking and bicycling paths along the Main Road (Rt. 144).	Planning Board Select Board	2022
14 Transportation	Implementation Strategy: Through public participation the Town will prioritize potential projects, and then seek CDBG infrastructure funds, Maine DOT Enhancement funds or and other sources, to connect and extend existing paths and create new paths where best suited, and in agreement with landowners. Public support for these project proposals will be obtained before the Town commits resources.	Town Meeting	
14 Transportation	(6) Improve Transit Service: To provide transportation options for the growing elderly and disabled population	Select Board Helping Hands	2021

Chapter	Action strategies necessary to address State of Maine Goals	Responsible	Completion Time Frame
14 Transportation	Implementation Strategy: Work with the Overseer of the Poor and Helping Hands to better meet the needs of elderly and disabled residents who lack their own transportation, by providing carpools, van/jitney, to stores and services within Town and to regional medical, shopping and other destinations.		
14 Transportation	7) Flood and Climate Resilience Planning: Evaluate current transportation infrastructures vulnerability to climate change and flooding impacts.	Select Board	2022
14 Transportation	Implementation Strategy: Prepare and update a long-range plan to improve flood resilience of at-risk transportation facilities such as the Squam Creek and Heal Cove Causeways and Post Office Road Squam Creek crossing.	Road Commissioner	
14 Transportation	8) Enhance Safety: Use transportation policies to guide growth to safe locations and limit access to natural hazard areas.	Planning Board Select Board	On-going
14 Transportation	Implementation Strategy: Amend local ordinances to require all applicants for subdivision or site plan approval to demonstrate that any proposed access and/or areas to be developed will not be adversely affected by flood or other hazards associated with climate change	Town Meeting	
14 Transportation	9) Ensure climate resilience of new and rehabilitated transportation facilities: Newly constructed or rehabilitated infrastructure should be designed and built in recognition of the best current understanding of future environmental risks and incorporate future costs needed to increase infrastructure resiliency into CIP.	Select Board Road Commissioner	On-going
14 Transportation	Implementation Strategy: Create a town policy that requires new and rehabilitated transportation facilities to address climate resilience into designs and incorporate projected costs into the CIP.		

Chapter	Action strategies necessary to address State of Maine Goals	Responsible	Completion Time Frame
14 Transportation	10) Minimalize risk to key transportation assets from floods, storms, landslides, and power outages: Land use and development decision-making and retrofitting/replacement of utilities and infrastructure should reflect best available information on climate change-risks.	Planning Board Select Board	2022
14 Transportation	Implementation Strategy: Amend development ordinances and town policies to incorporate consideration of climate change-related risks.	Town Meeting	
14 Transportation	11) Track local climate-related costs: Develop an inventory of all municipal Transportation infrastructure, and track maintenance related to flooding and other climate impacts.	Select Board Road Commissioner	2022
14 Transportation	Implementation Strategy: Ensure town record-keeping includes information on flood and climate-associated maintenance costs		
14 Transportation	12) Emergency access and evacuation planning: Review emergency access and evacuation routes and their vulnerability to extreme weather events.	Select Board Emergency Management Director	2021
14 Transportation	Implementation Strategy: Review available information on emergency access such as the Category 1 hurricane maps, emergency access routes and other databases update plans accordingly.		
16 Future Land Use Plan	Convene a Long-Range Plan committee to monitor Comprehensive Plan compliance and recommend corrective practices	Selectmen and Planning Board	Quarterly
16 Future Land Use Plan	Maintain, enact or amend local ordinances as appropriate to clearly define the desired scale, intensity, and location of future development	Planning Board	On-going
16 Future Land Use Plan	Maintain fair and efficient permitting procedures	Planning Board and CEO	On-going
16 Future Land Use Plan	Define protective measures for critical and important natural resources	Selectmen; Planning Board; Conservation Committee	On-going

Chapter	Action strategies necessary to address State of Maine Goals	Responsible	Completion Time Frame
16 Future Land Use Plan	Define protective measures to safeguard critical rural and/or waterfront areas	Planning Board	On-going
16 Future Land Use Plan	Development a Capital Investment Plan to anticipate municipal capital investments to support proposed land uses	Selectmen	2021
16 Future Land Use Plan	Update water resource study such as the Stratex Report to establish a new baseline for information regarding inground water resources	Selectmen, Planning Board, Conservation Committee	2021
16 Future Land Use Plan	Establish a data base for tracking development	Selectmen; Planning Board; Town Office staff	2020
16 Future Land Use Plan	Work with Lincoln County Regional Planning Office to coordinate regulatory and non-regulatory strategies	CEO, Selectmen	On-going
16 Future Land Use Plan	Explore regional funding application for state funds supporting high speed internet connection resources	Cable Committee	2020-2021
16 Future Land Use Plan	Provide CEO with tools, training and support necessary to enforce land use regulations and ensure proper certification	Town Officers; Planning Board; CEO	monthly
16 Future Land Use Plan	Check with the CEO to determine whether current available time is adequate for tasks required	Selectmen	Monthly
16 Future Land Use Plan	Establish growth tracking metrics and a data base for future record keeping; input data going back at least 10 years	Planning Board; CEO; Town Officers	Yearly
16 Future Land Use Plan	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas	N/A	N/A
16 Future Land Use Plan	Periodically evaluate implementation of Long-Range Plan	Planning Board	Yearly
18 Economy	Continue to provide representation to the Lincoln County Regional Planning Commission which is funded through County taxes.	Selectmen	On-going
18 Economy	Review and amend the Site Plan Review Ordinance to render it more compatible to the needs of small businesses.	Planning Board	2021
18 Economy	Consider public investments to support economic development if the need arises	Selectmen	On-going

Chapter	Action strategies necessary to address State of Maine Goals	Responsible	Completion Time Frame
19 Fiscal Capacity & CIP	Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Select board Ad-Hoc Committees	On-going

Table 21.5 Westport Island Action Strategies for the Comprehensive Plan

2019 Summary of Major Capital Needs and Priorities				
Capital Need	Priority	Time Frame	Estimated Cost	Funding Source
Town Office[3]	A	5-10 Years	Unknown	Town
Fire House[3]	A	5-10 Years	$1,500,000	Grant
Road Paving[2]	A	5-10 Years[2]	$750,000.00 - $1,000,000.00	Town/State Highway Funds
Broadband – High speed internet[3]	A	ASAP		
Firefighting Cisterns[3]	A		$ 30,000 ea.	Grant?
Upgrade Culverts	B		$1,500,000	
Raise Selected Sections of Roadways to Accommodate Future Sea-Rise	C			

21.5 **Stratex Executive Summary**

WESTPORT ISLAND

AQUIFER STUDY PREPARED BY STRATEX, LLC 12/17101

EXECUTIVE SUMMARY

- The Town of Westport relies entirely on ground water resources as the sole drinking water source.
- No significant sand or gravel aquifers have been found within the town.
- Residents of Westport Island obtain their ground water from two different geologic sources that include surface soils and bedrock. (See Figure 21.35 below)
- Aquifers worthy of protection are those with a potential of greater than 10 gallons per minute yield, are likely to have a good recharge capacity, and are likely to be free of saltwater intrusion potential.
- The median yield of bedrock wells on Westport Island is 5 gallons per minute which is typical for coastal Maine. The maximum well yield reported on Westport Island was 75 gallons per minute. See Figure 21.37 below
- Topographic lineaments are straight or gently curved depressions in the ground surface that can reflect trends or zones of weakness in the underlying bedrock. Areas of high fracture porosity can constitute a potential for increased ground water yield. Figure 21.37 below shows the lineament features for Westport Island.
- Topographical lineaments that cross the coast into the ocean can indicate areas of potential salt water intrusion, Due to an increase in water withdrawal potential along fractures that make up the linear feature, it is possible for domestic wells located up to 200 feet inland to pull salt water from the ocean.
- Mapping of bedrock types, linear features, soil thickness and well yield contribute to the identification of areas having a high potential as a bedrock aquifer. Figure 21.39 below shows the potential high yield bedrock aquifer protection zones resulting from this analysis.
- There are many threats to ground water quality that are associated with residential development including increased surface water runoff, decreased ground water recharge and improper disposal of household cleaners, petroleum products and paint residues. The primary threat to water quality from residential development, however, is ground water contamination from septic systems.
- Local zoning is the mechanism for protecting ground water resources. This mechanism allows municipalities to set minimum residential lot sizes to provide for the protection of ground water resources.
- Under drought conditions and using a limiting concentration for nitrate-nitrogen 10 mg/1) the recommended lot size on sand and gravel is 1.0 acres. Lots on clay-silt should be much larger. Dwelling units are not recommended on land where peat deposits are prevalent. (See Figure 21.33 below)
- In addition to lot size we also recommend implementing separation distances between wells and septic systems of at least 200 feet for protection against viruses.

21.5.1 Recommendations

Minimize recharge reductions and enhance recharge where possible. Lot sizes over 2.5 acres produce negligible incremental runoff.

Develop a data base on ground water elevations and monitor long-term trends.

Provide public education on ground water resource protection and improving ground water quality.

Prevent degradation of ground water quality with:

- 200 foot setback between well and shoreline to prevent saltwater intrusion.
- 200 foot setback between septic systems and downhill wells

Limit land use activities in areas of bedrock aquifer protection zones.

Control all types of waste disposal

Develop an emergency response plan for accidental spills and hazardous releases

Manage non-point pollution (agricultural practices, road deicing, well abandonment and material stockpiles)

Develop a long-term ground water quality monitoring plan.

21.6 **Stratex Figures**

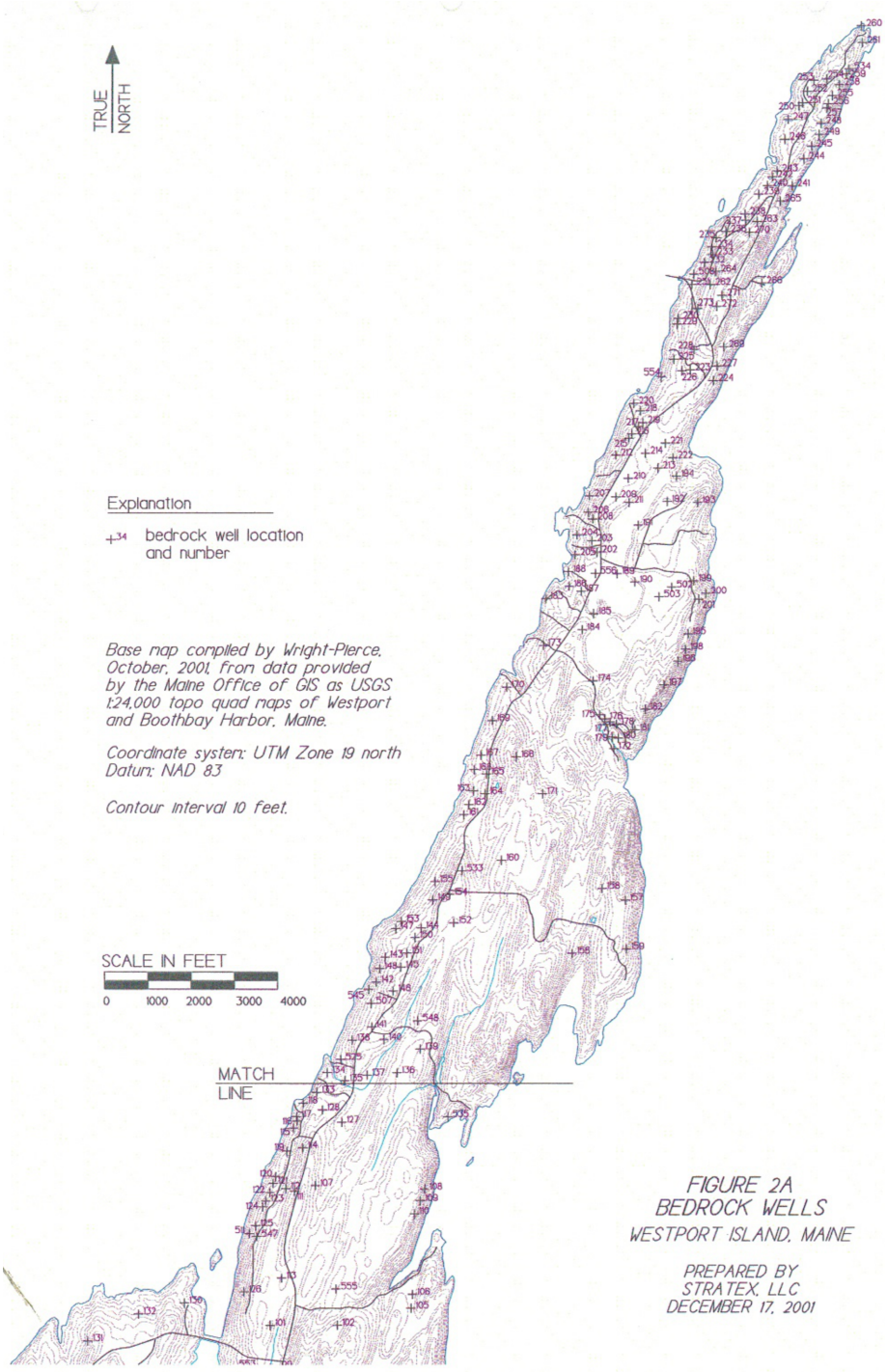


Figure 21.29 Stratex Bedrock Wells North

Stratex LLC December 17, 2001

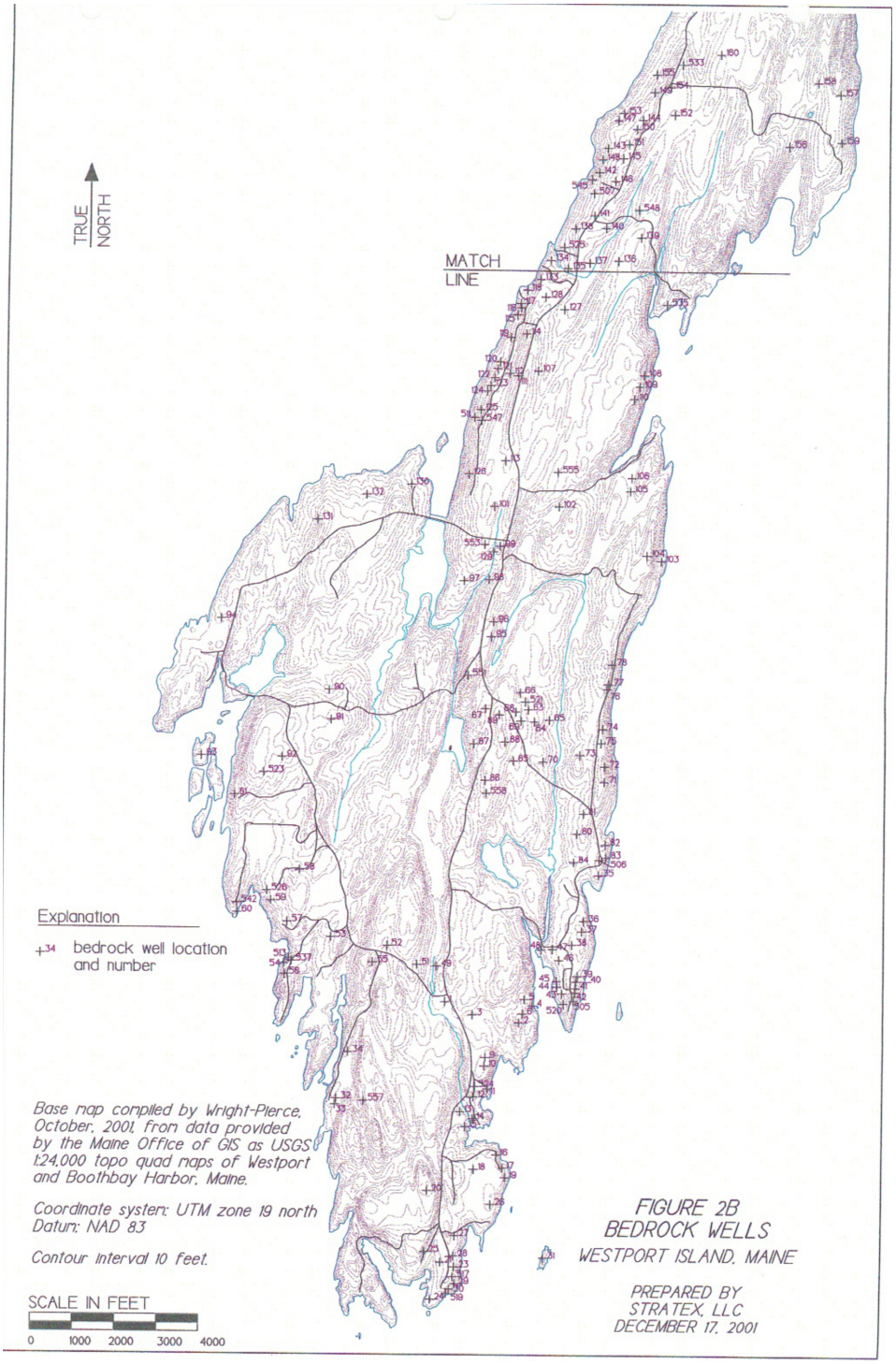


Figure 21.30 Stratex Bedrock Wells South

Stratex LLC December 17, 2001

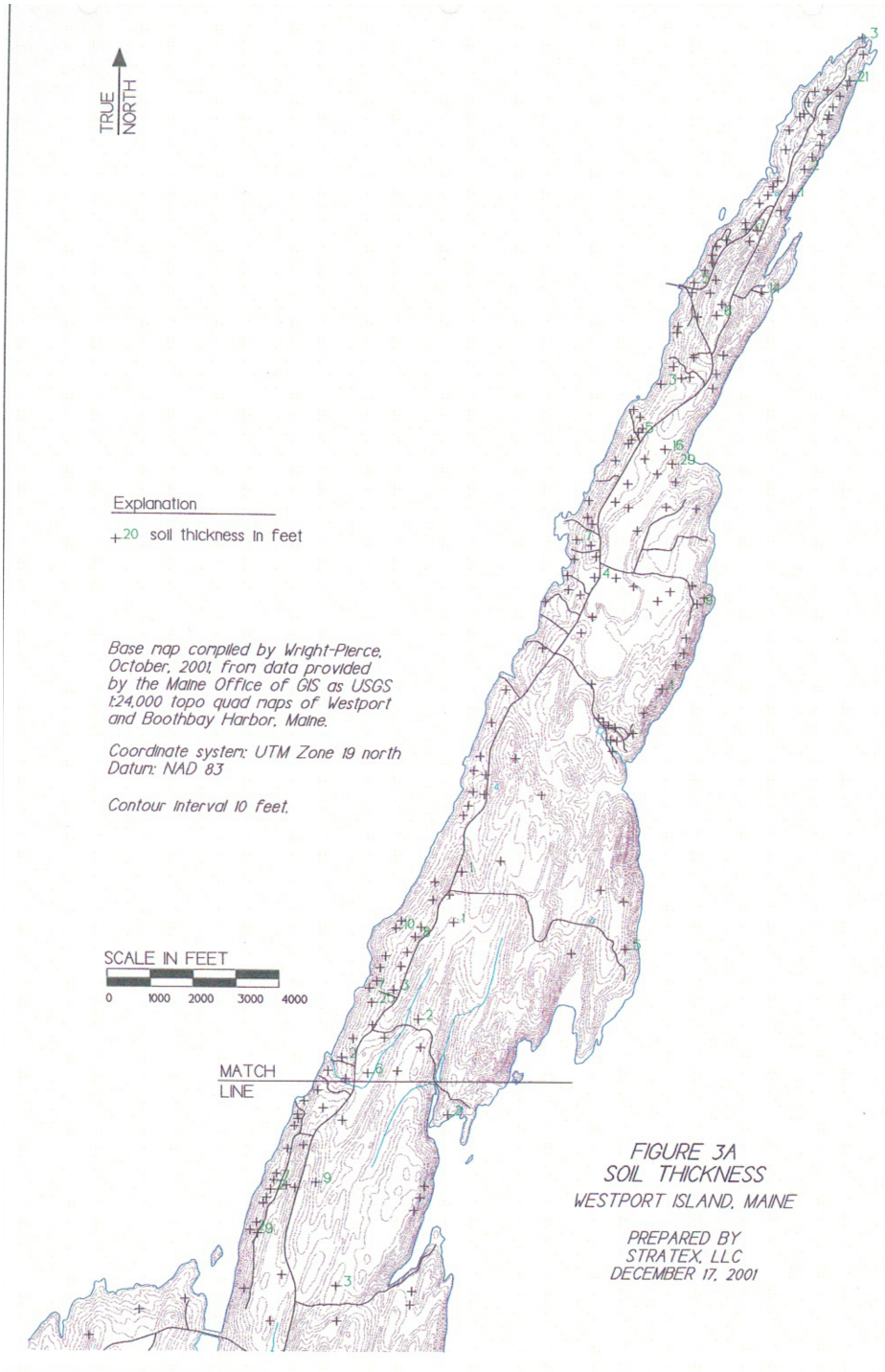


Figure 21.31 Stratex Soil Thickness North

Stratex LLC December 17, 2001

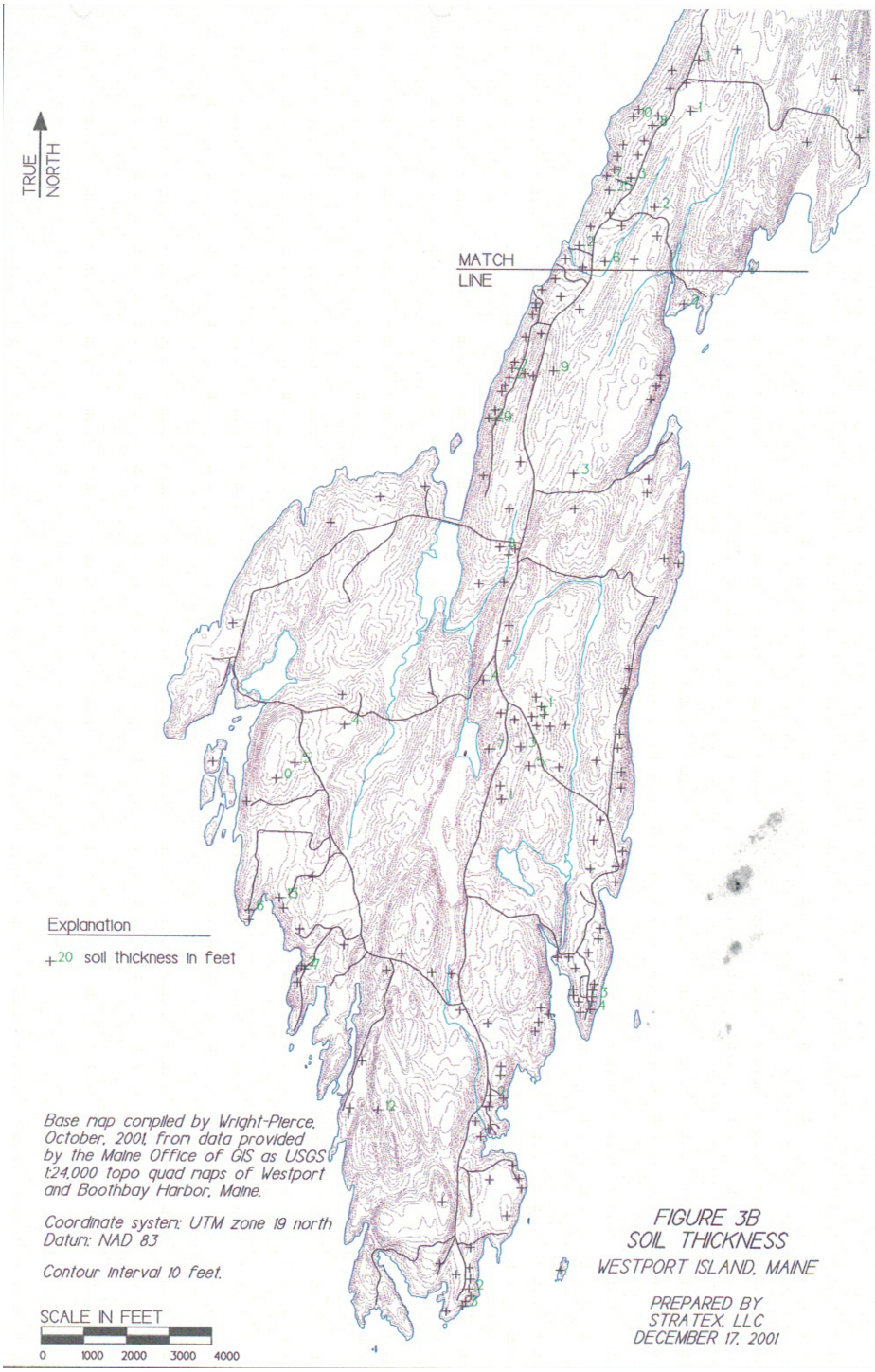


Figure 21.32 Stratex Soil Thickness South

Stratex LLC December 17, 2001

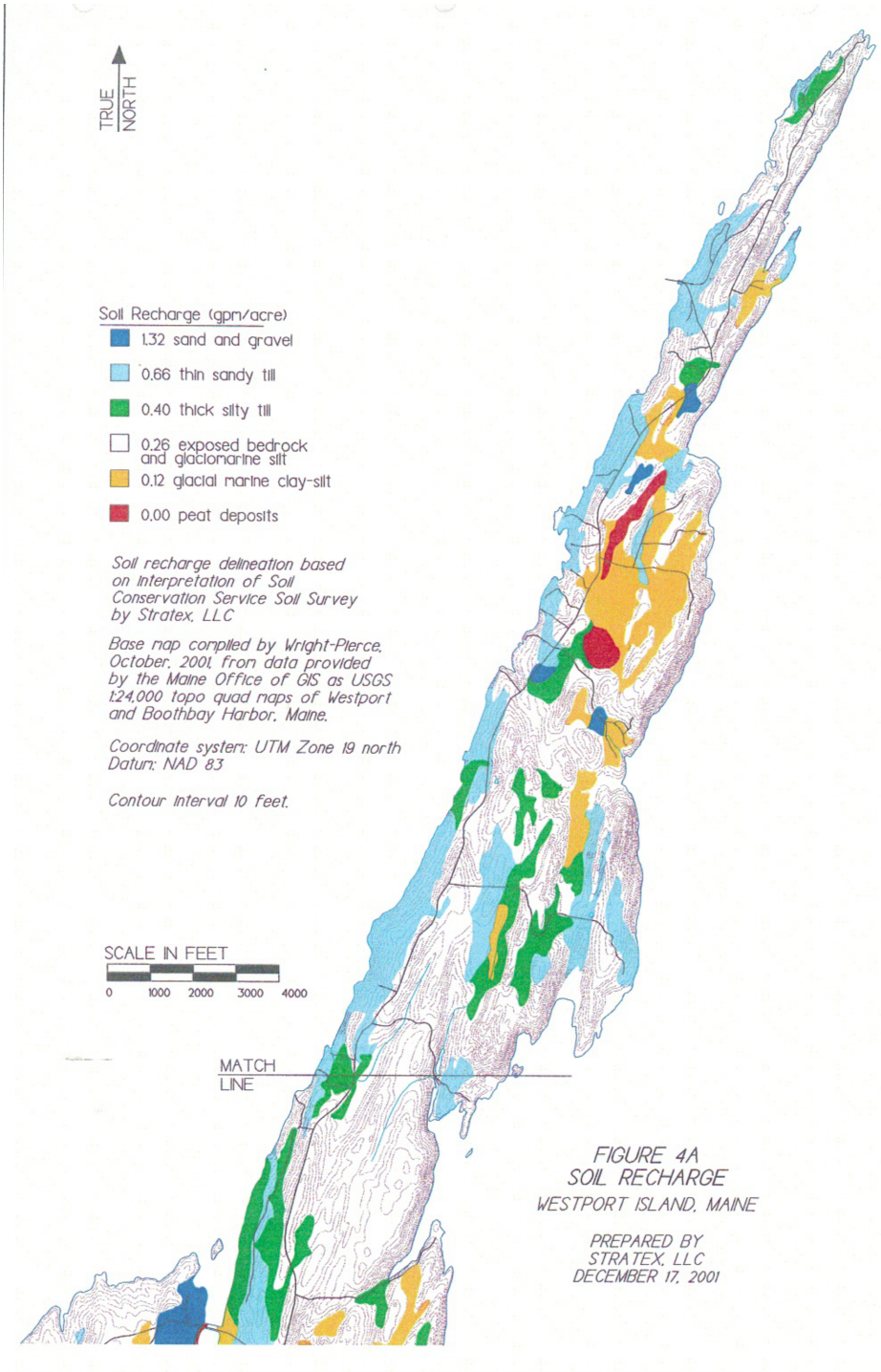


Figure 21.33 Stratex Soil Recharge North

Stratex LLC December 17, 2001

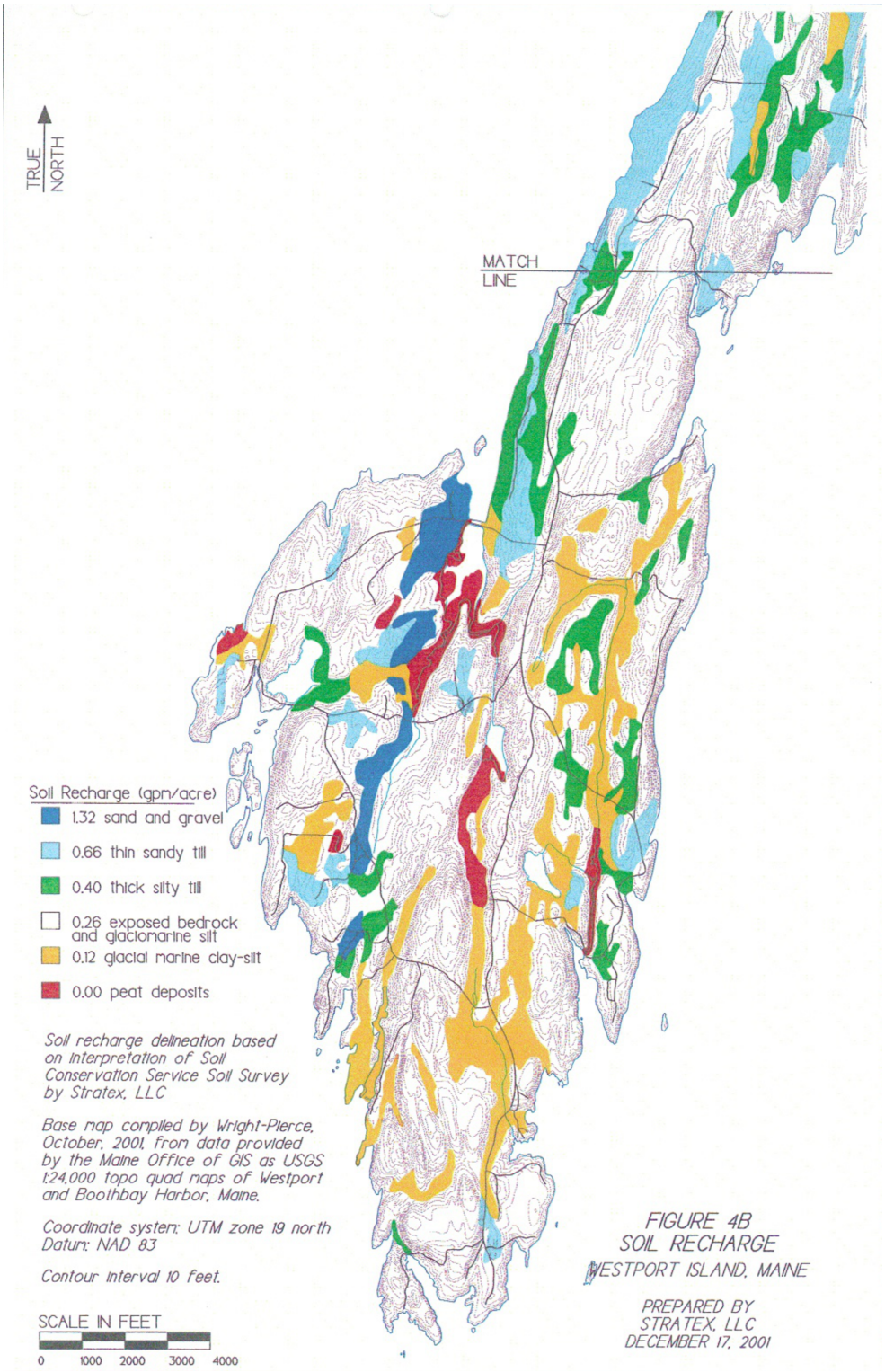


Figure 21.34 Stratex Soil Recharge South

Stratex LLC December 17, 2001

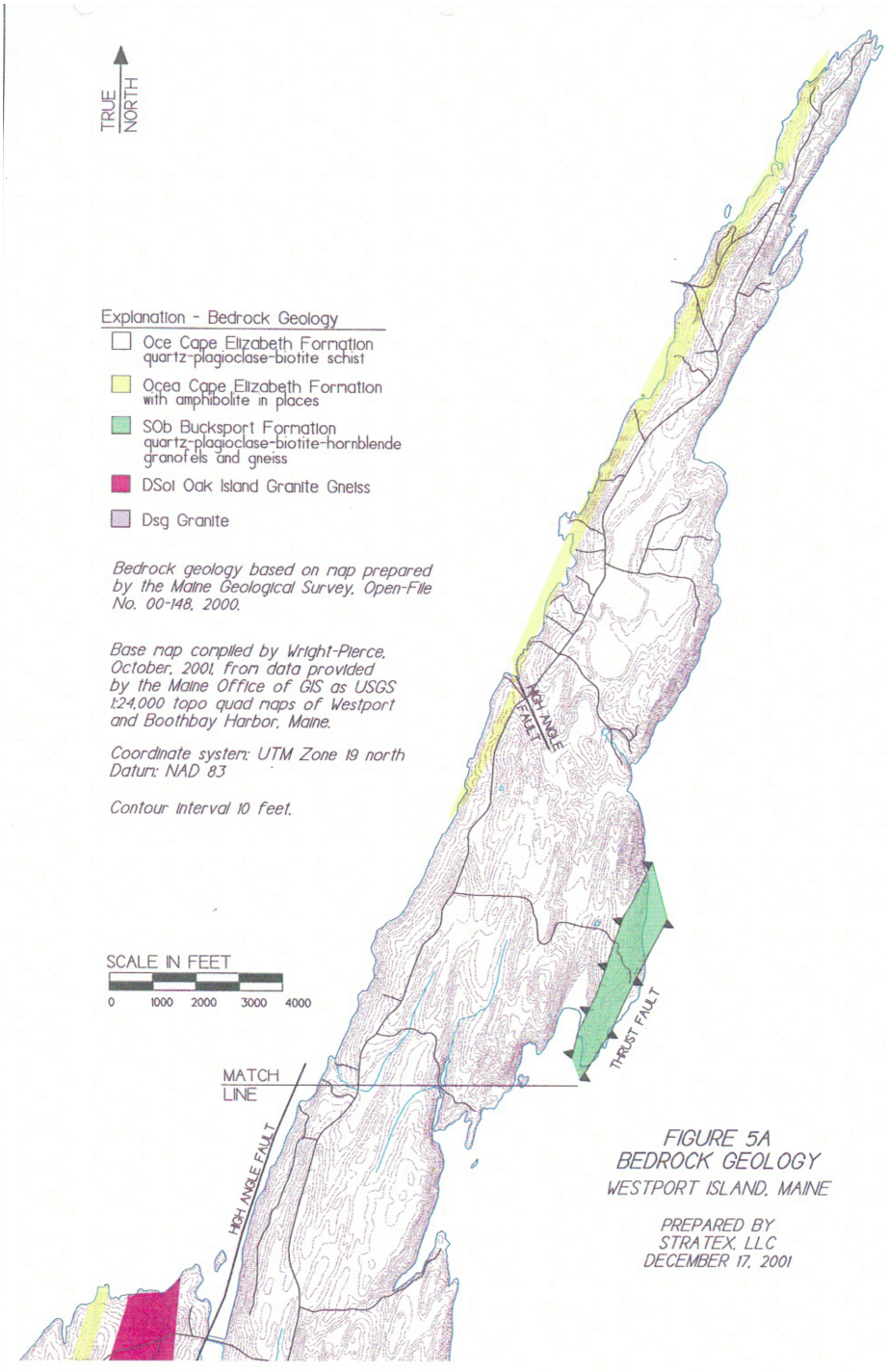


Figure 21.35 Stratex Bedrock Geology North

Stratex LLC December 17, 2001

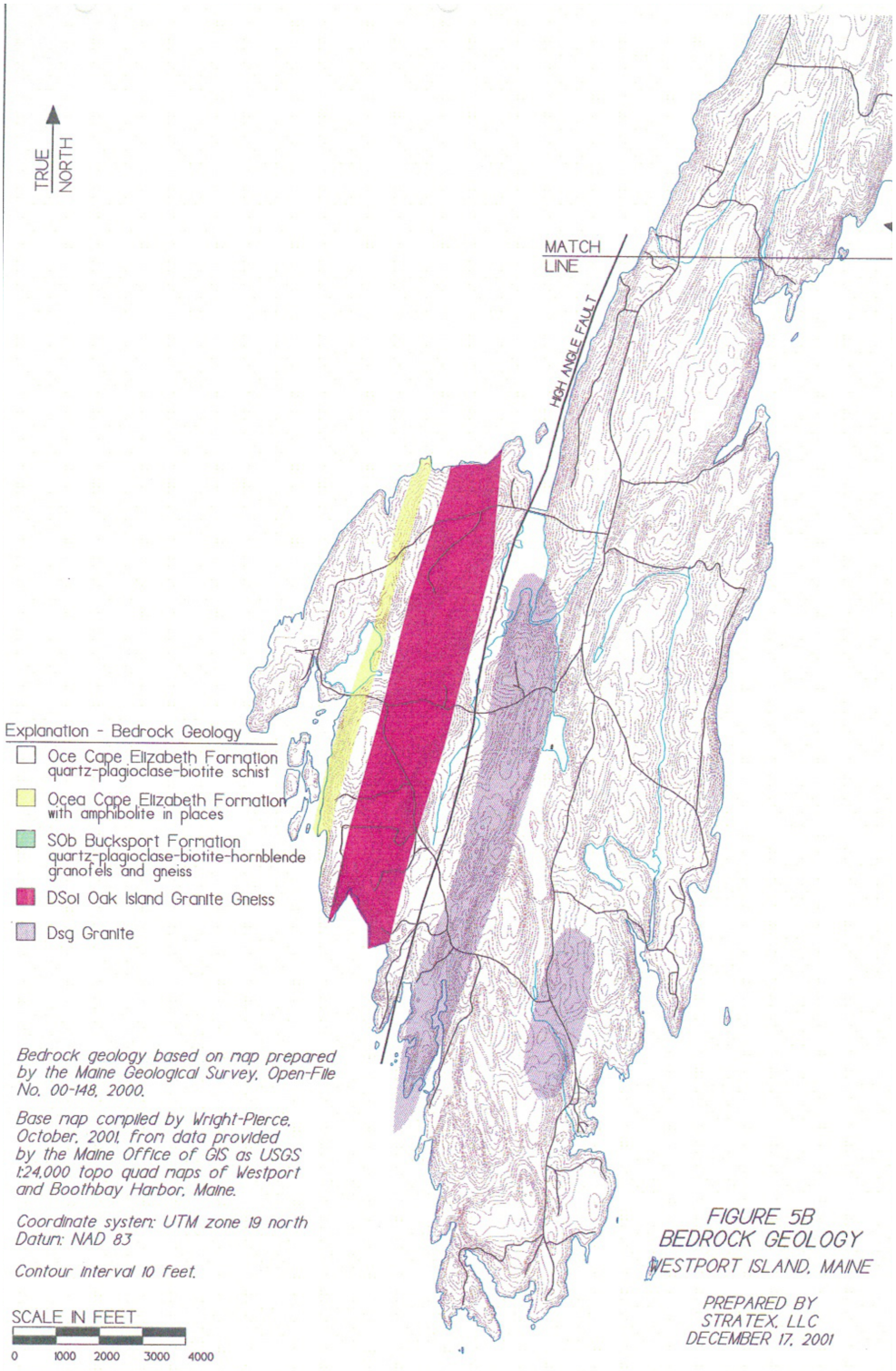


Figure 21.36 Stratex Bedrock Geology South

Stratex LLC December 17, 2001

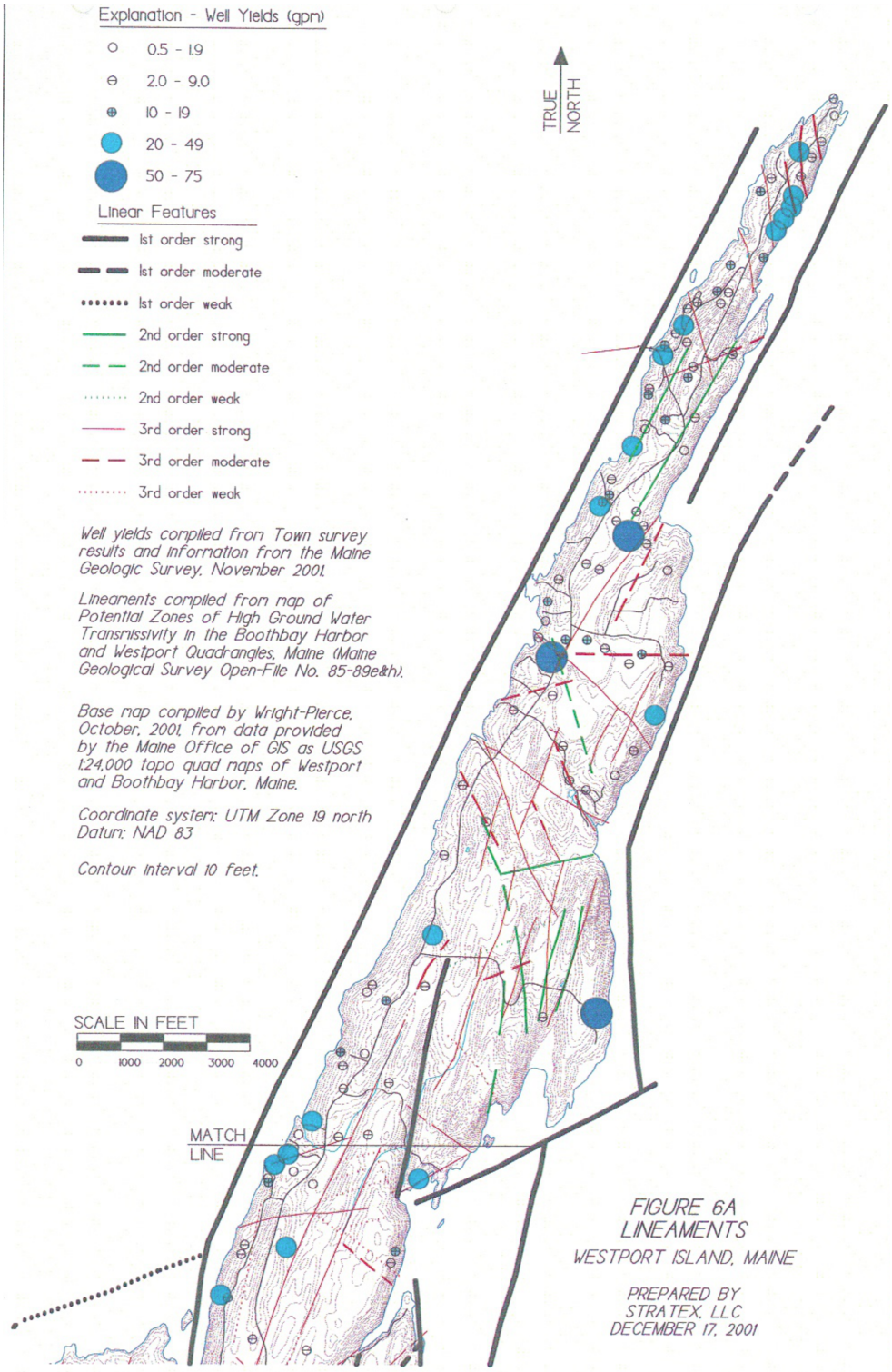


Figure 21.37 Stratex Lineaments North

Stratex LLC December 17, 2001

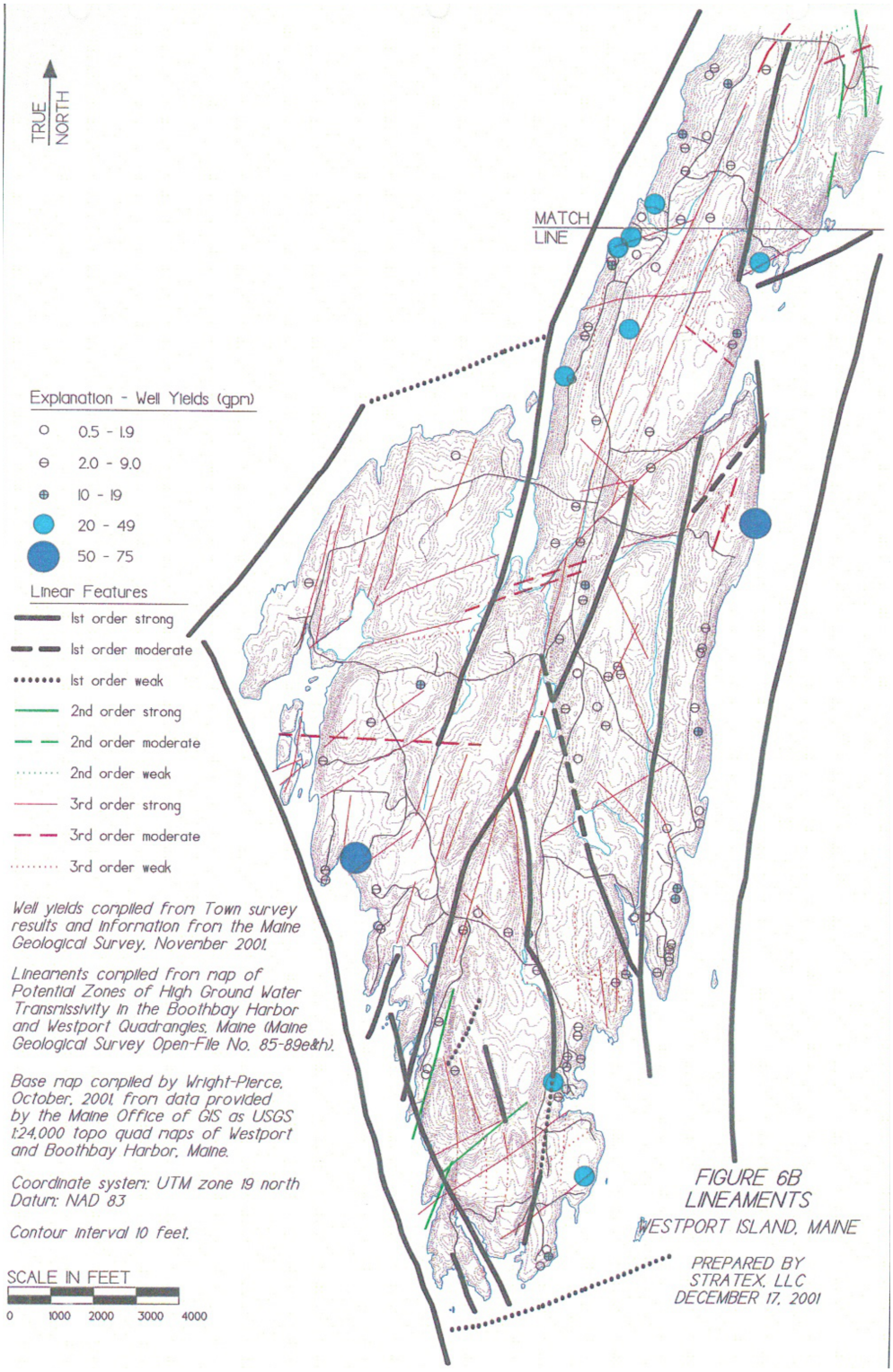


Figure 21.38 Stratex Lineaments South

Stratex LLC December 17, 2001

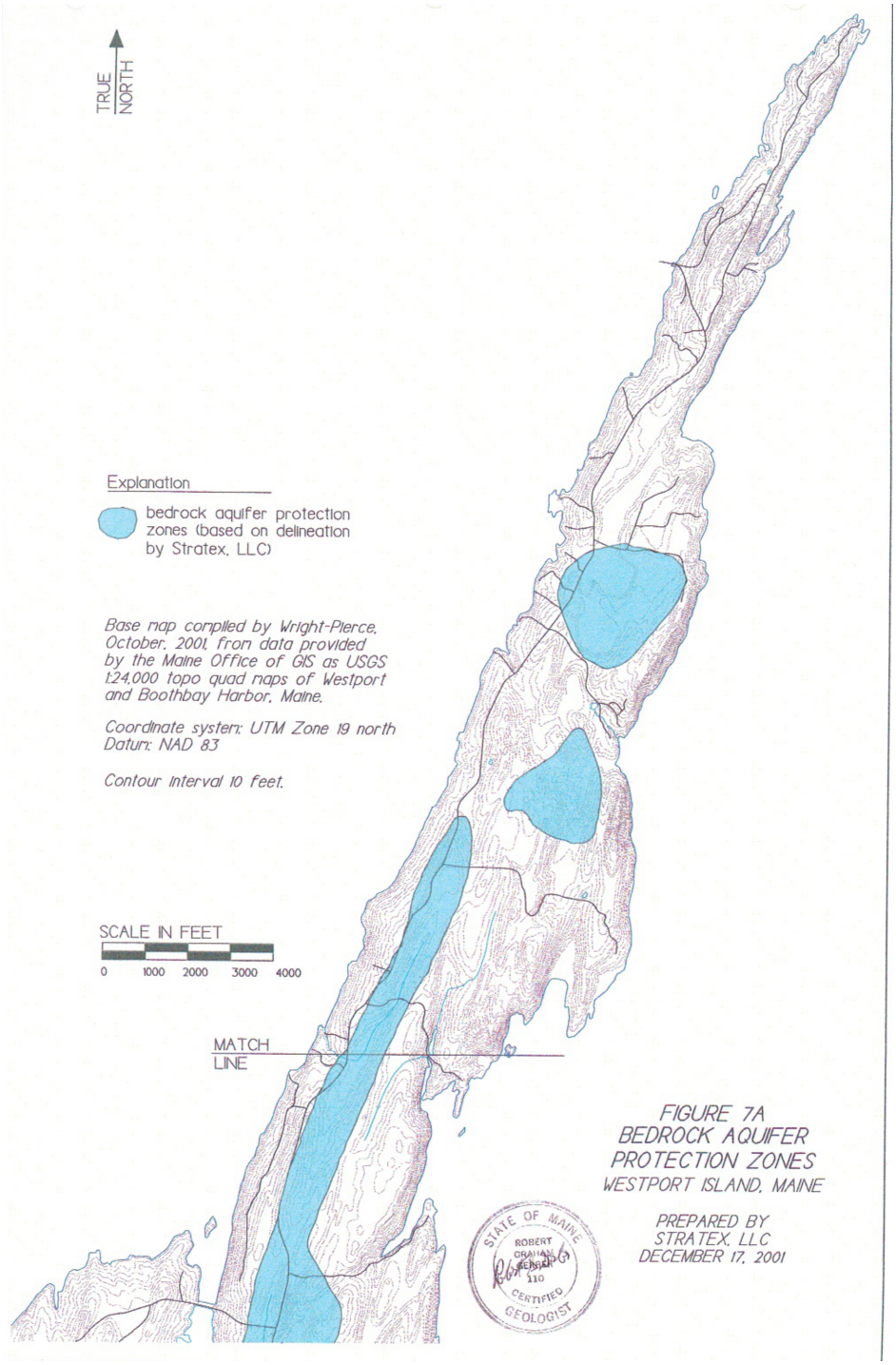


Figure 21.39 Stratex Bedrock Aquifer Protection Zones North Stratex LLC December 17, 2001

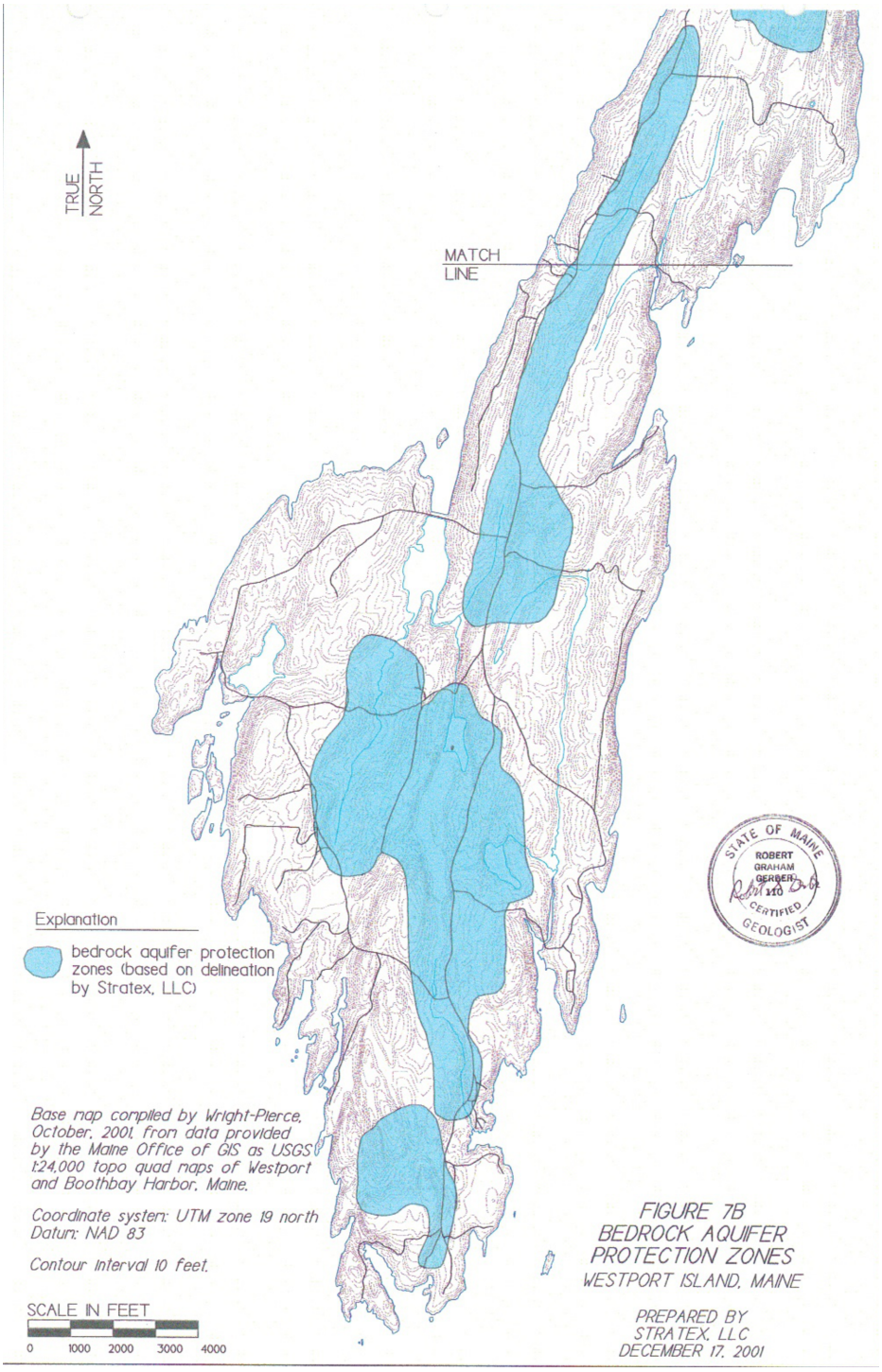


Figure 21.40 Stratex Bedrock Aquifer Protection Zones South

Stratex LLC December 17, 2001