

TOWN OF

# Lubec MAINE



COMPREHENSIVE PLAN  
2024

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# ACKNOWLEDGEMENTS

Lubec's Comprehensive Plan Committee was formed in 2022 with the goal of updating Lubec's 2010 Comprehensive Plan. The group received funding through the Governor's Community Resilience Partnership to hire a consultant from Sunrise County Economic Council to work with the committee to complete the update.

Comprehensive Committee Members include:

Melissa Lee  
Denise Rule  
Rachel Rubeor  
Peter Boyce  
William Alex Henry  
Ben Levek  
Georgina Brown-Delnicki  
Virginia Morano  
Nancy Harrison



Sunrise County Economic Council Consultants:

Heron Weston  
Dawson Pillow (UMM GIS)  
O. Gracious Jones (UMM GIS)

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Kenneth Moores  
Mike Morey



# INTRODUCTION

A comprehensive plan is a planning document intended to guide community decision making around policy and land use issues over the next 10 to 20 years.

The process involves:

- collecting and analyzing data,
- identifying current and future trends,
- determining community concerns and priorities,
- developing a vision for the community's future,
- suggesting policies and strategies the community should adopt to achieve its goals.

The development of a comprehensive plan is guided by Maine's Growth Management Act. The goal of the act is to *"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."* A comprehensive plan that is found to be consistent with this act makes municipalities eligible for State grants and loans and allows municipalities to legally impose zoning and other growth and land use related ordinances.

# PUBLIC PARTICIPATION SUMMARY

## COMPREHENSIVE PLAN COMMITTEE MEETINGS

The Lubec Comprehensive Plan Committee held regularly scheduled meetings twice a month at the town office from the spring of 2022 until the summer of 2024. These meetings were open to the public and listed on the town website. The committee was made up of volunteers from a variety of other local committees including: Selectboard, Planning Board, Harbor Committee, and Economic Development Committee.

## PUBLIC OPINION SURVEY

In the summer of 2022, the Comprehensive Plan Committee put out an online community survey. 157 people submitted responses describing the issues they are most concerned about in the community and what kind of development they would like to see. A summary of these results is included at the end of this document.

## COMMUNITY VISIONING SESSION

In February 2024, the Comprehensive Plan Committee held a community visioning event at the school. The event was advertised in the local paper, on the town website, and on posters throughout town. Over 35 Lubec residents attended and participated in a series of group discussions about the things they value most about Lubec and the things they are the most concerned about. The following is a summary of these conversations.

### Things the community value most:

Clean Ocean & Beaches	Public Lands & Trails	Local Retailers
Municipal Infrastructure	Natural Beauty	Historic Buildings
Fisheries	Community Events	Sense of Community
Lubec Library / LCOC	Town Office	Local Employers

**Issues the community should address:**

Affordable Housing	Year-round Services	Employment Opportunities
Climate Impacts	Public Water Access	Internet
Senior Services	Dilapidated Buildings	Public Transportation
Sidewalks	Restaurants	Lack of Young Families

The information gathered from the Public Opinion Survey and during the Community Visioning Session was used throughout this plan. The plan's Vision Statement describes a community in which the things the public participants valued the most are thriving and the issues they are most concerned about have been resolved. This vision is achieved through the adoption of policies and strategies that align with the priorities laid out by the community through these public participation processes.

# COMMUNITY VISION STATEMENT

Our vision for Lubec's future includes:

- *An Economic Base* that is strong and diverse, providing good paying jobs, affordable housing and extensive goods and services. This economy is based on access to abundant natural resources, a quality service sector and a thriving year-round retail space.
- *Natural Resources* that are clean and protected and accessible to everyone for recreation and employment. The ocean, shoreline and extensive wild lands provide diverse habitat and are essential to the community's identity and economy.
- *History and Culture* that are honored in the beautiful historic buildings that celebrate Lubec's past. New development in the downtown respects the area's traditional character and land uses.
- *A Social Infrastructure* that consists of a variety of public spaces, civic organizations and social events that allow residents to gather and build connections. Senior citizens are supported in the community through targeted health care and housing.
- *Public Infrastructure* that is well-maintained, efficient, safe and resilient. Roads, bridges and piers adequately support various commercial, residential and non-motorized uses. Sidewalks provide convenient and safe pedestrian connections between residential and service or recreation areas. The public water and sewer utilities prioritize safety and resilience and have adequate capacity to accommodate future growth.
- *Land Use* that reflects traditional development patterns in the community which include moderately dense residential/commercial/marine uses in the village area, rural residential coastal roadways mixed with protected public natural resource areas, and interior mixed-use areas with commercial, residential, and natural resource-based activity
- *A Regional Role* that is defined by Lubec's unique combination of abundant and diverse recreation opportunities and its historic, scenic, and vibrant downtown.

# PRIORITY ACTION ITEMS

At the end of each of the plan's following chapters there is a list of suggested policies and strategies that municipal officials could adopt to try to address the challenges that face the community. However, based on the analysis of the committee and the input received from the public, certain issues stand out as priorities for more immediate action.

## GOAL #1

*To protect Lubec's public infrastructure from climate impacts*

Recent heavy rain events and intense coastal flooding have shown the vulnerability of existing infrastructure to climate impacts. As these impacts increase, investments in infrastructure upgrades can help protect public safety and reduce maintenance costs.

### STRATEGIES

- Evaluate current transportation infrastructures vulnerability to climate change and flooding impacts and seek mitigation funding.
- Develop a written prioritized improvement, maintenance, and repair plan for the community's transportation network.
- Upgrade stormwater and sewage systems to prepare for more frequent and heavier rainfall events.
- Implement source water protection measures to reduce threats to the public water aquifer

## GOAL #2

*To protect Lubec's significant historic resources*

Lubec's historic buildings are vital to the town's unique sense of place and identity. Unfortunately, some of these buildings are threatened by neglect or redevelopment that ignores the cultural and economic benefits they have for the larger community.



## STRATEGIES

- Form a Historic Review Committee
- Perform a comprehensive community survey of local historic buildings
- Inform historic property owners about programs that provide financial incentives to support historic preservation
- Amend the Planning Board Ordinance to require review by the Historic Review Committee for any activity related to listed historic properties
- Enact a Historic Preservation Ordinance to allow the Historic Review Committee to review proposed changes to historic structures

### **GOAL #3**

*To protect, maintain, or improve Lubec's traditional water access points*

Access to Lubec's shoreline is incredibly important for Lubec's marine resources and recreation economies. New residential development and changes in property ownership threaten these traditional water access points.

## STRATEGIES

- Conduct an inventory of access points and facilities and evaluate current and projected needs.
- Provide educational materials regarding the benefits and protections for landowners allowing public access on their property.
- Work with local property owners, land trusts, and others to protect major points of physical access to coastal waters.

### **GOAL #4**

*To protect, maintain, and improve Water Street's economic importance in the community*

Water Street has been the heart of Lubec’s economic and social life for over a hundred years. Recent economic and population declines have led to abandoned storefronts and empty lots. Since 2020, residential development has increased dramatically in Lubec with a particular focus on waterfront properties like those along Water Street. The conversion of traditionally commercial properties on Water Street into exclusively residential uses threatens the existing and future economic viability of the area.

### STRATEGIES

- Develop a Downtown Revitalization Plan.
- Incentivize commercial redevelopment of abandoned or underutilized properties.
- Adopt and amend local land use ordinances to protect traditional commercial land uses on Water St.

### **GOAL #5**

*To encourage and promote affordable, decent housing opportunities for all citizens of Lubec.*

The median home price in Lubec has more than doubled in the past 5 years, making the purchase of a new home unaffordable to the majority of Lubec’s residents. Over the same period, the availability of affordable rental housing has dramatically decreased.

### STRATEGIES

- Create a community affordable/workforce housing committee and/or regional affordable housing coalition.
- Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.
- Encourage affordable housing development with financial incentives such as TIF districts
- Perform a short-term housing inventory to assess local impact and consider short-term housing registration

# HISTORIC AND ARCHAEOLOGICAL RESOURCES

## HISTORICAL DEVELOPMENT

The development of Lubec is inextricably linked to the sea that surrounds it. The earliest native populations seasonally fished and harvested shellfish in the area, leaving archaeological remnants along the shorelines of Cobscook Bay. Early European settlers built their homes along the coast, fishing, farming, and trading exclusively by boat. The American Revolution turned Lubec into a border town, where maritime trade/smuggling became an important economic activity and, when Eastport was seized by the British in 1814, a number of its residents resettled in Lubec, shifting the original population center from North Lubec to its current location on the neck. By 1820, the road from Lubec to Machias was completed and development spread out into West Lubec.

During the rest of the 19th century, industry flourished including shipbuilding, plaster mining and processing using tidal powered mills, and herring fishing and processing, first as a smoked product and then later joined by canned sardines. By 1910 Lubec's population was at its peak (around 3,400), all drawn to the community by the 25 sardine factories, a huge can plant, numerous sawmills for shipping boxes, and a large number and variety of retail businesses.



The shoreline along the north and east sides of the village was crowded with piers and buildings, turning Water and Johnson St into the industrial and commercial center of the community.

After World War II, the sardine industry began a slow decline and people began to pursue employment elsewhere. Investments in public infrastructure during the 1950s meant expansion and improvements of the public water, sewer, electrical and education systems. However, over the course of the 1960s, Lubec lost around 27% of its population and the economy never fully recovered.

Over the past 50 years, major new development has been largely nonexistent in Lubec as the population and economic activity have continued to decline. As a result of this lack of development, many of Lubec’s historical patterns of settlement are still evident today. Most structures are still along the shoreline, particularly on the eastern shores of both North and South Lubec or in the village; Water St is still largely the center of the community, even though most of the former piers and businesses are now gone; and the coves and beaches are still filled with harvesters, drawn by those same productive waters that first brought people to Lubec’s shores.

**IMPORTANT HISTORIC PROPERTIES**

<b>Lubec Properties on the National Register of Historic Places</b>					
<b>NAME</b>	<b>LOCATION</b>	<b>BUILT</b>	<b>CONDITION</b>	<b>USE</b>	<b>SIGNIFICANCE</b>
Chaloner House	3 Pleasant St	1818	poor	foreclosed (owned by HUD)	Local
Jeremiah Fowler House	35 School St	1841	excellent	private residence	Local
Daniel Young House	34 Main St	1822	fair	private residence	State
McCurdy Smokehouse	Water St	1898	poor	museum	State
West Quoddy Lifesaving Station	823 S Lubec Rd	1919	excellent	lodging	State
Lubec Channel Light Station	Lubec Channel	1858	good	discontinued	State
West Quoddy Head Light Station	West Quoddy Head	1890	excellent	navigation, visitors center	National

Two of the structures listed above are in poor condition and are good examples of the types of threats that historic properties in Lubec face.

One is the Chaloner House, the original boarding house that was built to serve the new stagecoach line when the road to Machias was first opened in 1820. Like many older private homes in Lubec, this property did not get the maintenance it needed over the years and is now unoccupied, deteriorating, and trapped in the U.S. Department of Housing and Urban Development foreclosure system. This is in contrast to the Fowler and Young houses which have been recently bought and are being restored.



Another property that is in need of investment is the McCurdy Smokehouse complex. This was the last operating smokehouse in the U.S. before it closed in 1991 and is now a museum owned and managed by the non-profit Lubec Landmarks. These buildings face a specific type of threat based on their waterfront location: sea-level rise and increasing storm intensity. Heavy winds can damage deteriorating structures and, when combined with very high tides, can lift the wooden buildings and push them off their pilings, as happened in 2018 when the brining shed was destroyed.

The final three important historical landmarks above directly reference how important, and dangerous, commercial shipping has been in Lubec. The Maine Historic Preservation Commission lists over 50 shipwrecks in Lubec's waters between 1820 and 1958. West Quoddy Head Light is still operational and owned and maintained by the state park system. Lubec Channel Light was decommissioned in 2006 but no historical organization was interested in taking on maintenance, so the property was auctioned off to a private individual. The West Quoddy Life Saving Station was decommissioned by the Coast Guard in 1970 and has since been redeveloped as rental properties.

## PROTECTION MECHANISMS

The Town of Lubec does not currently have any measures in place to directly protect historic or archaeological resources. However, existing local land use ordinances could

be used more effectively to encourage preservation of historic resources. For example, if the historic property was in the shoreland zone, that section of shoreland could be designated as Resource Protection, thus partially limiting new development possibilities. Similarly, if the property was in the floodplain, and therefore under the jurisdiction of the town's floodplain ordinance, onerous redevelopment requirements could discourage complete demolition of existing properties.

Another option would be for the town to establish a Historic Review Committee. This group could do as little as consult with the planning board whenever identified historic properties came before the board. On the other end of the spectrum, the committee could work under a new Historic Preservation Ordinance that requires the group's approval whenever changes are made to historic properties in the community.

A final option to encourage historic preservation could be tax incentives at either the local or state level. This might be an easement that protects the property in exchange for tax deductions or grant eligibility or it may be a local property tax rebate program that reduces local property taxes if the property owner agrees to maintain the property up to certain standards.

There are a number of funding opportunities at the state and federal levels to protect and restore important historic properties. The first step is to have the properties assessed and listed on the National Register of Historic Properties. Some of the properties on the following map have been prescreened and found to be eligible for the program.

## SOURCES

*Maine Memory Network*

<http://lubec.mainememory.net/>

*Maine Historic Preservation Commission*

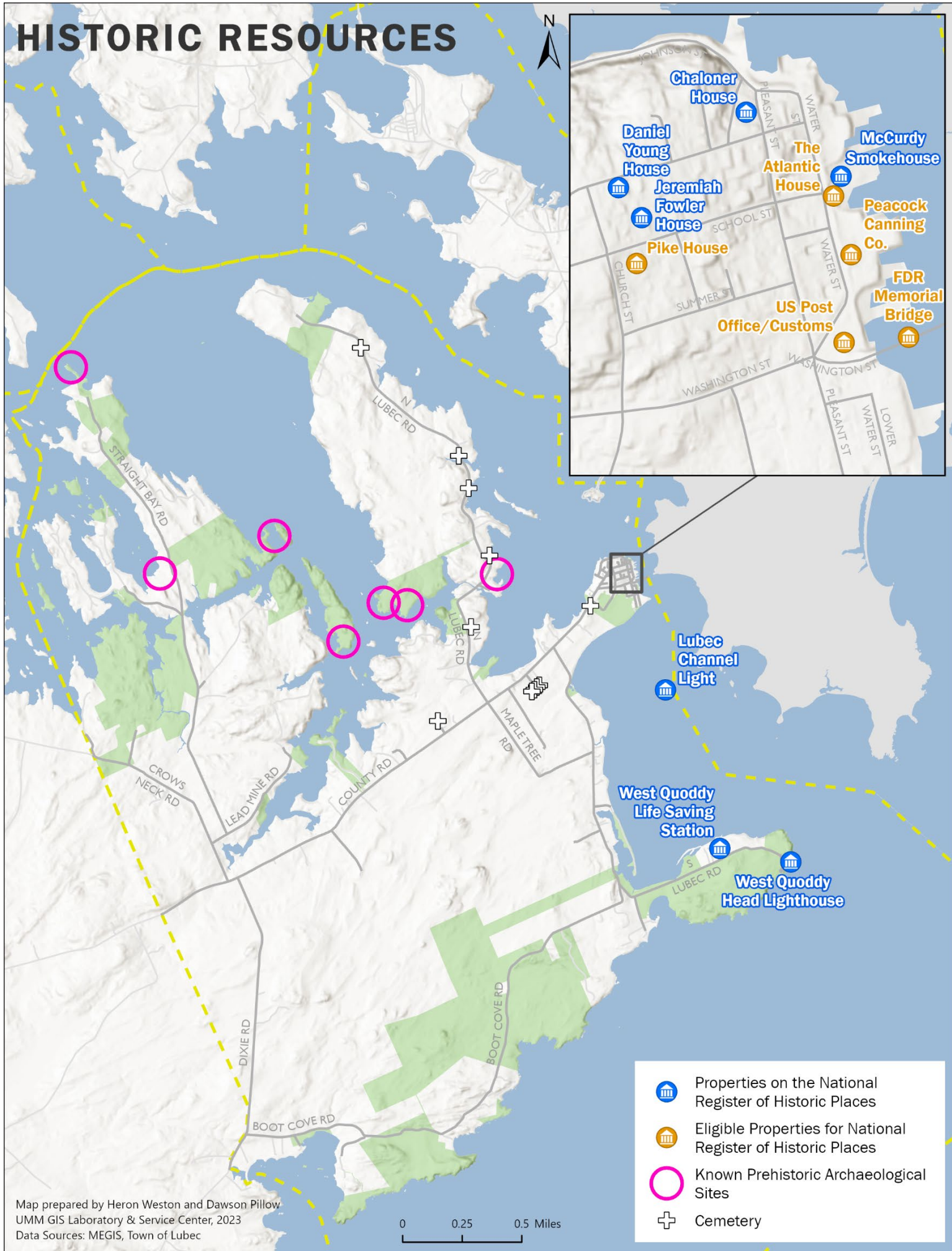
<https://www.maine.gov/mhpc/home>





*National Register of Historic Places*

<https://www.nps.gov/subjects/nationalregister/index.htm>

<b>GOAL</b>		
<b>The Town of Lubec will safeguard Lubec's historic and archaeological resources.</b>		
<b>POLICY</b>		
Protect to the greatest extent practicable the significant historic and archaeological resources in the community.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
Form a Historic Review Committee	Select Board	Short Term
Work with the local or county historical society and/or the Maine Historic Preservation Commission to perform a comprehensive community survey of the community's historic and archaeological resources.	Historic Review Committee (proposed)	Short Term
Inform historic property owners about programs that provide financial incentives to support historic preservation	Historic Review Committee / Local Historical Organizations	Short Term
Adopt or amend land use ordinances to require the planning board to incorporate maps and information provided by Lubec's Historic Review Committee and the Maine Historic Preservation Commission into their review process.	Planning Board	Short Term
For known historic archeological sites and areas sensitive to prehistoric archeology, through local land use ordinances require subdivision or non-residential 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.	Planning Board	Long Term
Adopt a Historic Preservation Ordinance to allow historical review committee to review changes to historic structures/district	Historic Review Committee / Select Board	Medium Term

# HISTORIC RESOURCES



-  Properties on the National Register of Historic Places
-  Eligible Properties for National Register of Historic Places
-  Known Prehistoric Archaeological Sites
-  Cemetery

Map prepared by Heron Weston and Dawson Pillow  
 UMM GIS Laboratory & Service Center, 2023  
 Data Sources: MEGIS, Town of Lubec

0 0.25 0.5 Miles



# WATER RESOURCES

## SURFACE WATER

Lubec's surface water resources are fairly limited compared to many inland communities. There are no lakes, great ponds (10+ acres), rivers, or surface water drinking supplies within its boundaries. Instead, most of Lubec's surface water is collected in wetlands when rainwater that falls on the surrounding area (watershed) runs down into the wetland and associated stream. These wetlands provide critical habitat for all kinds of plants and animals, recharge drinking water aquifers, and help prevent flooding by absorbing excess water from heavy rains or coastal storm surges.

Wetlands in Maine are managed by Maine DEP but regulations depend on the type and size of both the wetland and the proposed alteration. The town regulates the land use activities around any coastal or larger (over 10 acres) freshwater wetlands through its Shoreland Zoning Ordinance.

Wetlands also slowly release water in the form of streams that, in Lubec, run down to the ocean. Pollution in these streams can disrupt the habitat of aquatic species and transport contaminants to the clam flats below. See the MARINE RESOURCES chapter for more details about water quality monitoring in these stream outlets. Lubec's Shoreland Zoning Ordinance regulates land use activities within 75 ft of any stream in an effort to protect water quality. Lubec's public works department has also taken steps to protect water quality with the addition of a new salt/sand shed and having snow dump sites approved by MaineDEP.

All streams in Lubec are rated as Class B by Maine DEP (AA is the highest). This rating does not reflect actual water quality, as no streams in Lubec are regularly tested by Maine DEP, but is instead a rating of likely water quality, i.e. streams that are in pristine ecosystems in which no impoundments or waste discharges are allowed are rated higher than those areas with more development or less regulation. Nearby Hobart Stream in Edmunds Twp, for instance, is rated as AA due to the fact that its watershed is almost completely within the Moosehorn National Wildlife Refuge.

## MARINE WATERS

Marine waters are also rated by Maine DEP based on the development, waste discharge, and regulatory qualities of the land surrounding the waterbody. In Lubec's case, most of

its marine waters are rated SB (SA is the highest), with areas inside Straight Bay and off West Quoddy Head receiving the higher SA rating.

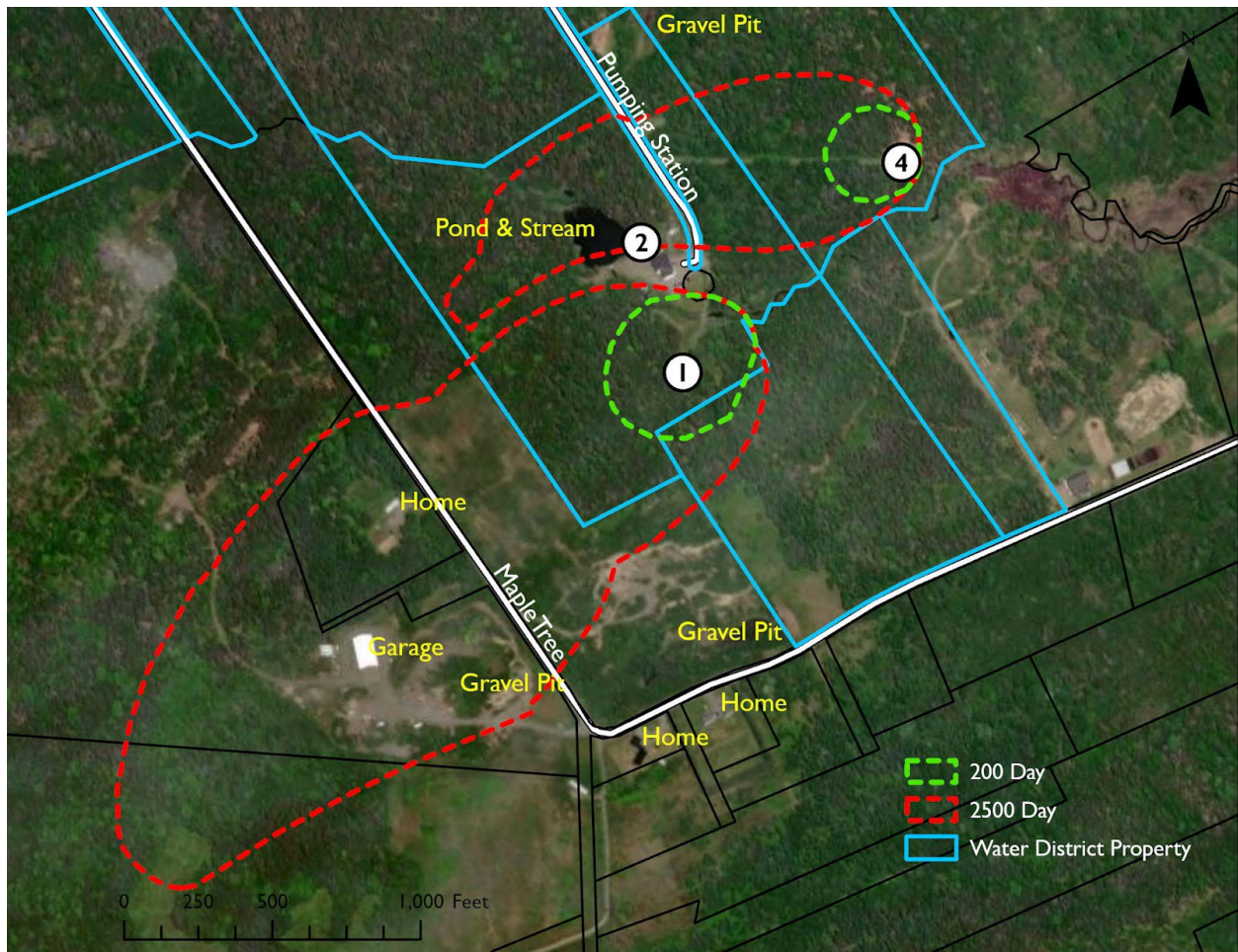
The one remaining example of water pollution in the community is the wastewater treatment facility outflow which empties into the northern end of the Lubec Narrows. This outflow's water is treated according to Maine DEP standards and does not harm the marine environment. However, it is the source of the shellfish closure around the downtown area based on the very sensitive testing done by Maine DMR to prevent any fecal contamination of shellfish. There are currently no plans to address this closure, Maine DMR has ceased regular testing, and the area has been classified as "prohibited", a more permanent type of closure. The recent testing of the closure in South Lubec meanwhile has shown no current contamination and this area is expected to open soon.

## PUBLIC DRINKING WATER

Lubec has a very large and productive sand and gravel aquifer that supplies drinking water to the Lubec Water District which treats, tests, and distributes it to almost 60% of the homes in the community (see PUBLIC FACILITIES & SERVICES Chapter). This water is regularly tested for safety and meets all EPA drinking water standards.

This aquifer is replenished by rainwater or snowmelt that percolates down through the soil until it reaches the stored water below. This groundwater is then pumped back to the surface and distributed for drinking. Any contaminants in the area around the aquifer can be washed down into the soil and end up in the groundwater. Once an aquifer is contaminated it is very difficult to clean.

To protect this public drinking water source, Maine CDC (Drinking Water Program) has a Source Water Assessment Program that looks at potential risks to the aquifer. In Lubec's case, there are 3 wells and they each have different risk assessments based on their depth and location. Groundwater is not static but continues to flow once underground so potential contaminants would spread in a particular direction, in Lubec's case generally northeast. The map below models this flow for wells #1 and #4 (well #2 was not included in the state's analysis) indicating that if the soil in these red or green outlined areas were contaminated, that contaminant would eventually flow into the corresponding well. This zone is called the Wellhead Protection Area.



There are two types of potential contamination areas indicated on the map:

- Acute Contamination (GREEN) - 200 day
  - Immediate sickness
  - Often from human/animal feces or nitrate fertilizer
  - Can survive up to 200 days of travel time
- Chronic Contamination (RED) - 2500 Day
  - Health risks if consumed over many years and in low doses
  - Often from chemical sources (gasoline, pesticides, solvents)
  - Can survive up to 2500 days of travel time

The reason these Wellhead Protection Areas (WHPA) are different sizes is because the 3 wells draw from different depths. Well #1 is the most vulnerable because it is a spring with only 25 feet of overburden (soil above it). Well #2 is a gravel-packed well with 35 feet of overburden and Well #4 is the same but with 68 feet of soil above it.

To protect these wells, Lubec Water District has purchased property (BLUE) around these wells to prevent land use activities that could cause the release of contaminants

into the soil. As a result, it appears as if Wells #1 and #4 are protected from acute (immediate sickness) contamination. Well #2 is not modeled but its 200 day area would probably be inside water district property.

For chronic contamination, Well #1 is the most at potential risk based on these existing land uses:

- Garage (Chemical Use or Storage, Fuel Use or Storage)
- Gravel Pit (Fuel Use, Surface Water Collection, Illegal Dumping,)
- Agricultural Fields (Herbicides, Pesticides)
- Home (Chemicals in Septic or Wastewater)

## SOURCE WATER PROTECTION MECHANISMS

There are a few different strategies that could be used to protect the land that falls within these Wellhead Protection Areas to reduce the potential risk to Lubec's public water supply.

1. The water district, the town, or a conservation organization could purchase the land, thus stopping all development.
2. The water district, the town, or a conservation organization could develop an easement agreement with the landowners that restricts certain land uses on these properties.
3. The town could enact a Wellhead Protection Ordinance that says that activities on these properties that could pose a threat to the water supply (commercial painting and finishing, bulk fuel storage, auto repair shop, agriculture) require a permit and must comply with certain performance standards.

Funding and support are available for all three of these strategies from Maine's Drinking Water Program along with other water-focused organizations such as MRWA (Maine Rural Water Association) and MeWEA (Maine Water Environment Association).

## SOURCES

Maine Drinking Water Program

<https://www.maine.gov/dhhs/mecdc/environmental-health/dwp/index.shtml>

Maine Department of Environmental Protection (Water Quality)

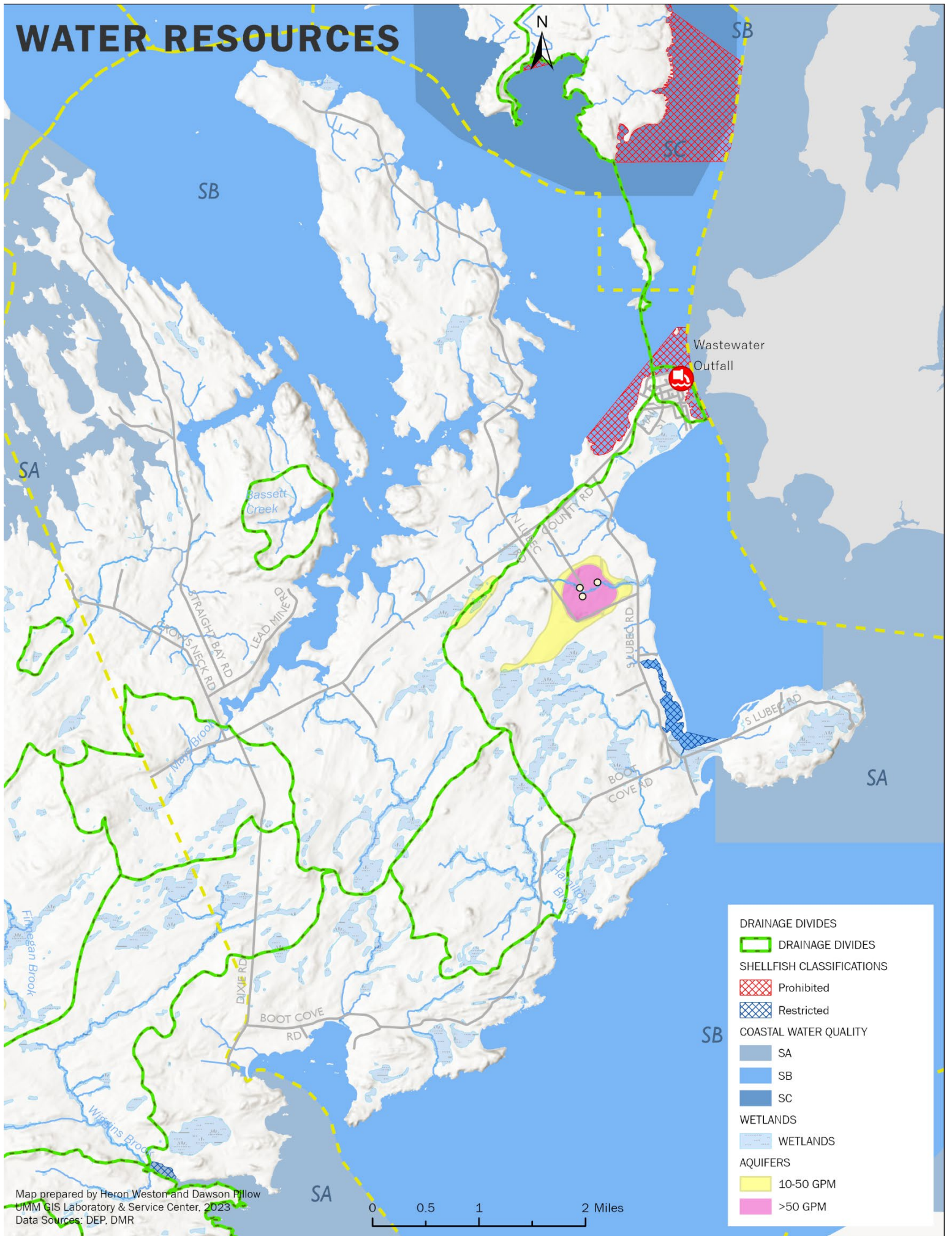
<https://www.maine.gov/dep/water/monitoring/classification/>

<b>GOAL</b>		
<b>The Town of Lubec will protect the quality and manage the quantity of the community's water resources, including aquifers, streams, estuaries, and coastal areas.</b>		
<b>POLICY</b>		
Protect current and potential drinking water sources.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.	Planning Board	Short Term
<b>POLICY</b>		
Protect significant surface water resources from pollution and improve water quality where needed.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: <ul style="list-style-type: none"> <li>a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502).</li> <li>b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.</li> <li>c. Maine Pollution Discharge Elimination System Stormwater Program</li> </ul>	Planning Board	Medium Term
Adopt water quality protection practices and standards for the construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Select Board / Public Works	Long Term
Provide educational materials at appropriate locations regarding aquatic invasive species.	Harbor Committee	Medium Term
<b>POLICY</b>		

Protect water resources in growth areas while promoting more intensive development in those areas.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Short Term
Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	Planning Board	Medium Term
Consider land use policy that promotes the reduction of impervious surfaces, increase vegetated infiltration basins for new development, and retrofit existing developments to reduce storm flow runoff and increase infiltration of rainfall whenever possible.	Planning Board	Long Term
POLICY		
Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
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.	Town Office / Code Enforcement Officer	Medium Term
Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Select Board	Long Term
POLICY		
Minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME

Upgrade stormwater and combined stormwater and sewage systems to prepare for more frequent and heavier rainfall events and investigate opportunities for the beneficial reuse of stormwater and wastewater	Public Works / Sewer Department	Short Term
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# WATER RESOURCES



Map prepared by Heron Weston and Dawson Pillow  
 UMM GIS Laboratory & Service Center, 2023  
 Data Sources: DEP, DMR

0 0.5 1 2 Miles



# NATURAL RESOURCES

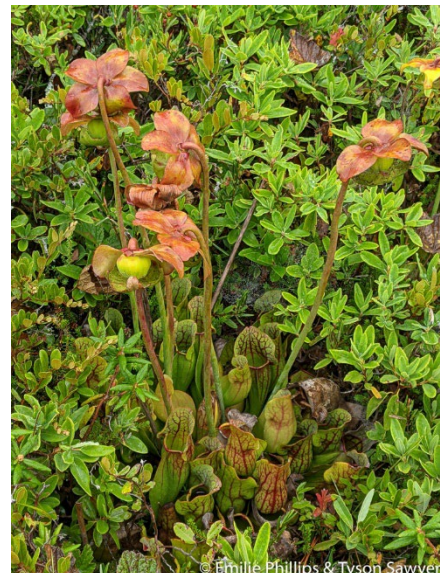
## HABITAT

Lubec is endowed with an abundance of rich natural resources. A number of the community’s large blocks of undeveloped land contain exemplary natural communities of rare plant and animal species. The State’s Beginning with Habitat Program identifies places where a variety of exemplary natural communities are clustered and calls them Focus Areas of Statewide Ecological Significance.

Lubec contains two of these Focus Areas: Bold Coast Focus Area which runs all along Lubec’s southern coastline from Mowry Beach to Bailey’s Mistake, and Cobscook Bay Focus Area which contains almost all of the area north of County Rd.

The Bold Coast Focus Area, which actually spans 20 miles all the way to Cutler, features the highest density of coastal peatlands, rocky headlands, and maritime grasslands in the State of Maine.

The Cobscook Bay Focus Area’s many coves and marshes contain highly productive waters that support numerous marine organisms. Paired with low levels of development, this marine biodiversity makes the region an important stop for migrating shorebirds to rest and feed.



Within these focus areas the following natural communities are particularly unique.

EXEMPLARY NATURAL COMMUNITIES		
NAME	STATE STATUS	FOCUS AREA
Maritime Slope Bog	Imperiled	Bold Coast
Dune Grassland	Imperiled	Both
Tall Grass Meadow	Rare	Bold Coast
Coastal Plateau Bog Ecosystem	Rare	Bold Coast

Downeast Maritime Shrubland	Rare	Bold Coast
Maritime Huckleberry Bog	Rare	Bold Coast
Salt-hay Saltmarsh	Rare	Both

These focus areas also feature the following unique plant and animal species.

<b>RARE SPECIES</b>		
NAME	STATE STATUS	FOCUS AREA
Salt Marsh Sedge (grass)	Endangered	Cobscook Bay
Harlequin Duck (bird)	Threatened	Cobscook Bay
Gaspe Arrow-grass (grass)	Special Concern	Cobscook Bay
Mystery Vertigo (snail)	Special Concern	Cobscook Bay
Crowberry Blue (butterfly)	Special Concern	Bold Coast
Alpine Blueberry (shrub)	Special Concern	Bold Coast
Yellow Rail (marsh bird)	Special Concern	Bold Coast
Northern Comandra (fern)	Special Concern	Bold Coast

## PROTECTION MECHANISMS

Land Trusts have played a leading role in identifying and protecting critical natural resources in the region for many years. As the following map shows, almost all of the Exemplary Natural Communities and Rare Species listed earlier are found in areas that are already protected by conservation. One exception would be areas around Carrying Place Cove and the Sandbar in South Lubec. This region features important roosting, feeding, and nesting shorebird habitat, imperiled dune grassland, rare saltmarsh, imperiled sedge bog, and vulnerable sand dunes. It has also been the site of intense residential development in recent years. While parts of this area are conserved, the buffers between these habitats and private land have not been maintained and development has continued to encroach.

Lubec does not currently have a general land use ordinance to manage development, but it did enact the state-imposed Shoreland Zoning Ordinance in 1991. This ordinance manages land use within 250 feet of all water bodies, wetlands, and streams (within 75'). Lubec is currently in the process of updating its ordinance (the last update was in 2014). The types of districts (zones), and their associated standards, that are described in the text of the ordinance do align with current state standards. However, the assignment of these districts to the appropriate sections of the shoreland zone on the map is no longer accurate. New data, particularly habitat and floodplain updates, need to be incorporated into the updated Shoreland Zoning Map to make it consistent with state standards.

A good example would be to look at the shoreland zoning on either side of Border Cove in West Lubec. The east side of the cove is in Lubec and has a 250' coastal buffer that is zoned to allow residential development. The west side of the cove is in Trescott Twp, an Unorganized Territory, where the LUPC (Land Use Planning Commission) manages land use. This side of the cove has a similar 250' coastal buffer that is also (mostly) zoned residential development. However, a small segment of that buffer is designated as a Wetland of Special Significance because it is a salt marsh, and another small segment outlines the 100-year floodplain. Both of these additional designations restrict residential development within them, while still allowing it in the rest of the 250' buffer. Lubec's side of the cove has none of these protections. The salt marsh on the southern coastal border at Bailey's Mistake, also bordering Trescott, is a very similar scenario.

## SCENIC RESOURCES

Lubec's many miles of coastal roadways, abundant conservation lands and lack of large-scale development mean high-value scenic areas can be found throughout the community.

In 2010, local planning organizations (Washington County Council of Governments & Hancock County Planning Commission) created the "Downeast Coastal Scenic Inventory" which identified and assessed scenic views from public places in Hancock and Washington County's coastal region. The study looked at things like landforms, focal points, duration of view, and settlement features and then scored each site for comparison. These scores group sites into Local (30-50), Regional (50-70), or Statewide (70-100) Importance.



The conserved lands along Lubec's Bold Coast contained the town's highest-scoring locations both at Quoddy Head State Park (81) and Hamilton Cove (77). Next were the roadside views of the Lubec Channel (76) along South Lubec Rd and views of Johnson Bay (75) along County Rd. While there are a few public lands along these two routes, most of the properties between

the road and the water are privately owned and therefore could be more densely developed, thus blocking the view. Without a general land use ordinance, the only density limitations would be minimum lot size for homes with septic systems and shoreland zoning, which only affects the 250 ft of land directly along the shore. The historic store and homes in North Lubec (68) behind Rodgers Island are also privately owned and vulnerable to the same development. The water views at Bailey's Mistake (69) in a residential area but the land between the water and the road is conserved. Finally conserved lands in Cobscook Bay, such as Morong Cove (68) the Pike Lands (65) and many other locations, feature trails out to secluded beaches and overlooks.

## SOURCES

- Beginning with Habitat Map Viewer - <https://webapps2.cgis-solutions.com/beginningwithhabitat/mapviewer/>
- Downeast Coastal Scenic Inventory - <https://www.hcpcme.org/environment/view/>

<b>GOAL</b>		
<b>To protect Lubec’s critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.</b>		
<b>POLICY</b>		
To conserve critical natural resources in the community.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Planning Board	Short Term
Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Comprehensive Plan Committee	Long Term
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	Medium Term
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	Short Term
<b>POLICY</b>		
To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>

Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Planning Board	Long Term
Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Select Board / Local Land Trusts	Long Term
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.	Planning Board / Code Enforcement Officer	Short Term
POLICY		
Improve and expand the ability of the community's natural resources to adapt to the impacts of climate change.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Promote conservation of low-lying, undeveloped uplands where coastal marshes, beaches, and other intertidal natural communities can migrate inland with sea level rise.	Planning Board	Long Term
Engage in efforts to protect and restore natural protective features, such as floodplains, wetlands, marshes, and dunes.	Planning Board	Short Term

# NATURAL RESOURCES

**Cobscook Bay  
Focus Area**

## HABITAT

- Tidal Waterfowl / Wading Bird
- Inland Waterfowl / Wading Bird
- Shorebird
- Wild Brook Trout
- Threatened or Special Concern Species
- Rare / Exemplary Natural Communities
- Tidal Marshes
- Sand Dune Erosion
- Conserved Lands

**Bold Coast  
Focus Area**

# AGRICULTURAL AND FOREST RESOURCES

## AGRICULTURE AND FORESTRY PRODUCTION

In recent years, the role of agriculture in the local economy has been limited. There are several small-scale livestock and fruit and vegetable producers in Lubec who sell their products at farm stands and the weekly Lubec Market. This popular year-round farmer's market supports farmers, bakers, and craftspeople from around the region.

Overall, agriculture production has declined in Lubec over the past 30 years, with registered farmland (see Agriculture and Forestry Protection Measures) declining from 737 acres in 1992 to just 25 acres in 2022. Tax incentive programs to encourage landowners to keep their properties as productive farmland do nothing to conserve areas that are no longer farmed but sit on productive farmland soils.



Timber harvesting is also a relatively minor economic activity in Lubec. Unlike inland areas of Washington County, there are no parcels in Lubec managed by large timber companies. Instead, smaller woodlots are owned by private individuals who hire local logging companies to harvest as needed. The Town of Lubec does own one larger (50 acre) forested parcel behind the public works garage that could be managed for timber, but this location is currently slated for

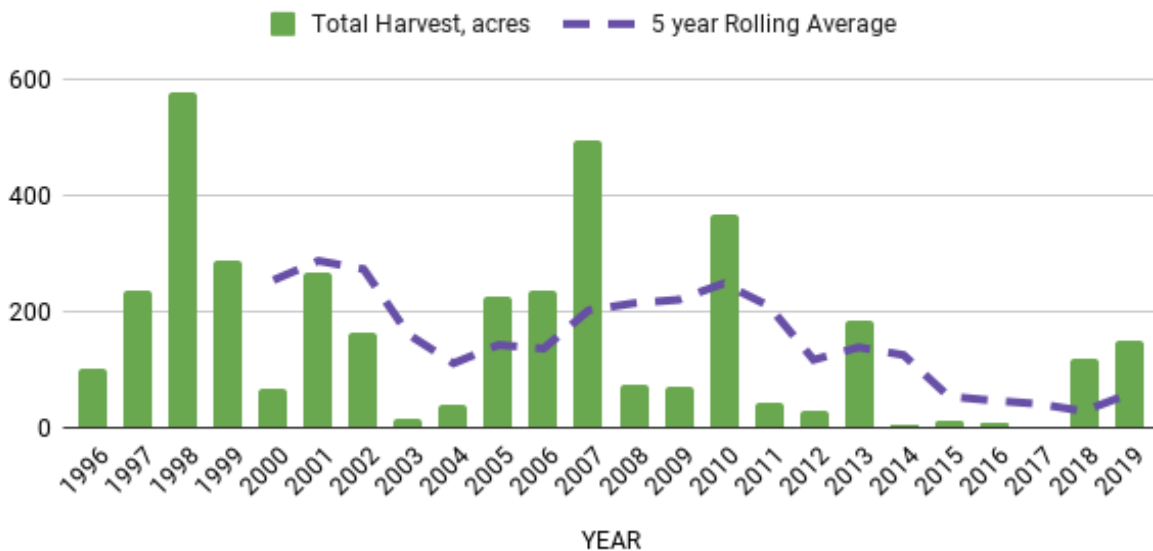
development as a municipal solar farm.

As seen in the chart below, timber harvest numbers vary but a generally downward trend is seen in the rolling average.



## Lubec Total Timber Harvest

(source: Maine Forest Service)



Economically, agriculture and forestry in Lubec are small-scale operations used by individuals to supplement other income sources. While both agriculture and forestry have decreased in Lubec in the last decade, it is unclear whether these changes are due to loss of land to development or are due to broader economic considerations. The residential development that has occurred has been mostly confined to already settled coastal areas while rural inland areas where forestry takes place have remained largely untouched by development.

### AGRICULTURE AND FORESTRY SOILS

The U.S. Department of Agriculture defines “Prime Farmland” as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. One level lower is the soil rating “Farmland of Statewide Importance”. This land has the same soil quality and growing season as Prime Farmland but would need to be either drained or irrigated to achieve the correct moisture supply.

Only 4% of the land in Lubec is rated as Prime Farmland (See FARMLAND SOILS Map). The largest concentration is in North Lubec along with scattered patches in West Lubec. Farmland of Statewide Importance is more prevalent, covering an additional 27% of the town. This includes most of the land along County Rd and the main roads on both northern peninsulas.



The soils in Lubec have also been rated for Forest Productivity by the USDA (See FORESTRY SOILS Map). This rating describes the values of species that could be supported and the volume of timber that could be produced on the land. Unlike the farmland soil ratings, the forestry soil system does not consider management practices, like needed drainage.

47% of the land in Lubec is classified as having a “High” or “Very High” Forest Productivity Rating. 36% is classified “Medium” with only 17% rated as “Low” or below.

#### AGRICULTURE AND FORESTRY PROTECTION MEASURES

The Town of Lubec does not currently have any local measures in place to protect farming and forestry lands. However, there are a few regional programs that encourage the preservation of these land uses.

The first would be conservation easements which are negotiated agreements between landowners and conservation entities. Although the easement generally limits or prohibits development, landowners often retain the rights to manage the land in its current use, which may include forestry, agriculture or other land uses as negotiated.

The State of Maine has the Current Land Use programs which encourage landowners to keep their lands in their current land use and resist development pressures. Enrolled property is valued at a reduced rate per acre based on its value as forest, farm, or open space land instead of at its higher value as developed land. This lower valuation results in reduced local property taxes for the landowner.

If the landowner removes their property from the program they must pay a penalty which is the greater of either 1) the taxes they saved over the past 5 years plus interest or 2) 20%-30% (depending on length of enrollment) of the difference between the property's lower enrolled valuation and its projected unenrolled value for the most recent year.

In order to qualify for this property tax relief, parcels must meet certain criteria as outlined below.

- TREE GROWTH
  - Use - Produce forest products that have commercial value
  - Minimum size - 10 acres
  - Must develop and follow a forest management and harvest plan developed with Forest Ranger
  - Valuation - fixed price per acre by county
    - In 2023, \$130/acre for hardwood in Washington County
  
- FARMLAND
  - Use - Agricultural and horticultural activities
  - Minimum size - 5 acres (contiguous)
  - Must generate at least \$2000 gross income
  - Valuation - set by town assessor by category of farmland
  
- OPEN SPACE
  - Use - provide a public benefit by conserving scenic resources, enhancing public recreation opportunities, promoting game management, or preserving wildlife or wildlife habitat.
  - Minimum size - none
  - Valuation - reduction in value chart
    - Open Space - 20%
    - Open Space, Public Access - 45%
    - Open Space, Public Access, Permanent Easement - 75%
    - Conserved Land - 95%

CURRENT USE TAX PROGRAM ENROLLMENT - Lubec								
	TREE GROWTH			OPEN SPACE			FARMLAND	
	Parcels	Acres	%total	Parcels	Acres	%total	Acres	%total
<u>1991</u>	?	1170	5.5	?	801	3.8	737	3.5
<u>2008</u>	52	4600	21.7	29	2090	9.8	123	0.6
2012	52	3395	16.0	37	2663	12.6	123	0.6
2013	55	3388	16.0	37	2616	12.3	123	0.6
2014	55	3388	16.0	37	2616	12.3	123	0.6
2015	53	3338	15.7	38	2622	12.4	49	0.2
2016	54	3425	16.1	40	2663	12.6	49	0.2
2017	56	3579	16.9	39	2663	12.6	21	0.1
2018	56	3579	16.9	41	2743	12.9	21	0.1
2019	56	3725	17.6	41	2698	12.7	21	0.1
2020	56	3725	17.6	39	2698	12.7	21	0.1
2021	56	3780	17.8	39	2698	12.7	21	0.1
Source: Lubec Annual Town Reports, Lubec Comprehensive Plan (2010)								

The chart above shows the changes in enrollment in these programs over the years. The decrease in Farmland enrollment discussed earlier can be seen clearly, particularly between 1991 and 2008. The requirement to generate at least \$2000 gross income may inhibit developing or small producers from enrolling in the program.

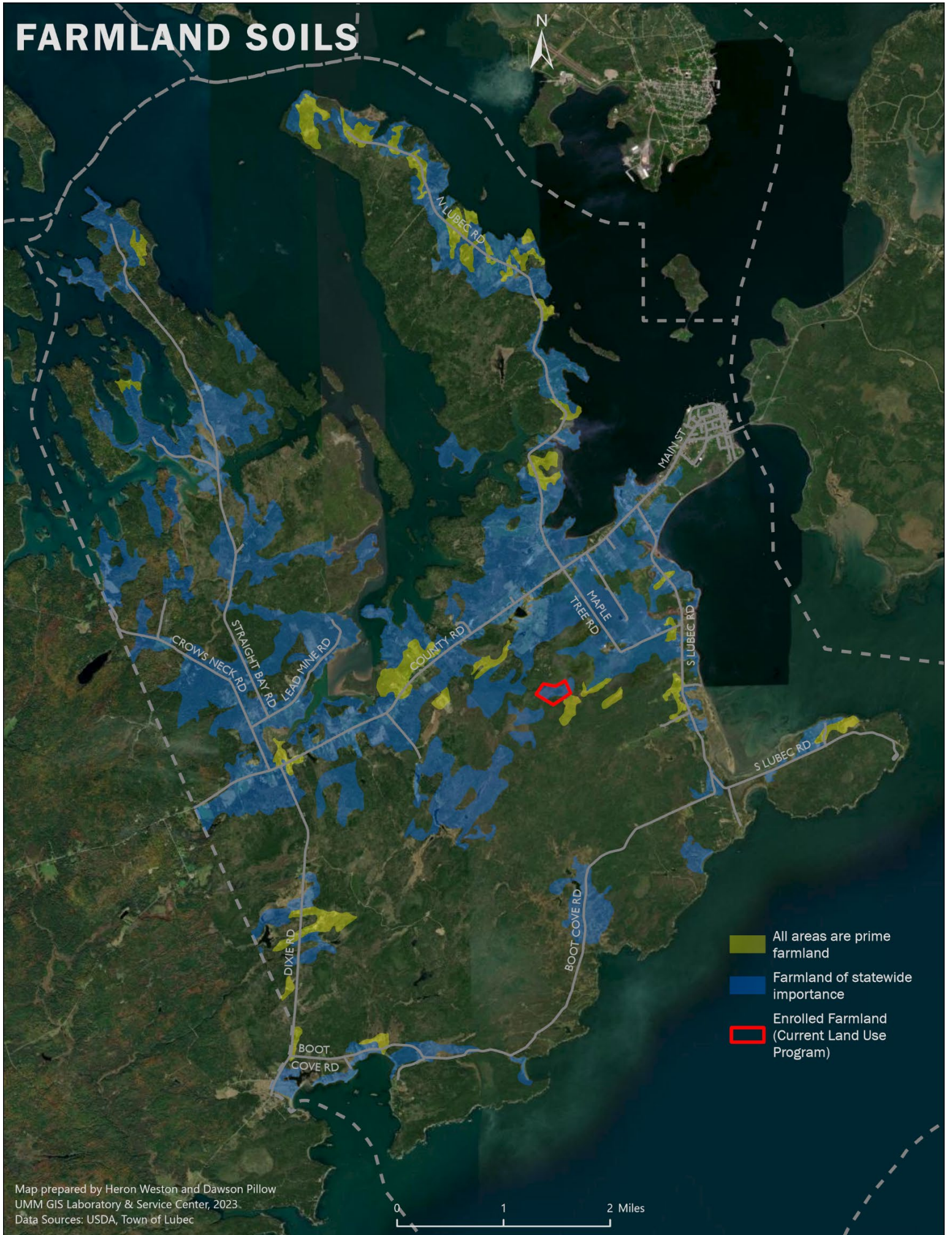
Open Space, by contrast, has grown significantly since 1991, although it has essentially been flat over the past decade. With its large amount of shoreline, ‘conserving scenic resources’ could apply to a large number of properties in Lubec.

Tree Growth has been, and continues to be, the most popular program, peaking in 2008 when over 20% of all land in Lubec was enrolled in the program. Although this number dropped by 25% over the next 4 years, enrollment has steadily risen since.

<b>GOAL</b>		
<b>The Town of Lubec will safeguard Lubec's agricultural and forest resources from development which threatens those resources.</b>		
<b>POLICY</b>		
The Town of Lubec will support farming and forestry and encourage their economic viability.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
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.	Planning Board	Short Term
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.	Planning Board	Long Term
Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Select Board	Long Term
Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	Economic Development Committee	Medium Term
<b>POLICY</b>		
The Town of Lubec will safeguard lands identified as prime farmland or capable of supporting commercial forestry.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, to maintain areas with prime farmland soils as open space to the greatest extent practicable.	Planning Board	Long Term
Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	Long Term

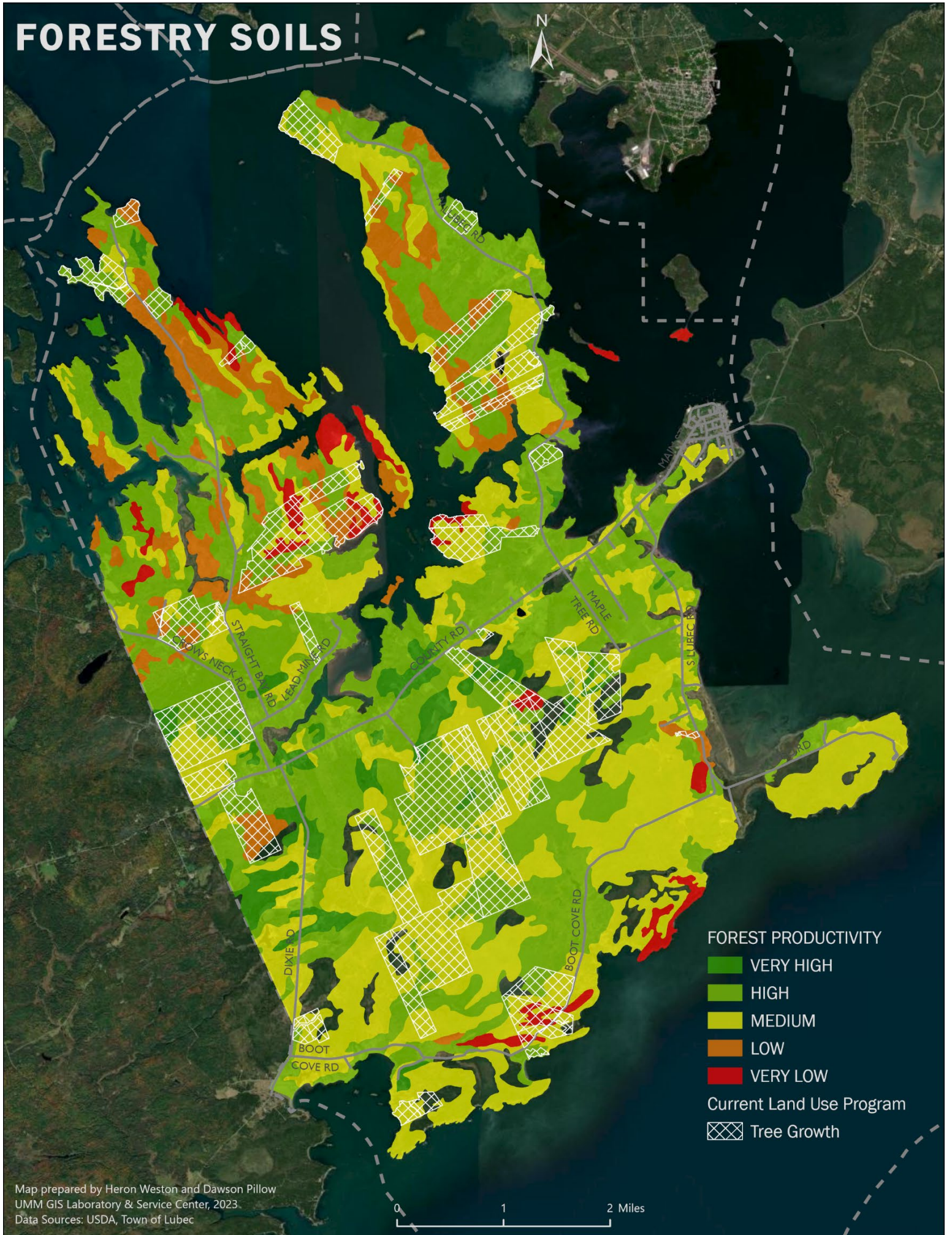
Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	Planning Board	Long Term
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# FARMLAND SOILS



Map prepared by Heron Weston and Dawson Pillow  
UMM GIS Laboratory & Service Center, 2023  
Data Sources: USDA, Town of Lubec

# FORESTRY SOILS



## FOREST PRODUCTIVITY

- VERY HIGH
- HIGH
- MEDIUM
- LOW
- VERY LOW

## Current Land Use Program

- Tree Growth

Map prepared by Heron Weston and Dawson Pillow  
UMM GIS Laboratory & Service Center, 2023  
Data Sources: USDA, Town of Lubec

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# MARINE RESOURCES

## FISHERIES

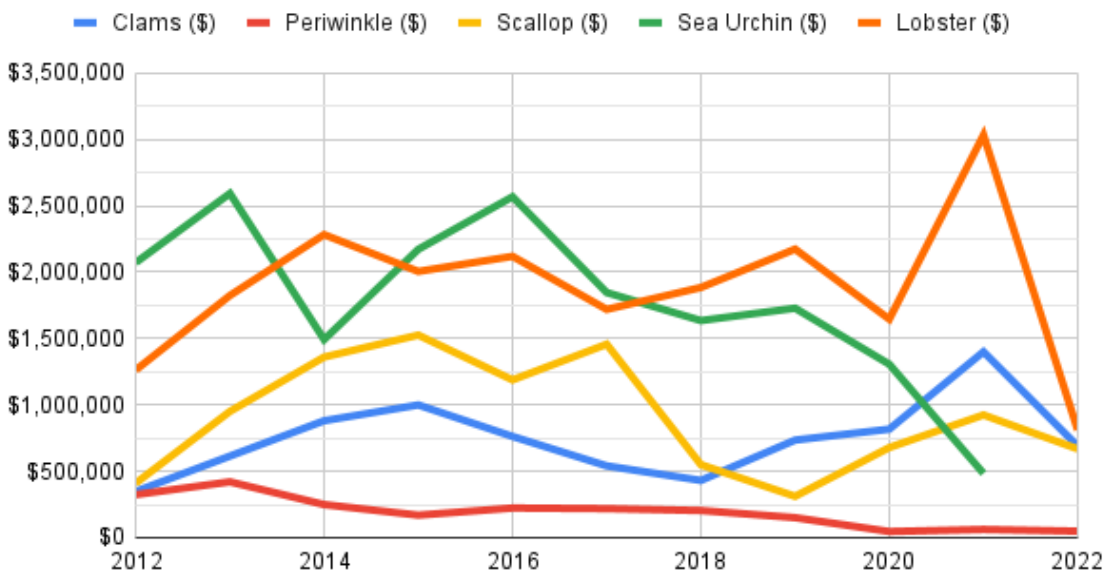
The abundance and diversity of the local marine ecosystem has been at the heart of Lubec’s economy since its early days. Over the last decade, this diversity has declined as urchin landings have plummeted and scallop landings are about half what they were only a few years earlier. This decline in fall/winter income puts more pressure on the



lobster season which has its own market uncertainty caused by such factors as: rising fuel/bait prices, shifting species migration patterns, rising water temperatures and unknown regulatory changes. Clamming meanwhile has become an even more important income source for residents with its low cost of entry, year-round access and local management structure.

Lubec’s marine economy is also affected by larger demographic changes in the community: aging local workforce, out migration of young people, unaffordable housing costs, rising cost of living. If these trends continue, Lubec’s fishing fleet may become smaller, older and more seasonal.

Lubec Landings (\$) 2012-2022



State license data also shows some of these changes over the last 20 years (the decline in fishing and the growing importance of clamming) although license data is complicated by the limited availability of some licenses.

<b>State Marine Licenses (LUBEC)</b>	<b>2002</b>	<b>2022</b>
Commercial Lobster/Crab	39	43
Commercial Shellfish	69	131
Commercial Fishing (single operator)	105	68
Commercial Fishing (w/crew)	11	20
Commercial Scallop	38	48
Commercial Sea Urchin	36	31
<b>TOTAL</b>	<b>298</b>	<b>341</b>

## MARINE INFRASTRUCTURE

Lubec’s municipal harbor is centered around the boat landing on the north side of the village. This paved boat ramp, small seasonal float system and large parking lot is owned and managed by the state and provides access to the town mooring field and surrounding waters for commercial and recreational boaters alike. It is protected from the strong currents of the Lubec Narrows by a stone breakwater to its east.



Just to the west is the town pier with a crane for loading and unloading products and gear and access for fuel trucks. This is also a popular spot for mackerel fishing in the summer. The pilings supporting the pier have been damaged recently by increasingly intense storms and funding for its repair is currently being sought by the harbor committee.

Finally, to the west of the pier is a small stone jetty that houses the harbor master's office, seasonal public bathrooms, and a long gangway down to a small set of seasonal town floats. This location is mostly used recreationally for loading tour boats and a sporadically run passenger ferry to Eastport. Parking for this facility is severely limited.

This whole area is north facing and can receive large waves and storm surge during winter storms. Luckily the floating dock systems are often removed during the winter and the remaining infrastructure is mostly stone and concrete, with the exception of the pier's pilings. Recent severely damaging storms have mostly come from the southeast but a northerly storm, particularly during the summer or fall could cause severe damage to this area. Sea level rise projections show the large parking lot and Johnson St to the west would be underwater after a rise of about 2.5 feet above current levels.

Across the bay from the downtown complex is Globe Cove, off North Lubec Rd, which provides a secondary harbor, mooring field and beach boat ramp for commercial fisherman. This location provides a more sheltered harbor but the adjoining land is privately owned so no municipal investments can be made in the site.

Down along the southern coastline a new paved boat landing has been created by Maine Coast Heritage Trust to provide recreational and commercial access to the harbor and mooring field at Bailey's Mistake. This allows fishermen fishing offshore to have direct access to the open ocean and avoid the FDR Bridge and the long ride through the Lubec Channel. This Channel was extensively dredged in the 1950s and a navigational lighthouse was added but it is still avoided by larger ships who must travel around Campobello to reach the deep-water port at nearby Eastport. No dredging plans are currently being discussed to increase access through the channel and any plans would need to be coordinated with the reconstruction of the FDR Bridge.

The harbors in Johnson Bay and Baileys Mistake are both regulated by the town Harbor Committee and Harbor Master under the town's Harbor Ordinance. All moorings require a town permit, safety review, and are placed to protect marine traffic and other moored boats. The Harbor Master also can inspect private wharfs and piers and regulate the operation of vessels within all territorial waters if safety concerns are raised.

A major investment in the marine infrastructure of Lubec is currently taking place with the construction of the Safe Harbor facility, a new breakwater and pier tucked into the east side of Johnson Bay. It consists of a 625' jetty connected to a 300' pier with a new boat ramp, a crane and a float system that can hold up to 36 boats. This facility is being

built with federal funding and is intended to provide a safe harbor for boats during severe weather.

This new facility, along with most of the marine infrastructure described above, is publicly owned by the town, state or conservation organizations and is therefore generally protected from increasing coastal residential development pressure. The exception would be access to Globe Cove. Part of the reason this new breakwater facility was constructed was in anticipation of the potential loss of access to the harbor at Globe Cove.

## ACCESS POINTS

Infrastructure and water access for the commercial fishing fleet is taking a major step forward with the construction of the new breakwater facility. However, for commercial shellfish (clamming) harvesters, access and infrastructure needs are quite different. They rely on beach access both from the land and by small boats. One infrastructure investment that is needed is a small boat ramp inside inner Cobscook Bay. It can be a long dangerous ride all the way around North Lubec, particularly against the tide in difficult weather conditions. Talks with a local conservation group are ongoing about a potential site on Federal Harbor.

Land access to beaches for commercial harvesters is also under threat in the community from increased development, land ownership changes, and climate effects. Traditional access points on private land often rely on unofficial agreements with local landowners. As these owners change, access may be restricted. These sites often feature one or two parking spots and a small path to the shore. Storm damage can easily



damage these small shore paths and landowners have little incentive to repair them. The Lubec Shellfish Committee has taken an active role in inventorying and protecting the community's traditional access points. Both the Department of Marine Resources and the Land for Maine's Future Program have funding to support these types of protection efforts which may include land purchases or easements.

On public land, local land trusts often include commercial access as part of their management plans. These sites usually feature larger parking areas and occasional bathroom facilities. However, one new recreation focused nonprofit bought up a large

number of waterfront properties and, as part of their redevelopment, put up gates, restricted vehicle access or closed the sites seasonally.

## COASTAL WATER QUALITY

Of all the fisheries, softshell clams are the most vulnerable to water quality issues due to their proximity to shoreland runoff and their feeding mechanism. Contaminants can get washed into coastal streams (particularly during heavy rain events) and then dumped onto the beaches where the clams feed. Residents who walk their dogs on the beach and do not pick up the waste can also cause water quality issues. To prevent consumer illness from these pollutants, Maine's Department of Marine Resource has an active shellfish sanitary survey program in which they regularly test Lubec's beaches for bacterial (fecal) and biotoxins ("red tide") contamination and close affected areas.

The number of bacterial closures in Lubec has continued to decline over the years due to work by the Shellfish Committee to eliminate pollution sources. In the 1990's, the last of the overboard discharges (septics that dump into the ocean) were removed and, more recently, livestock were relocated away from streambeds. As a result, only two closures remain: one on the inside of the sand bar in South Lubec, with improving water quality scores, and the other surrounding the village area. While the area behind the sandbar is expected to open soon, the closure around the village is caused by the discharge from the town wastewater treatment plant and is considered more permanent ("prohibited").

## WATERFRONT REGULATIONS

Currently, Lubec's Shoreland Zoning ordinance regulates development activities within 250 feet of the high-water mark along all of Lubec's coastline. Current waterfront uses are grandfathered in but new developments must align with the allowable uses for that zone, such as Residential, Limited Commercial, etc. (see CURRENT LAND USE Chapter for more details). This ordinance is currently being updated in an effort to address changes along the shoreline since its last update in 2009

All current shoreland zones in Lubec, except Resource Protection, allow at least some residential development, which has been the major development pressure along the town's shoreline over the past few years. However, one shoreland zone allows even higher residential density and has a reduced shoreline setback (25 vs 75 ft): Waterfront Development. This zone is designed to encourage high density residential development right along the shoreline and it is in effect in only one location in Lubec, the traditional working waterfront area, stretching from the fisherman's memorial west to The Inn on

the Wharf. The three rental properties east of the Inn on the Wharf were built using this zone's standards

One zone designation that could be used (but is not currently) to address this residential pressure is a Commercial Fisheries/Maritime Activities District. This zone restricts all residential development within it and only allows new development that supports water dependent uses such as piers, marinas or related businesses.

Another waterfront protection mechanism is the Working Waterfront Use Tax Program. Similar to the Tree Growth Use Tax Program discussed in the AGRICULTURE AND FORESTRY Chapter, this program assesses the value of the property at its current Working Waterfront value as opposed to its potential value if redeveloped. The reduction in valuation is dependent on the amount of the property that is used for Working Waterfront activities and whether that type of land use is permanent (convent protected).

It is too soon to tell how the new Safe Harbor facility will affect the traditional waterfront area in the downtown. One option would be for the residents to develop a Harbor Management Plan that looks at some of these changes in the marine economy, recreation and tourism, residential development pressure, and sea level rise and develop a vision for the area that attempts to balance these various forces in a way that meets the diverse needs of the community.

#### SOURCES

Maine DMR Landings Program

<https://www.maine.gov/dmr/fisheries/commercial/landings-program>

Maine DMR Shellfish Sanitation and Management

<https://www.maine.gov/dmr/fisheries/shellfish>

GOAL		
To protect Lubec's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.		
POLICY		
To protect, maintain and, where warranted, improve marine habitat and water quality.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Harbor Committee	Long Term

POLICY		
To foster water-dependent land uses and balance them with other complementary land uses.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Encourage owners of Working Waterfront properties to enroll in the current use taxation programs.	Harbor Committee	Medium Term
Adopt or amend local land use ordinances to protect Working Waterfront properties from competing development.	Planning Board	Short Term

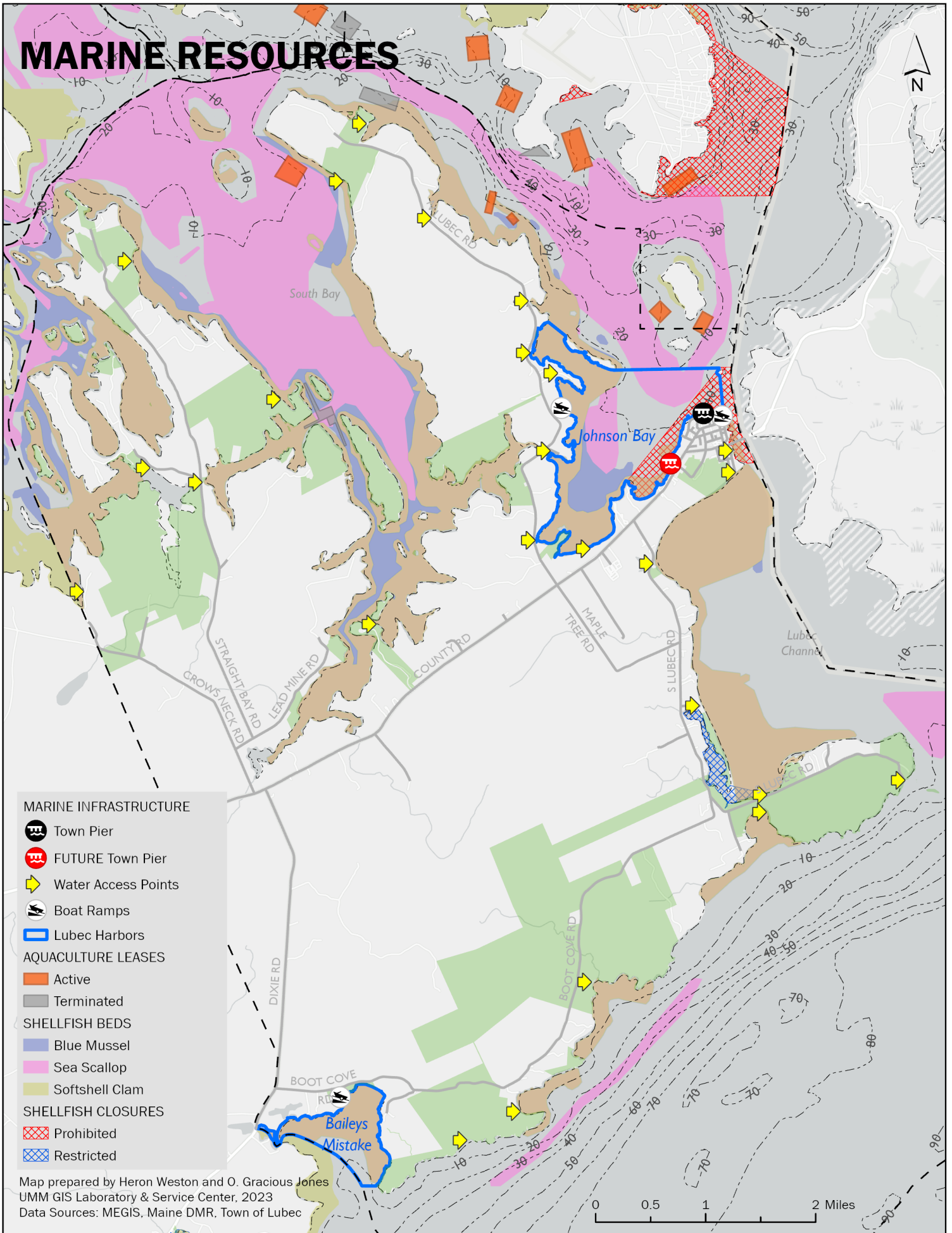
POLICY		
To maintain and, where warranted, improve harbor management and facilities.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Support implementation of local and regional harbor and bay management plans.	Harbor Committee	Long Term
If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	Budget committee / Harbor Committee	Medium Term

POLICY		
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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.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Shellfish Committee / Harbor Committee	Short Term
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.	Shellfish Committee / Harbor Committee	Short Term
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.	Shellfish Committee	Short Term



# MARINE RESOURCES



Map prepared by Heron Weston and O. Gracious Jones  
 UMM GIS Laboratory & Service Center, 2023  
 Data Sources: MEGIS, Maine DMR, Town of Lubec

# POPULATION & DEMOGRAPHICS

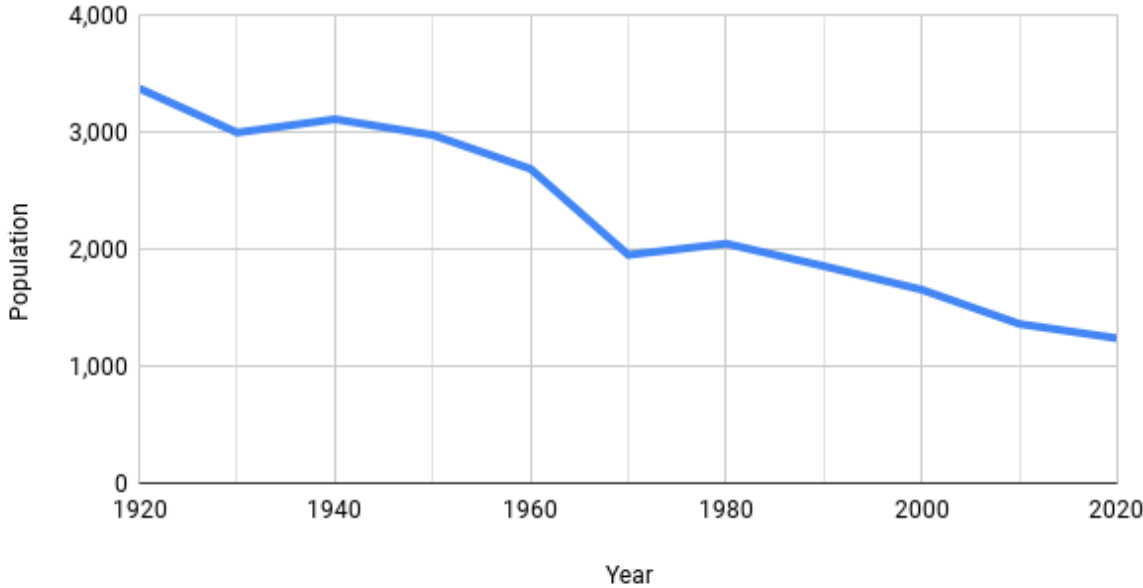
## SUMMARY

Between 2000 and 2020 Lubec lost around 25% of its year-round population, going from 1,652 to 1,237. This continues a trend that began in earnest in the 1960's. These recent losses have mostly been in the under 30 demographic, with the number of school-age children in 2020 being about half what they were in 2000. The result is that Lubec has a median age 9 years higher (58 years old) than the county average and 13 years higher than the state as a whole.

The Maine State Economist Office predicts the stabilization of Lubec's population between 2020-2040, due to an increase in net migration. If regional trends continue, these new residents will likely be older retirees without children, further increasing the existing age disparity in the community. By 2040, this demographic trend is predicted to weaken with an increase in the percentage of middle-aged residents.

The fact that Lubec used to have a much larger population means that the community's facilities and services are generally well positioned to accommodate future growth. The main exception would be housing in which most of the existing supply of homes with water views are now occupied (at least seasonally) and so new homes are being built.

Lubec Population (1920-2020)



Addressing this residential development pressure is a key component of this plan. For more details see the FUTURE LAND USE Chapter.

## POPULATION

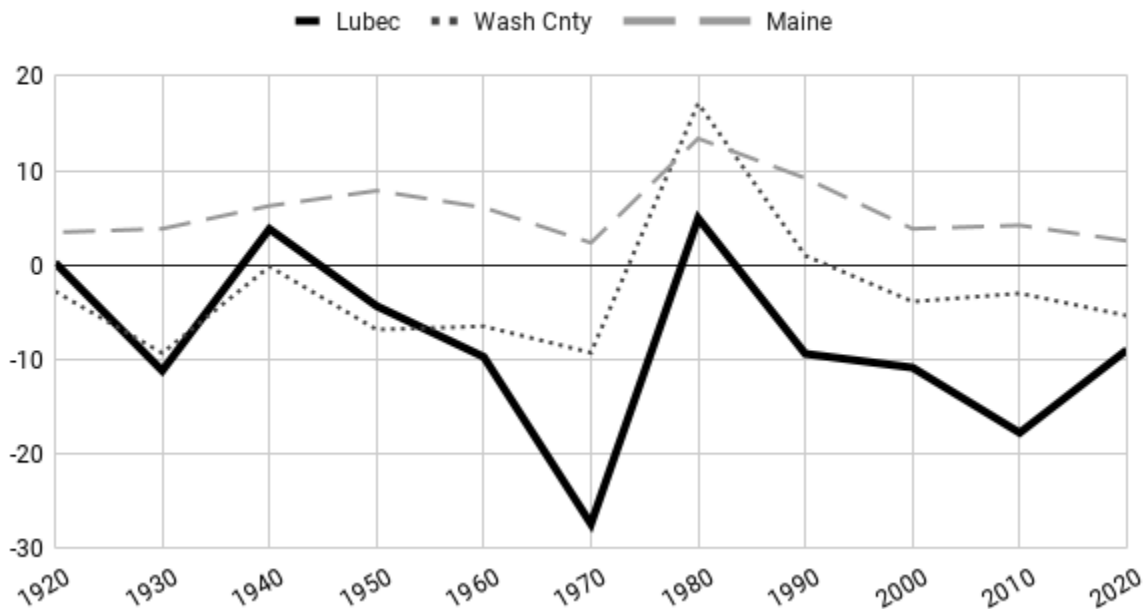
Lubec's population was at its highest in 1920 and has declined since to what is now just over one-third of that original peak. The only two decades of modest growth were the 1930s (+4%) and the 1970s (+5%) but these are overshadowed by the dramatic decline in the 1960s (-27%) and an average of -12% population loss per decade since the 1980's with the 2000's being another low point at -18%.

Washington County followed generally similar trends but avoided the dramatic decline in the 1960's (-9%) and saw a much larger increase (+17%) in the 1970's. Since the 1980s, Washington County has seen a small average decline (-3%).

The population in Maine has almost doubled (+78%) in the past century with the majority of this growth occurring in southern parts of the state.

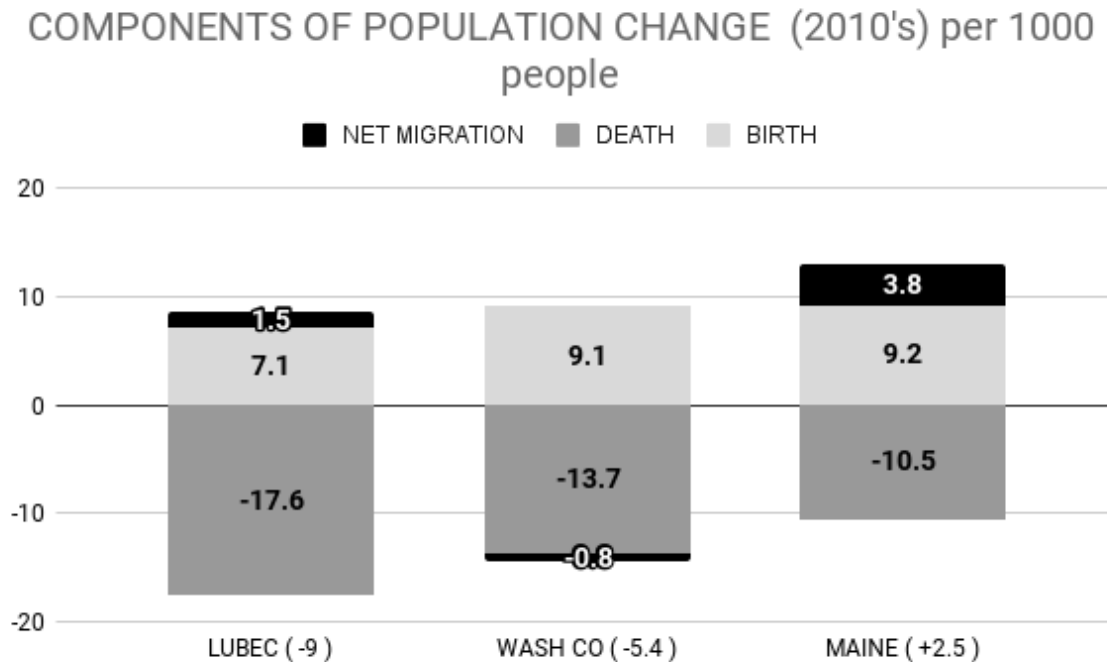
## COMPONENTS OF POPULATION CHANGE

### Population % Change



According to the 2020 Census, Lubec's population declined by 122 people during the previous decade. If we include the 92 births and 229 deaths during this time we see that

Lubec had a net migration of 17 new residents over the 10-year period. Net migration is the number of residents who moved to Lubec minus the number of residents who left. The following chart compares these factors with those of Washington County and the State of Maine, expressed as residents per 1000 per year.

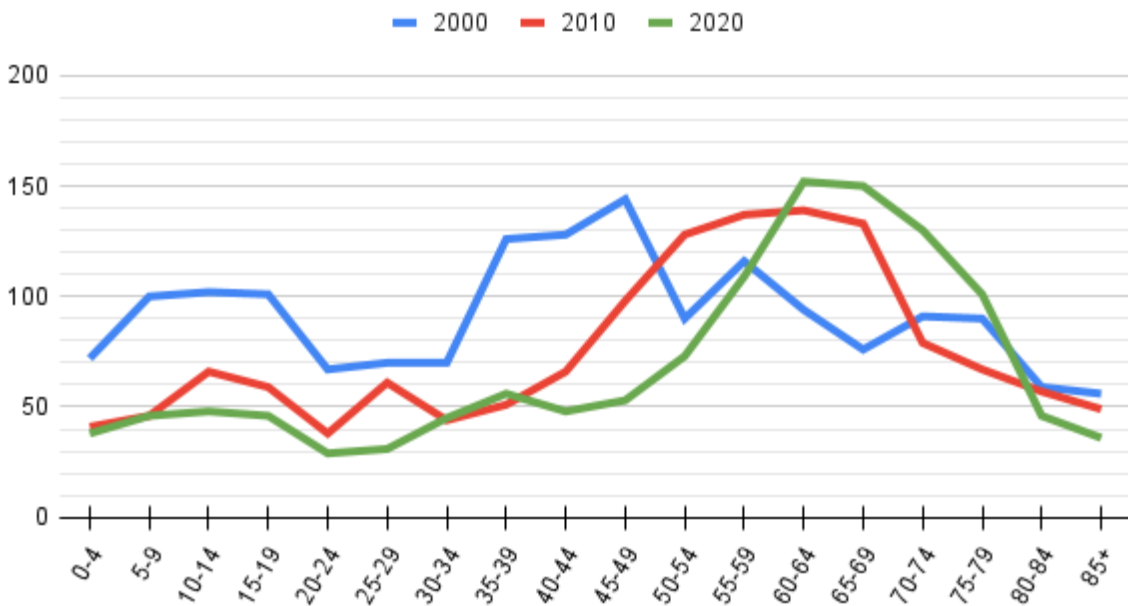


As the chart demonstrates, Lubec has actually seen slightly higher net migration rates than the county as a whole but the lower birth rate and the higher death rate result in greater population loss over the time period. Compared to the state, Lubec has an almost 60% higher death rate and about 22% lower birth rate

### AGE DISTRIBUTION

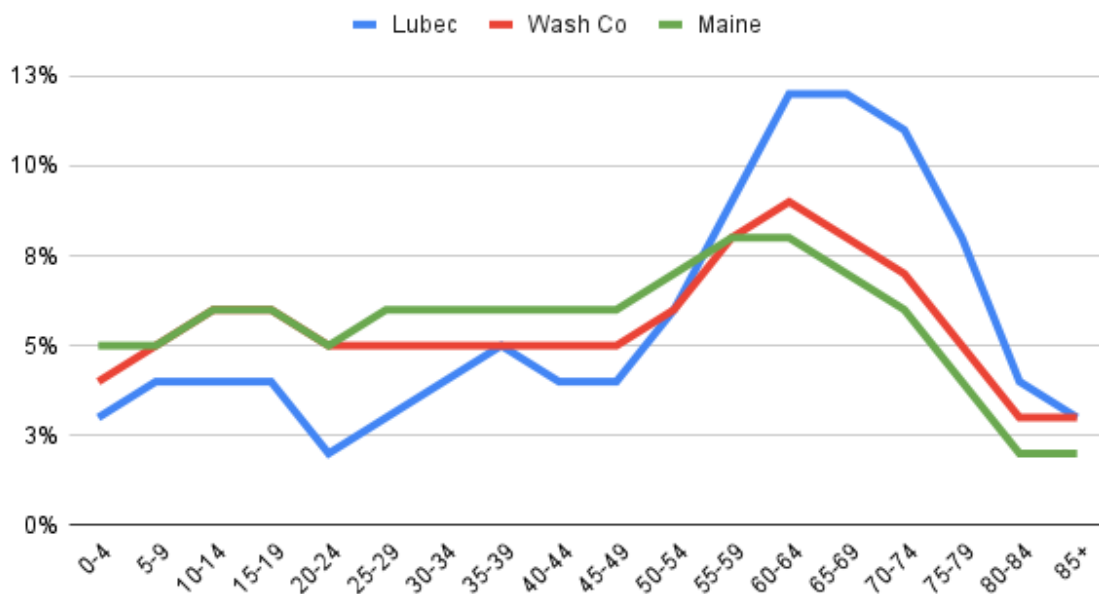
Along with population decline, Lubec has also seen a shift in its age composition over recent decades. The chart below (Lubec Age Distribution) shows the number of residents organized by age range. By the 2000's we already see lower levels of young adults but by 2010 school age children have also declined significantly.

## Lubec Age Distribution



The “baby boom bump” moves predictably right as this larger generation ages but the loss of younger residents means an even higher percentage of the population are in this older age bracket by 2020 (see Age Distribution). As a result, the median age in Lubec in 2020 is 58 whereas Washington County is 49 and the State of Maine is 45.

## Age Distribution (2020)



## POPULATION & DEMOGRAPHIC PROJECTIONS

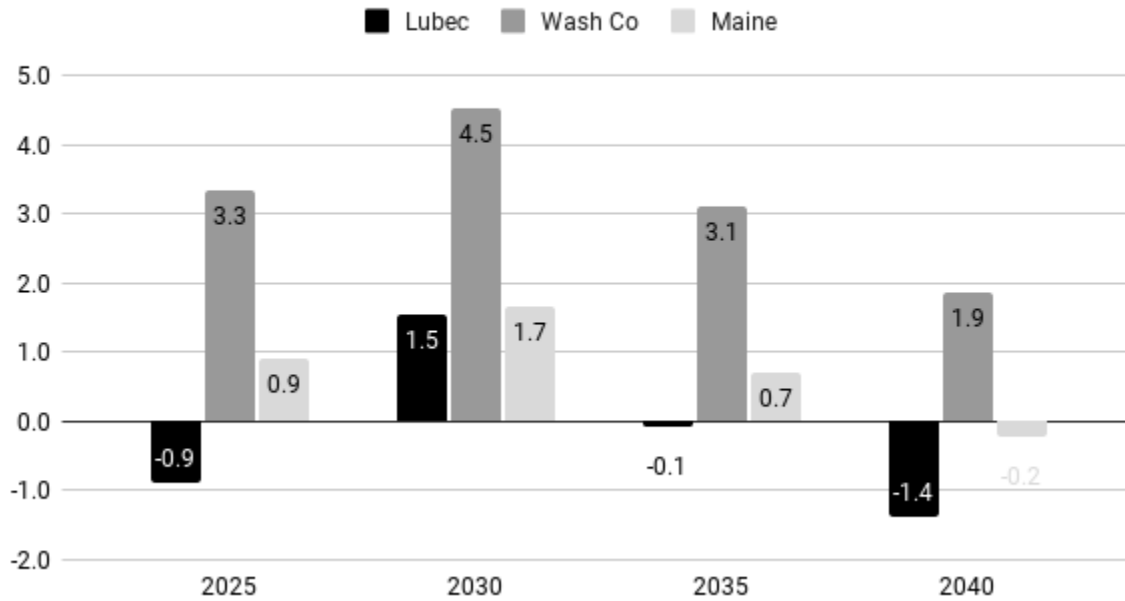
The Maine State Economist Office updated its population projections in June 2023. In part, this was done to incorporate the impacts of the COVID-19 pandemic. These new projections incorporate the one-time migration impacts of 2020-21 without carrying that higher migration rate forward indefinitely. The projections for 2030 have a much higher accuracy rate than those for 2040.

<b>Population Projections (2020-2040)</b>						
	Lubec		Washington County		Maine	
Year	Number	% Change	Number	% Change	Number	% Change
2020	1,237	-	31,062	-	1,362,280	-
2025	1,226	-0.9	32,099	3.3	1,374,728	0.9
2030	1,245	1.5	33,555	4.5	1,397,663	1.7
2035	1,244	-0.1	34,598	3.1	1,407,396	0.7
2040	1,227	-1.4	35,241	1.9	1,404,176	-0.2

From 2020-2030, Washington County is projected to see the greatest rate of population growth (8.0%) of all Maine counties. However, this growth is not predicted to be shared equally among all communities. The distribution of the predicted growth is determined by recent trends in the town's percentage of the total county population. In 1950 Lubec had 8.5% of the county's population, 5.8% in 1970 and down to 4% in 2020.

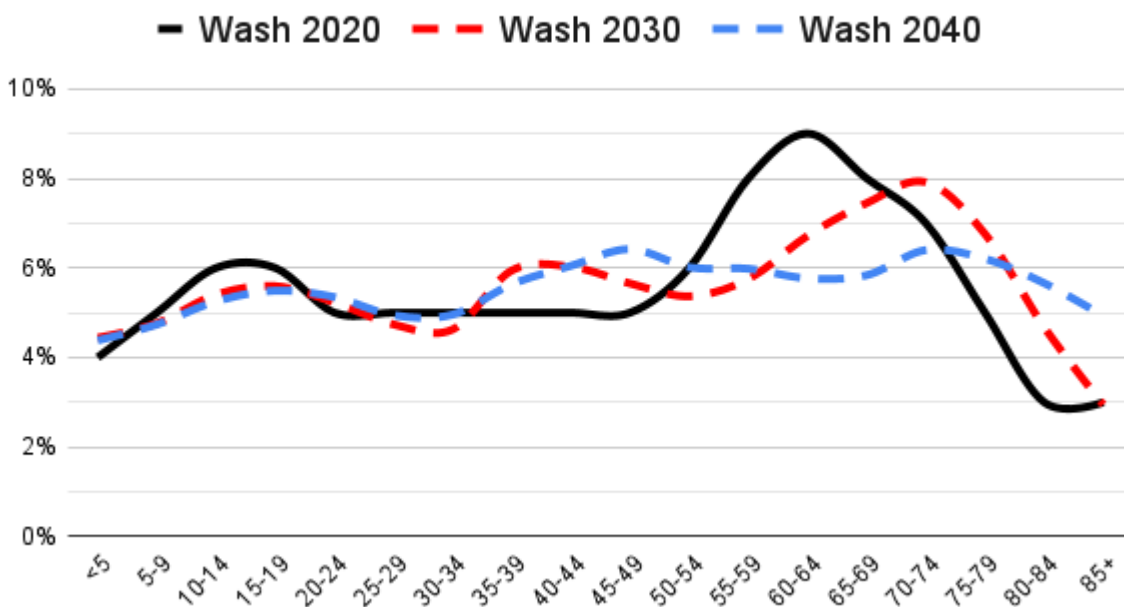
Despite this, the State Economist is predicting the first decade of population growth in Lubec since the 1970's in the 2020-30 period. In real numbers this growth is very small (5-10 people) but stands in sharp contrast to the 200-300 people lost per decade since 1980. The implications of this change will be a key consideration in the following chapter's analysis

## Lubec, Wash Co and Maine Population Projections (%)



Demographically, Lubec's lower-than-average birth rate and higher-than-average death rate mean this projected population stabilization will most likely be achieved through net migration.

## Projected Age Distribution (Washington County)



Although the State Economist does not prepare demographic projections for individual towns, looking at the projection for Washington County may give us an insight into Lubec's future age distribution.

Overall, we see a continued reduction of children and young people, a flattening of age distribution in middle age (35-65) and a shifting of that "baby boom bump" squarely into retirement age and beyond. In Lubec's case, this would mean the current aging trend would continue until it eventually started to slow down in the 2030s with an increase in the middle-aged population percentage.

## DATA LIMITATIONS

Unfortunately, it is unclear how much of the in-migration after Covid was captured by the 2020 census, the data on which much of this chapter's analysis is based. More recent population surveys (such as the American Community Survey) have a margin of error of 20-30% in their data for a town Lubec's size so they have not been included. Unofficially, there have been a large number of new residents that have moved into the area since 2020, a number of which became year-round residents. A locally managed population survey could help shed more light on recent changes in population.

Another limitation of this analysis is the lack of census data about the number of seasonal residents. We do know that between 2000 and 2020, the percentage of homes that are seasonal/rental homes increased by almost 70%, going from 30% of all homes in 2000 to 43% in 2020 (see the HOUSING chapter for more details). As a result, at full capacity (2.5 people occupying every seasonal/rental housing unit), Lubec would double its population (2,424 total people). These homeowners, and their guests, are not included in the population analysis in this chapter but are a major factor when it comes to things like development pressure, the tax base, and the local economy.

## SOURCES

Maine State Economist Office

<https://www.maine.gov/dafs/economist/demographic-projections>

Maine CDC - Division of Public Health Systems

<https://www.maine.gov/dhhs/mecdc/public-health-systems/data-research/data/index.html>

U.S. Census Bureau

<https://www.census.gov/en.html>

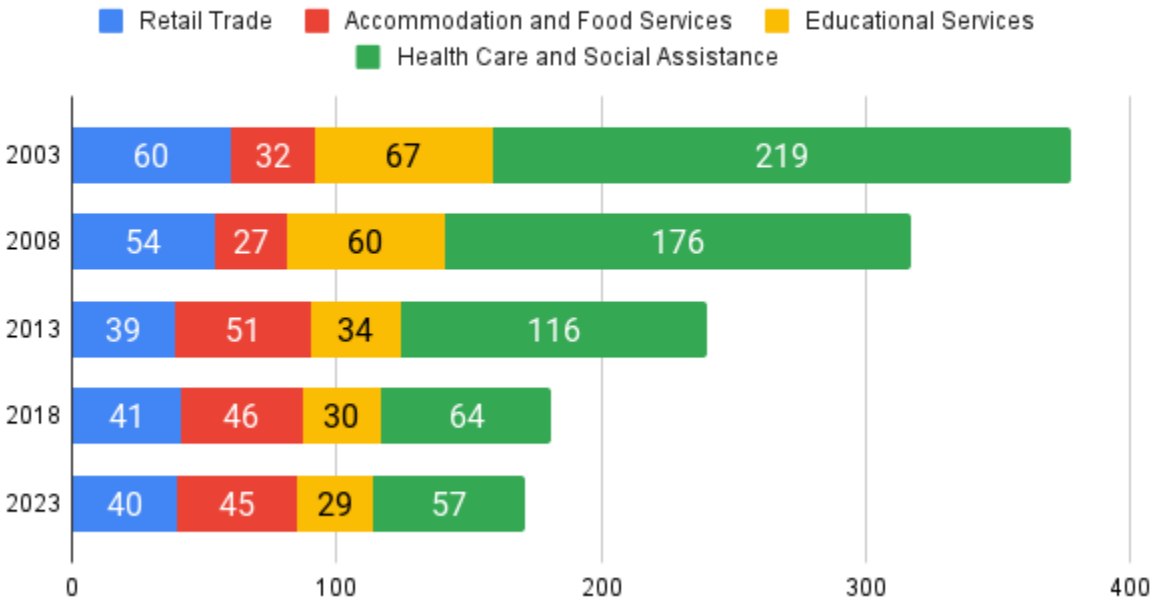


# ECONOMY

## LOCAL ECONOMY

Lubec’s economy peaked in the 1930s, centered around fishing and seafood processing. Starting in the 1960s, this industry began a gradual decline, with the last cannery closing around the turn of the 21st century. Fishing remains an important part of the local economy (see MARINE RESOURCES chapter) as lobsters, scallops, urchins, and clams have become the new focus. Unfortunately, income and employment data for those that are self-employed (like fishermen) is not represented in the available labor data. We do have data for payroll jobs and we can see that the overall number of these types of jobs has seen a dramatic decline over the last 20 years.

Lubec Employment (payroll)



The majority of the losses have been in Health Care and Social Assistance with the closure of the nursing home and the downsizing of the medical center. Educational Services have also declined since the closure of Lubec High School in 2010.

Retail Trade, and Accommodation and Food Service have both grown as a percentage of overall jobs in the community, although a number of these businesses increasingly rely on a large seasonal economic boost. This comes from both tourists and summer residents who come to Lubec for the numerous beaches and hiking trails, historic

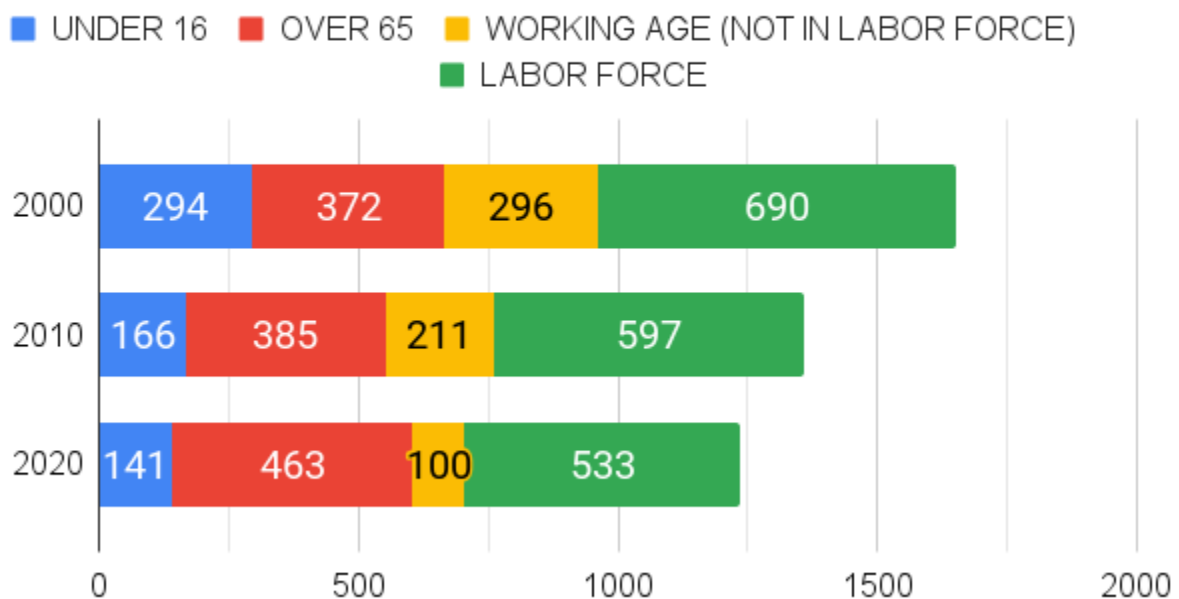
buildings, live music, and cool climate and end up eating and shopping in the busy village area.

At the same time, the number of year-round residents has increased since 2020 and many have brought in outside incomes as remote workers or retirees. This increase in year-round spending could potentially reduce seasonal fluctuations in the retail and food service sectors. This new residential growth and redevelopment has also increased and stabilized the municipal tax base.

## LABOR FORCE & UNEMPLOYMENT

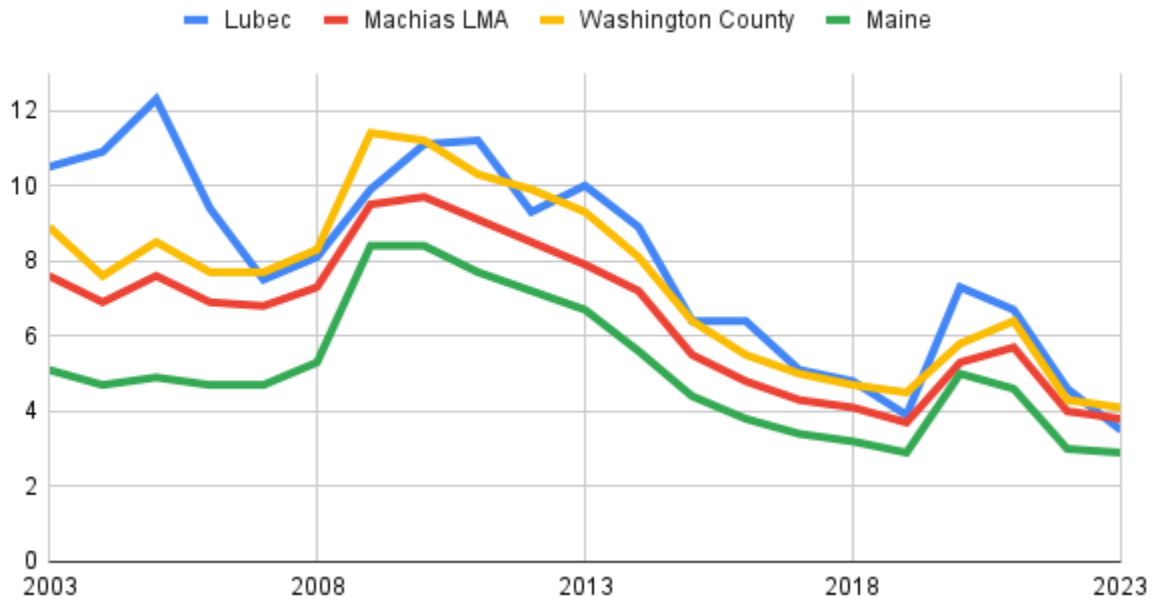
The labor force is defined as all persons who are either employed or are receiving unemployment compensation. In Lubec, population loss and demographic changes have reduced the number of working-age residents by -36% over the past 20 years. During this same period however, labor force participation rates have increased resulting in only a -23% decline in the labor force overall.

### Labor Force



Since 2007, Lubec's unemployment rate has generally followed that of Washington County as a whole and even mirrored trends at the state level (although often 2%-3% higher). However, prior to this period, Lubec's unemployment rate followed its own trajectory as the decline of the seafood processing industry continued to be felt.

## Unemployment



The shrinking of the labor force, low unemployment rates, and the high cost of housing make it challenging for businesses in Lubec to find the employees they need. Most new residents in the community bring their own sources of income (remote work or retirees) and are not looking for local employment.

### REGIONAL ECONOMY

When local residents do look for employment they are of course not just limited to opportunities in Lubec. According to census estimates, about 45% of Lubec's workforce work within 15 minutes of their homes. Since Lubec is so geographically isolated, this most likely means these people work somewhere in Lubec itself. 35% work between 15 and 35 minutes from home, which could get you to Machias, the local service center. The last 20% work further afield.

According to the U.S. Department of Labor, Lubec is part of the Machias Labor Market Area (LMA). This area includes almost all the towns along Washington County's southern coastline (Milbridge to Lubec) and as far north as Dennysville, Wesley, and Cherryfield. Like Lubec, this region relies heavily on self-employment (fishing), which is again not included in this data. Lubec is also on the eastern edge of this Labor Market Area so some residents may travel to the Calais region for work, which is also not included in this analysis.

<b>MACHIAS Labor Market Area Employment Data</b>					
	2003	2013	2023	% change (2003-2023)	% of Total (2023)
<b>Total, All Industries</b>	<b>5,974</b>	<b>5,376</b>	<b>5,629</b>	<b>-6%</b>	
Health Care and Social Assistance	1,438	1,116	1,023	-29%	18%
Educational Services	864	799	804	-7%	14%
Retail Trade	776	723	763	-2%	14%
Manufacturing	641	550	470	-27%	8%
Agriculture, Forestry, Fishing, and Hunting	454	348	418	-8%	7%
Public Administration	434	369	377	-13%	7%
Accommodation and Food Services	380	338	359	-6%	6%
Construction	185	172	244	32%	4%
Wholesale Trade	155	185	217	40%	4%
Finance and Insurance	197	188	215	9%	4%
Transportation and Warehousing	135	139	164	21%	3%
Waste Management and Remediation Services	26	88	135	419%	2%
Other Services (except Public Administration)	81	98	127	57%	2%
Management of Companies	33	50	103	212%	2%
Professional, Scientific, and Technical Services	47	74	102	117%	2%
Utilities	28	29	38	36%	1%
Information	36	50	28	-22%	0.5%
Arts, Entertainment, and Recreation	23	18	17	-26%	0.3%
Real Estate and Rental and Leasing	48	36	14	-71%	0.2%

Overall, the top three job sectors in the LMA are also important in Lubec: Health Care and Social Assistance, Educational Services, and Retail Trade. Major employers would be Down East Community Hospital and a number of regional health centers, a large number of regional elementary and secondary schools, and numerous grocery and building supply/hardware stores. If population and demographic projections are correct, this region would see an increase in overall population and an increase in the median age. This could mean a growth in demand for Health Care and Social Assistance along with Retail Trade but a decrease in demand for Educational Services, as the number of children in the area continues to go down.

Manufacturing, Agriculture, Forestry, Fishing, and Hunting were the next two largest sectors in the region although they are largely absent in Lubec (again these are payroll jobs, not self-employment). Major employers would be numerous natural resource-based manufacturers and processors, specifically balsam wreaths, blueberries, farmed salmon, etc.

Public Administration does employ a few in Lubec (town employees) but is a much larger sector in the LMA, particularly County government with the sheriff's department, court system, etc. Finally, Accommodation and Food Services is the seventh largest sector in the region, providing about 6% of all jobs whereas in Lubec this sector makes up about 25%.

Overall the number of jobs in the Machias LMA declined by about -6% between 2003-2023. This change did not affect all industries evenly, however. Some of the largest sectors in the area also saw the largest declines (Health Care and Social Assistance down 29%, Manufacturing down 27%). Other major sectors also declined between 2003 and 2013 but then rebounded by 2023 (Educational Services, Retail Trade, Agr/For/Fish/Hunt, Public Administration). Increased employment among smaller sectors points to increased diversification in the economy.

## FUTURE ECONOMIC DEVELOPMENT

The Town of Lubec does not have an official economic development plan at this time although there is an active economic development committee that has been working on the issue. The *Aroostook/Washington Comprehensive Economic Development Strategy 2024-2028*, created by Northern Maine Development Corporation, is a recent regional economic development plan that includes planning around important economic drivers in Lubec including Marine Resources, Tourism, Entrepreneurship, and Broadband. Some of these strategies include: investing in infrastructure and workforce

development/workforce housing, encouraging research and development in marine industries and fostering innovation in seafood processing and value-added marine products, expanding regional promotion and marketing and enhancing visitor information tools, and promoting entrepreneurship, innovation, and access to capital.

Assuming these strategies are successful, Lubec does have the space and infrastructure needed to support the new commercial or light marine industrial development as outlined above. Water St still has available properties, particularly Peacock’s former factory, that have municipal water, and municipal sewer, are already in the downtown business area, and have nearby deep-water access. This type of development/redevelopment could also fit well in the existing commercial area around Dollar General, gaining access to 3-phase power but losing easy water access. Finally, most of the properties along County Rd (Route 189) could also work as you have public water, 3-phase power, larger lots, and existing mixed-use land patterns. Home occupations could also be a good fit in rural residential areas of the community as the low overhead makes them a good way to supplement incomes seasonally. All of this development would need careful performance standards (site plan review, land use ordinance) to ensure it was compatible with the traditional land uses and natural resources in those areas.

SOURCES

Maine Department of Labor

[https://www.maine.gov/labor/labor\\_stats/index.shtml](https://www.maine.gov/labor/labor_stats/index.shtml)

Aroostook/Washington Comprehensive Economic Development Strategy 2024-2028

<https://www.nmdc.org/wp-content/uploads/2024/03/AWEDD-Draft-2024-2028-CEDS.pdf>

<b>GOAL</b>
<b>Promote an economic climate that increases job opportunities and overall economic well-being.</b>

<b>POLICY</b>		
To support the type of economic development activity the community desires, reflecting the community’s role in the region.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>

Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Planning Board / Economic Development Committee	Short Term
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POLICY		
To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
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.)	Economic Development Committee	Long Term
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).	Select Board	Medium Term
Invest in public waterfront infrastructure that supports the marine resources and recreation economic sectors.	Harbor Committee / Economic Development Committee	Medium Term

POLICY		
To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Participate in any regional economic development planning efforts.	Economic Development Committee	Short Term

# HOUSING

## SUMMARY

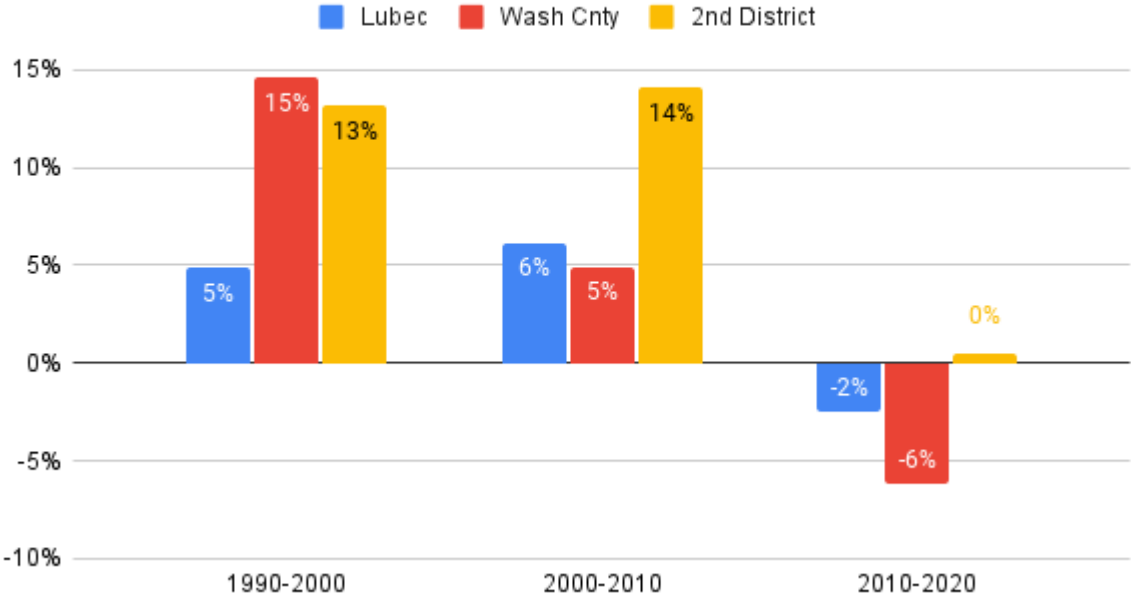
Since 2020 the demand for and cost of housing in Lubec has exploded. New residents, seasonal residents and short-term rental investors have built or renovated homes all throughout the community. This increase in interest has caused prices to spike, with the 2022 median home price being twice that of 2017. The result is that 82% of Lubec’s year-round residents cannot afford to buy a home at the median home price. Prior to this period, prices and supply were more stable with the biggest change being the decline in year-round residents and the increase in seasonal homes.

## HOUSING UNITS

According to census data, the number of housing units in Lubec is about 9% higher than it was 40 years ago, growing from 1022 units in 1990 to 1110 in 2020. However, this growth has not been consistent, with a loss of units in the 2010’s.

	1990	2000	2010	2020
Lubec Units	1022	1072	1138	1110

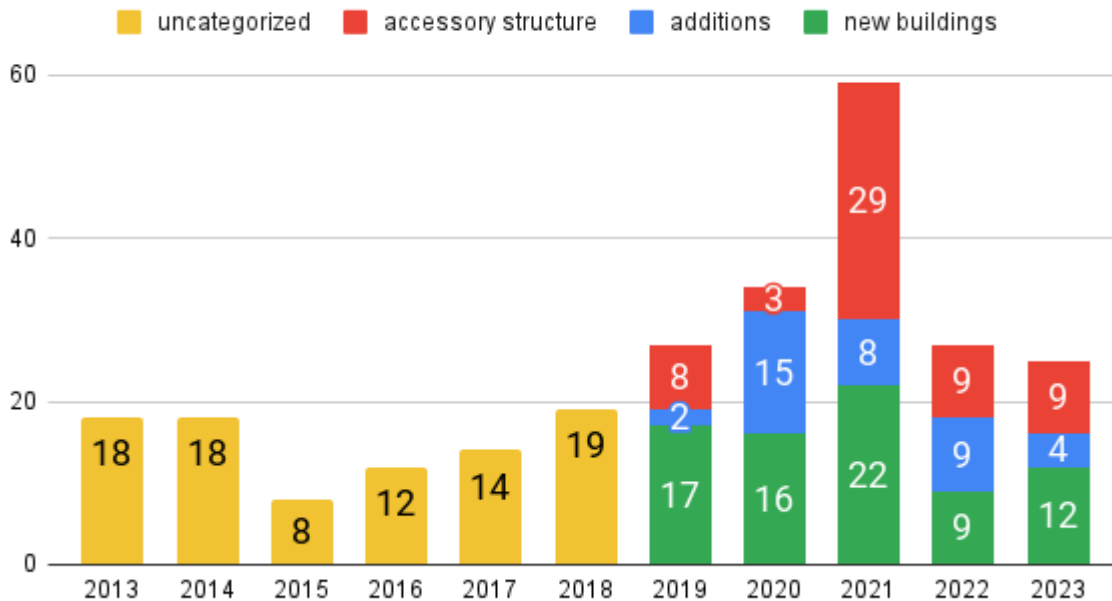
Housing Unit change





Although reliable census data is not yet available post 2020, the increased number of building permits issued does mirror the increase in development residents have observed since 2020 from Covid in-migration. The inclusion of additions, and perhaps accessory structures (sheds/garages), also reflects the large number of remodels that took place to existing homes during this period.

### Lubec Building Permits



While the uncategorized permits pre-2019 make it difficult to make direct comparisons with newer data, given that overall the 2010s resulted in a loss of units (-2%), it is unlikely that most of those uncategorized permits were for new homes. Even with slower growth in 2022-23, an average of just 10 new homes per year would mean 100 new housing units will be required in Lubec by 2034.

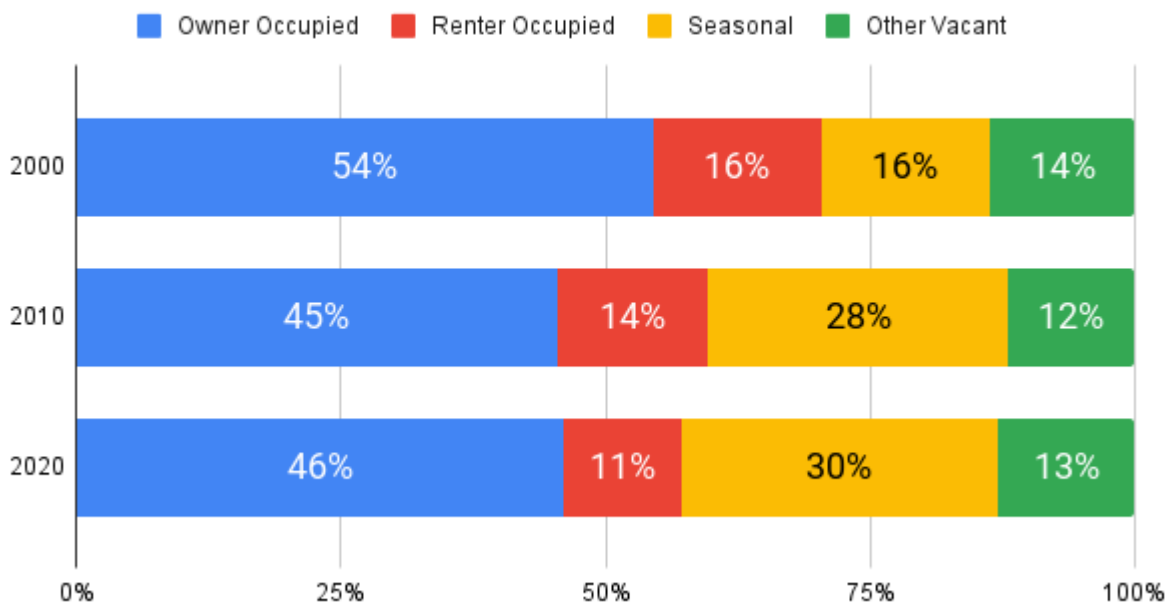


## HOME OCCUPANCY

While the overall number of housing units has grown slightly over the past few decades, the year-round resident population of Lubec has continued to decline. As a result, year-round home occupancy (owner and renter occupied homes) has declined from 70% in 2000 to 57% in 2020.

Seasonal homes meanwhile have almost doubled over the same time period, going from 16% in 2000 to 30% in 2020. Considering Lubec has lost about 25% of its year-round population since 2000, many of the homes of people who left were sold to summer residents. This trend, along with the popularity of short-term rentals, has also affected year-round rentals as well which have declined as a percentage of total housing over the past 20 years going from 175 units (16%) in 2000 to 125 (11%) in 2020.

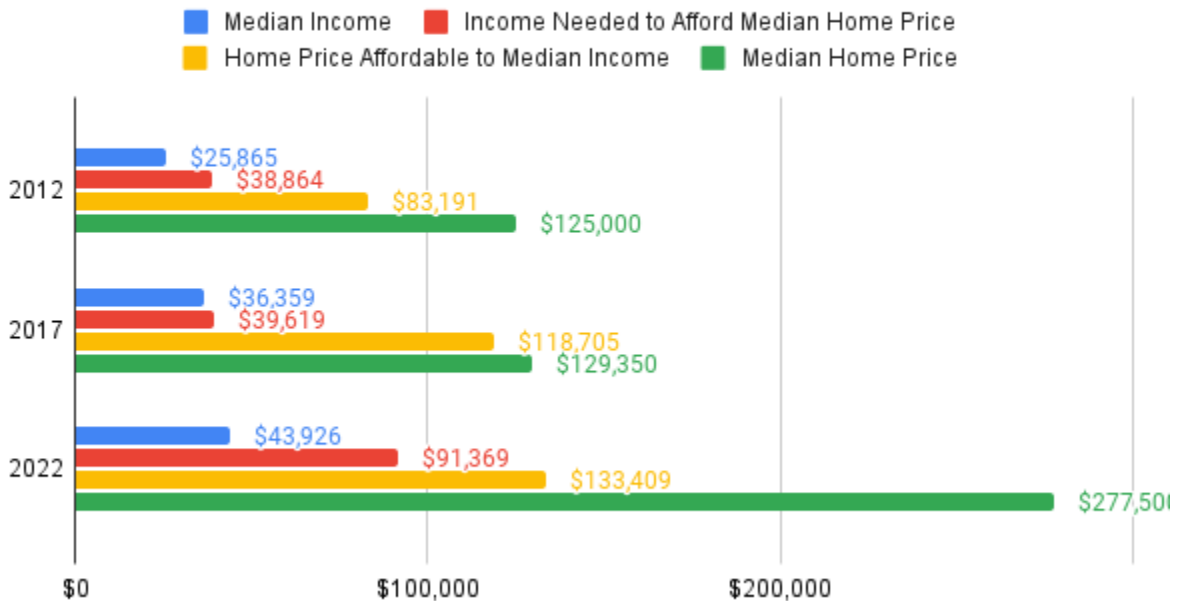
### Home Occupancy



## HOUSING AFFORDABILITY

According to the U.S. Department of Housing and Urban Development, an affordable home is defined as one where the payment on a 30 year mortgage is less than 30% of a household's gross monthly income. The Maine State Housing Authority tracks these numbers for each municipality in Maine and the following chart shows this information for Lubec over the past decade.

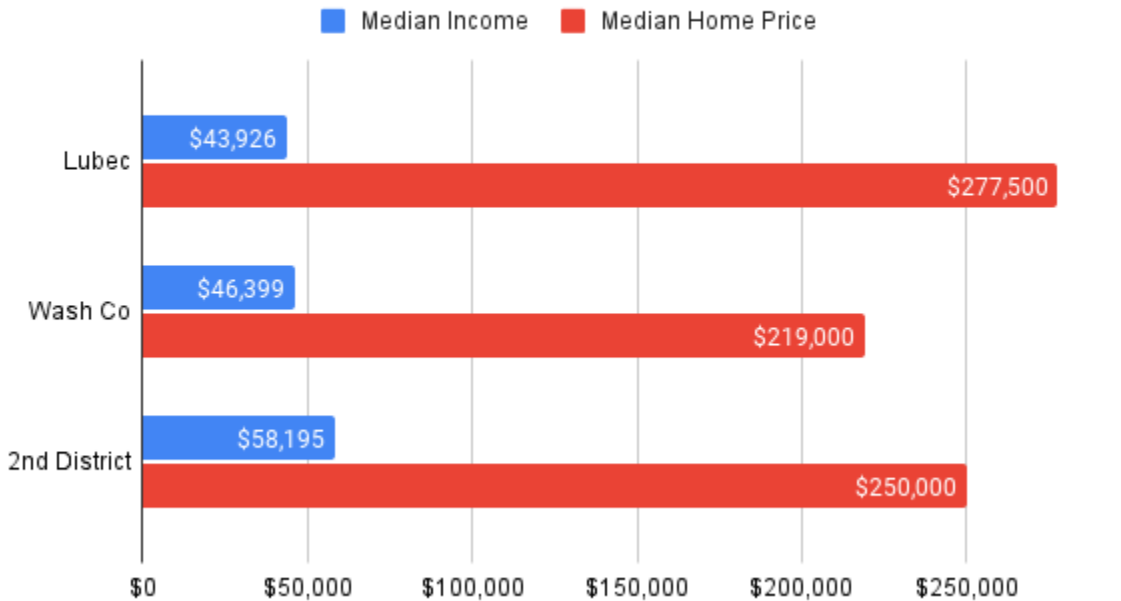
## Lubec Housing Affordability (2012-2022)



As we can see, housing affordability was an issue in Lubec even back in 2012 when the median home price was 50% higher than the price a median income household could afford. In 2017, the median home price remained relatively flat while median income increased (+70%) which meant that the town as a whole could almost officially be considered affordable according to U.S. Department of Housing and Urban Development criteria. Median income did continue to increase into 2022 (+21%) but in no way could keep up with the median home price which more than doubled (+115%) during the same period.

While the cost of housing has increased all across the state in the past few years, Lubec's median home price in 2022 exceeds that of both Washington County and Maine's 2nd congressional district. When these prices are compared to the town's median income, the result is that 82% of Lubec's residents cannot afford a median income home in their community. In contrast, Washington County and the 2nd district are 70% and 65% respectively. Despite the unaffordable prices of these homes, they continue to sell in Lubec to individuals whose income is from outside the area such as retirees, remote workers and seasonal residents.

## 2022 Median Income & Home Prices



### RENTAL AFFORDABILITY

Year-round rentals have declined as a percentage of total housing over the past 20 years going from 175 units in 2000 to 125 in 2020. With the increase in development since 2020, these numbers are projected to be even smaller today.

For rental affordability, the data sources are very limited. Unlike home prices and sales, rental data is not as publicly available. The only source is the American Community Survey 5 year estimate (2022) which has a 50-60% margin of error for the Lubec data. Add to that the “not computed” rental units and the Lubec data is essentially useless. Anecdotally, year-round rentals are hard to come by and beyond the reach of most residents.

### AFFORDABLE/WORKFORCE HOUSING

There are currently 3 subsidized housing facilities in Lubec for low-income seniors or individuals with disabilities: Bayview Park, Quoddy View Apartments and Sunrise Apartments. Demand for these rentals is already high and is only expected to increase as Lubec’s population continues to age. For renters who only meet the low-income requirements, the closest subsidized housing facility is in Machias.

The lack of affordable housing forces young people to leave and provides no place for new workers to live, limiting economic development. Income based rental housing in Lubec will be required to support the community's needed workforce.



Although demand for affordable/workforce housing is strong and growing in the region, higher construction costs, lower population density and lower median income (which limits the amount of rent that can be charged) have pushed developers elsewhere. Recent investment by local non-profits (Mano a Mano, Sunrise Opportunities) in affordable housing show promise by focusing on need rather than return on investment.

## HOUSING REGULATIONS

Lubec has no general land use ordinance or building codes and therefore there are no restrictions on any type of new housing development. The limited exceptions would be:

1. Shoreland Zoning - Inside the 250' shoreland zone, residential density is limited to one housing unit per  $\frac{2}{3}$  of an acre (30,000 ft<sup>2</sup>). Residential use is allowed in all shoreland zones except Resource/Stream Protection.
2. Septic System Requirements: for properties not connected to town sewer, density is limited by state statute to  $\frac{1}{2}$  of an acre (20,000 ft<sup>2</sup>) per dwelling unit. (number of households served by sewer)

## SHORT-TERM RENTALS

Short-term rentals have become more and more popular in Lubec over the past few years. A quick search of AirBnb (only one of many platforms) in January 2024 showed 75 properties available for rent in August 2024. For local property owners, short term rentals can supplement incomes and provide lodging for the growing tourism economy. At the same time, the profitability of these rentals attracts outside investors that drive up housing prices and reduce local supply. Many communities around the state have experimented with various approaches to address some of the challenges created by short-term rentals.

<b>GOAL</b>		
<b>To encourage and promote affordable, decent housing opportunities for all citizens of Lubec.</b>		

POLICY		
To encourage and promote adequate workforce housing to support the community's and region's economic development.		

IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Create a community affordable/workforce housing committee and/or regional affordable housing coalition.	Affordable/Workforce Housing Committee (proposed) / Select Board	Short Term
Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.	Affordable/Workforce Housing Committee (proposed) / Planning Board	Medium Term
Perform a short-term housing inventory to assess local impact and inform future policy decisions.	Affordable/Workforce Housing Committee (proposed)	Short Term
Consider short-term housing licensing/tax/regulation	Planning Board / Select Board	Medium Term
Designate a location(s) in growth areas as an Affordable Housing TIF district to provide flexible financing to support affordable housing development.	Affordable/Workforce Housing Committee (proposed)	Medium Term

POLICY		
To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.		

IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	Affordable/Workforce Housing Committee (proposed)	Short Term

POLICY		
To ensure that land use controls encourage the development of quality affordable housing, including rental housing.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	Planning Board	Short Term
Maintain, enact or amend growth area 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.	Planning Board	Short Term
Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	Planning Board	Medium Term

POLICY		
Reduce the impacts of climate change on quality, amount and affordability of housing in the community.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Consider climate impacts when identifying future growth areas.	Comprehensive Plan Committee	Short Term
Review current zoning codes, regulations, and policies to incorporate more sustainable building practices, such as Low Impact Design standards.	Planning Board	Medium Term

# RECREATION

## SUMMARY

Lubec's unique geography and low development pressure have made it a popular location for conservation activity. As a result, public hiking trails and beach access are available along almost every section of the town's coastline, from the small tidal coves of Cobscook Bay to the rugged cliffs and rocky beaches of the Grand Manan Channel. Public boat access to this coastline (both boat ramps and carry-in launches) is also available, with some limitations in western Cobscook Bay. Unlike many other coastal communities where private development has restricted traditional public access, in Lubec, public recreation access has continued to increase as land trusts and other organizations expand their preserves.

Recreation facilities and programs center around the school complex along with town-owned parks and a small fitness center.

## TRAIL NETWORKS

The trails in Lubec are owned by various organizations and vary in their level of service and management as well as offering hiking opportunities for a range of preferences and skill levels. At one end of the management spectrum would be the Wildlife Management Areas (managed by the Maine Department of Inland Fisheries and Wildlife). The main focus in these areas is habitat conservation with recreation being a secondary concern. They do have trails but they are often poorly maintained with limited parking.



Organizations such as Maine Coast Heritage Trust and Downeast Coastal Conservancy have sufficient parking and excellent trail maintenance and signage. Quoddy Head State Park and Cobscook Shores properties feature the same, along with more built infrastructure such as public outhouses and picnic facilities.



Although motorized trail riding/snowmobiling is popular in the region generally, none of these types of trails currently exist in Lubec. A group of citizens is working with the Dennysville ATV Club to bring trails into the community. Nearby Cobscook State Park (Edmunds Twp.) provides groomed trails for cross-country skiing when there is enough snowpack.

## WATER ACCESS

Recreational water access in Lubec means access to the ocean as there are no significant ponds, lakes, or rivers within the town's boundaries. For trailered boats, the state boat ramp downtown technically provides access to all Lubec waters but strong tidal currents make western areas (both north and south) difficult to access for smaller boats. The newer Maine Coast Heritage Trust boat ramp at Baileys Mistake provides access to the southern shoreline but interior Cobscook Bay still lacks access for trailered boats. This sort of facility would improve recreational access as well as improve convenience and safety for commercial fishermen (see MARINE RESOURCES chapter).

Carry-in boat launches are much more prevalent, particularly in Cobscook Bay, due to the numerous shorefront public lands. The challenge for these sites tends to be the large tidal variation which can mean easy launching can be limited to a short window of time around high tide. The area's powerful currents also create many hazards for recreational paddlers, in particular Reversing Falls near Straight Bay, The Lubec Narrows, and the Grand Manan Channel. The recent death of a kayaker and a paddleboarder highlights these dangers, particularly for visitors unfamiliar with the region.

## RECREATION FACILITIES & PROGRAMS

The majority of the built recreational facilities in Lubec are located at the Lubec School. Here we find multiple playgrounds, baseball and soccer fields and an outdoor basketball/pickleball court. Inside, the gym hosts elementary school sports and gym classes as well as after school adult basketball/pickleball groups.

The former high school wing of the school is home to the Lubec Community Outreach Center (LCOC) which, among other things, runs the Youth After School and Youth Summer Recreation programs. These programs include physical activities using school facilities as well as field trips such as hiking on local trails or swimming at the University of Maine (Machias) pool. For adults, LCOC offers Tai Chi classes twice a week. Conservation organizations also sponsor public recreation programming such as community hikes and youth biking/kayaking programs.

In addition to the facilities and programs at the school, the Regional Medical Center at Lubec houses The Fitness Port. This volunteer-staffed fitness facility offers members access to exercise machines and equipment as well as weekly exercise classes.

Other recreation infrastructure consists of a few in-town parks, the largest being Stockford Park which has a covered stage, picnic areas, horseshoe pits and seasonal public restrooms. The town pier has seasonal floats and restrooms and provides a place for saltwater fishing. A charter boat company offers whale watching tours from the same location. Touring boats can rent a town mooring while in town.



Walking and biking infrastructure is discussed in the TRANSPORTATION Chapter but limitations include failing sidewalk segments and lack of shoulders.

While current recreation facilities and services are limited compared to larger communities, the abundance of hiking trails and walkable beaches, both in Lubec and nearby Campobello, is more than adequate for current and projected population numbers. As the population's median age continues to increase, new services aimed at an older demographic may be welcomed.

## SOURCES

Cobscook Trails

<https://cobscooktrails.org/trail-map-%26-guide>

<b>GOAL</b>
<b>To promote and protect the availability of outdoor recreation opportunities for all Lubec citizens, including access to surface waters.</b>

<b>POLICY</b>		
To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
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.	Local Land Trusts	Short Term

<b>POLICY</b>		
To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
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.	Local Land Trusts	Long Term
Limit public funding and support for recreation facilities in vulnerable areas.	Budget Committee / Select Board	Medium Term

<p>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.</p>	<p>Select Board</p>	<p>Long Term</p>
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<p>POLICY</p>		
<p>To preserve open space for recreational use as appropriate.</p>		
<p>IMPLEMENTATION STRATEGY</p>	<p>RESPONSIBILITY</p>	<p>TIME FRAME</p>
<p>Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.</p>	<p>Select Board</p>	<p>Medium Term</p>

# RECREATION



Map prepared by Heron Weston and O. Gracious Jones  
UMM GIS Laboratory & Service Center, 2023  
Data Sources: MEGIS, Town of Lubec

0 0.25 0.5 Miles

- Boat Ramp
- Fishing
- Hand Carry
- Park
- Playground
- Trail
- School
- Public Access Lands

# TRANSPORTATION

## TRAFFIC

The majority of the traffic in Lubec moves along County Rd (Rte 189) and Washington St. This route connects Lubec’s village peninsula with the rest of the community (and larger region). This village area is home to the school, town office, library, shopping, bridge to Campobello Island, restaurants, Mowry Beach, and the town dock. A few important Lubec destinations do not lie directly in this village area including the Regional Medical Center, McFadden’s Variety (the only gas station in town), and Quoddy Head Lighthouse and State Park. Although this main route into town can become busy with the influx of summer visitors, the fact that there is only one community east of Lubec (Campobello Island) means there is very little commercial shipping or other “non-local” (passing through) traffic clogging Lubec’s roads.

The lower traffic counts on Lubec’s roads mean there are no official “High Crash Locations” as designated by MaineDOT but over the last decade (2013-2023) there have been 1 Fatality, 58 Injury Crashes, and 101 Property Damage Only Crashes. The highest number of these crashes were recorded at locations where side roads intersected with County Rd (Rte 189) specifically the Dixie Rd, the Denbow Rd, and the North Lubec Rd. Intown crashes featured fewer injuries and were highest near the 5-way intersection in front of the post office.

## STATE ROADS

MaineDOT is responsible for all design, repair, and maintenance of state roads in Lubec. The only exception would be when it comes to winter maintenance: State Highways are plowed and sanded by MaineDOT but State Aid Roads are plowed and sanded by the town.

STATE ROADS IN LUBEC		
ROAD NAME	DESIGNATION	LENGTH (mi)
County Rd (Rte 189)	State Hwy	5.44
Main St (to Flatiron Corner)	State Hwy	0.43
Washington St	State Hwy	0.55

Dixie Rd (Rte 191)	State Aid	3.19
South Lubec Rd	State Aid	4.61

MaineDOT uses a two-part methodology to prioritize maintenance and improvements to its roads. The first is the *Highway Corridor Priority*. This ranks roads according to economic importance, heavy haul trucking use, and the amount of relative traffic on the road by region. All the MaineDOT roads in Lubec are priority 4 (the lowest priority class for state roads). Coastal Route 1 is priority 2 by contrast.

The second part of the analysis is the *Customer Service Level*. This looks at the safety and the condition of the road segment as compared to other roads in its priority class. This analysis points to a few issues in Lubec on state roads.

- Paved Roadway Width - overall paved width (including lanes and shoulders) of the road is below the minimum for the class (22 ft).
  - **FAIL** - South Lubec Rd
  - **FAIL** - Dixie Rd (Rte 191)
  - **FAIL** - County Rd (Rte 189) east of Red Point
- Crash History - lane departure rates vs statewide averages for the same class
  - **C** (1.5-2x the average) - Last half mile of the South Lubec Rd before Quoddy Head State Park
- Ride Quality - vertical movement of suspension system vs average
  - **C** (1.5-2x the average) - Last half mile of the South Lubec Rd before Quoddy Head State Park

#### HAZARDS (State Roads)

Increases in storm intensity and rising sea levels have caused significant damage to a few locations along state roads in Lubec in recent years. Two of these locations are on the South Lubec Rd where the road runs along the top of a coastal bluff. The first is just south of the



Medical Center (“S” turns) and the other is just east of Carrying Place Cove Rd (Peat Bog). During big storms the wind drives water up above the normal high water mark (storm surge), eroding the structural base of the road.

A third site on the Dixie Rd (Rte 191), just north of the Jones Rd, is caused by inland flooding where heavy rain events swell streams and overwhelm undersized culverts at road crossings, causing water to back up and erode the road’s base.

## STATE BRIDGES

MaineDOT also owns, maintains, and inspects any bridges along their state routes. The inspection report below clearly shows that the FDR Memorial Bridge is nearing the end of its life along with the less visible bridge over Kelley Brook just west of Denbow Rd on Route 189.

<b>STATE BRIDGES IN LUBEC</b>				
<b>BRIDGE #</b>	1	2	3	4
<b>NAME</b>	<b>MAYS</b>	<b>SOUTH LUBEC</b>	<b>KELLEY</b>	<b>FDR MEMORIAL</b>
<b>ROAD</b>	COUNTY RD	S LUBEC RD	COUNTY RD	WASHINGTON ST
<b>WATER</b>	MAYS	TIDAL INLET	KELLY BROOK	LUBEC NARROWS
<b>YEAR BUILT</b>	2019	1990	1956	1962
<b>OWNER</b>	STATE	STATE	STATE	STATE
<b>DESIGN</b>	CULVERT	CULVERT	SLAB	STRINGER
<b>MATERIAL</b>	CONCRETE	ALUMINUM	CONCRETE	STEEL
<b>LENGTH</b>	26'	19'	22'	879'
<b>FISH BARRIER</b>	NO	POTENTIAL	UNKNOWN	NO
<b>DECK RATING</b>	N/A	N/A	N/A	4 - Poor Condition (advanced deterioration)
<b>STRUCTURE RATING</b>	N/A	N/A	N/A	5 - Fair Condition (minor section loss)
<b>SUPPORTS RATING</b>	N/A	N/A	N/A	6 - Satisfactory Condition (minor deterioration)



<b>CULVERT RATING</b>	8 - No noteworthy deficiencies	7 - Shrinkage cracks, light scaling	4 - Large spalls, heavy scaling, wide cracks	N/A
<b>CHANNEL RATING</b>	8 - Banks are protected	6 - Bank slump. widespread minor damage	5 - Bank eroded. major damage	6 - Bank slump. widespread minor damage
<b>SCOUR RATING</b>	8 - Stable for scour conditions	8 - Stable for scour conditions	6 - Not yet evaluated for scour	3 - Foundations unstable for scour conditions
<b>SUFFICIENCY RATING</b>	<b>93%</b>	<b>90%</b>	<b>47%</b>	<b>42%</b>
<b>NAME</b>	<b>MAYS</b>	<b>SOUTH LUBEC</b>	<b>KELLEY</b>	<b>FDR MEMORIAL</b>

STATE ROAD & BRIDGE CONCERNS

The following chart looks at a number of the concerns identified above and how they are addressed in MaineDOT's 2024-26 Work Plan.

<b>LOCATION</b>	<b>CONCERN</b>	<b>2024-26 WORK PLAN</b>
South Lubec Rd	severe bank erosion along roadway (2	2025 - Slope Stabilization/ Protection
FDR Roosevelt Bridge	42% sufficiency rating	2024 - Bridge Improvements/
Dixie Rd	undersized culvert washing out	2024 - Ditching & Replacing Culverts along
Kelley Brook Bridge	47% sufficiency rating	Not addressed
South Lubec Rd (end)	Poor Crash History and Ride Quality rating	Not addressed
South Lubec Rd	Roadway Width FAIL (no shoulders)	Not addressed
Dixie Rd	Roadway Width FAIL (no shoulders)	Not addressed
County Rd (east of Red Point)	Roadway Width FAIL (no shoulders)	Not addressed

## TOWN ROADS

There are around 30 miles of town roads in Lubec, ranging from short intown streets to long remote rural roads. Due to its unique geography, Lubec has more miles of town roads per capita (and per valuation dollar) than most other communities in the region. These roads are maintained by the Lubec Public Works Department. See the FACILITIES & SERVICES Chapter for more details.

<b>LUBEC TOWN ROADS</b>			
ROAD NAME	LENGTH (mi)	ROAD NAME	LENGTH (mi)
Bar Rd	0.97	Lead Mine Rd	1.41
Bayview St	0.06	Lower Water St	0.26
Boot Cove Rd	5.81	Lyons Rd	0.71
Border Cove Ln	0.25	Main St	0.47
Carrying Place Cv	0.37	Maple Tree Rd	1.58
Church St	0.13	Monument St	0.10
Corey Ln	0.13	North Lubec Rd	5.41
Crows Neck Rd	2.10	Pleasant St	0.50
Denbow Rd	0.52	Public Works Dr	0.20
Dewey Mowry St	0.24	Pumping Station Rd	0.74
Doherty Cove	0.10	School St	0.29
Doran Ln	0.31	Somersville Av	0.07
Eureka St	0.09	South St	0.22
Ferry St	0.06	Spring St	0.07
Green St	0.03	Straight Bay Rd	5.02
Hamilton St	0.07	Summer St	0.16
High St	0.05	Thompson Ln	0.37
Hobson St	0.09	Tuffa Ln	0.04
Jims Head Rd	0.36	Wallace Cove Rd	0.19
Johnson St	0.48	Water St	0.25
Klondike Ln	0.12	Willow St	0.03

<b>LUBEC TOWN BRIDGES</b>		
<b>BRIDGE #</b>	<b>5</b>	<b>6</b>
<b>NAME</b>	<b>MILL HILL</b>	<b>MCCURDYS</b>
<b>ROAD</b>	N LUBEC RD	CROWS NECK RD
<b>WATER</b>	MILL STREAM	MAYS BROOK
<b>YEAR BUILT</b>	1970	1951
<b>OWNER</b>	LUBEC	LUBEC
<b>DESIGN</b>	CULVERT	CULVERT
<b>MATERIAL</b>	IRON	STEEL
<b>LENGTH</b>	12'	12'
<b>FISH BARRIER</b>	POTENTIAL	YES
<b>CULVERT RATING</b>	5 - Moderate to major deterioration	6 - Deterioration or initial disintegration
<b>CHANNEL RATING</b>	6 - Bank slump. widespread minor damage	7 - Bank protection needs minor repairs
<b>SCOUR RATING</b>	8 - Stable for scour conditions	8 - Stable for scour conditions
<b>SUFFICIENCY RATING</b>	78%	80%

#### HAZARDS (Town Roads)

As discussed earlier, inland flooding and rising coastal waters combined with storm surges are causing increasing damage to the Lubec road network, particularly at stream crossings. Larger water volumes overwhelm culverts and erode the road's structural base. Below are the crossings that have received the most severe recent damage (see TRANSPORTATION Map for more exact locations):

- Boot Cove Rd x unnamed stream (outlet is in the northeastern corner of Bailey's Mistake)
- North Lubec Rd x Pirate's Creek
- North Lubec Rd x unnamed stream (outlet is into the cove behind Cooper Island)
- Straight Bay Rd x Morong Cove Stream



In the village area, coastal erosion has damaged roadways that run out to Mowry Beach and a section of Johnson St just east of The Inn on the Wharf. The large rock face on the south side of Johnson St also poses a threat to the roadway below, although recent work has been done to stabilize it.

## PRIVATE ROADS

Private roads are not regulated by the town in any way and there are no design standards that landowners must comply with. The only exception would be the access management permits which are required when a landowner is connecting a new road or driveway to an existing public road. This is done to make sure that traffic can enter and exit safely as well as address any impact the new road/driveway might have on the roadside drainage system.

Some communities only regulate private roads as part of their subdivision design approval process. They use design standards that encourage road networks that can be expanded and connected to future lots as opposed to having a large number of separate dead end roads entering off the main road. In Lubec, this has not been part of the subdivision review process and most subdivision roads do tend to be dead ends.

## PARKING

For most homes and businesses in Lubec, off-street parking (driveway/private lot) is available and adequate. The exceptions would be the downtown business district on Water St, boaters using the town pier, and businesses located in dense residential areas.

Water St does have about 20 public on-street parking spots along one side of the street and there are another 20 spots in the public lot behind the library. However, during busy summer months, this parking tends to fill up quickly. Alternatives include the 15 spots at the state boat ramp (if they are not filled with fisherman's trucks and trailers) or parking on undeveloped private property. To address this issue, the town has plans to create more public on-street parking spots just behind Water St on Pleasant. For very large events (i.e. 4th of July) more remote municipal lots could be used such as the school (50+ spots), the town office (15 spots), or Stockford Park (15 spots)

The town pier also has limited parking (8-10 spots?) to support the whale watching, passenger ferry, or recreational boaters that use the facility. The somewhat nearby (200 yards) state boat ramp lot could be used if, again, spots are available.

Finally, because Lubec does not have land use regulations (like parking standards), businesses have no requirement to address parking for their customers. This forces customers to park on the street, often blocking travel lanes and forcing drivers into oncoming traffic.

## SIDEWALKS

The density of the village area means daily destinations such as shopping, school, post office, or library are all within reasonable walking distance. Sidewalks along the streets with the highest traffic counts (Washington St, Water St, Main St) are in generally good condition and provide a functional pedestrian loop around the main village.

For residents that do not live directly along these major streets, sidewalk



infrastructure is less functional. Sections of sidewalks in the residential center of town are often damaged, uneven, disconnected, or overgrown. Due to the lower traffic counts on these streets, many pedestrians revert to walking directly in the roadway. Other areas, such as Johnson St in the north or the Dewey Mowry area in the southeast have limited to no functional sidewalk infrastructure. An exception would be a section of sidewalk that was restored across from Stockford Park.

MaineDOT has funded preliminary engineering (2024) for a project that would extend the sidewalks on Main St from the intersection with Washington St down to South St and then down South St to the school. This will finally provide a safe route to school for students in the village area as well as provide better access to the expanded shopping district along Main St.

The most heavily used sidewalks in Lubec are along Water St, the downtown commercial area, where tourists and residents visit shops, restaurants, and the waterfront. While their condition is generally good, the narrowness (3 ft wide along certain sections) means that pedestrians cannot pass each other without stepping into the roadway. The bricks in the sidewalk have also settled and/or heaved creating an uneven and potentially hazardous surface to walk on.

## BICYCLING

In most of the village area, safe bicycling would likely consist of riding in the road along with traffic due to low traffic counts and low vehicle speeds. The exception would be the busier state route of Washington St which does have shoulders, but only on one side of the road.

As you head out of town on County Rd (Rte 189), the ability to bicycle safely decreases as traffic volume and speeds increase and shoulders disappear. As discussed earlier, County Rd (east of Red Point), South Lubec Rd, and Dixie Rd all fail the state's own standards for roadway width due to a lack of shoulders. Town roads in these rural parts of town also do not have shoulders and are often narrow and winding, although they do have lower traffic counts. One exception to this situation is the shoulders that were recently added to the western section of County Rd (Rte 189). These shoulders were privately funded and designed to connect private recreation land at Red Point to other recreation lands within the same network on Crows Neck and Straight Bay.

Without safe connections between the village and the rest of the community (and the larger region), bicycle travel as either an alternative transportation mode or a recreation opportunity is limited.

## PUBLIC TRANSPORTATION

Public transportation is very limited in Lubec at this time. The closest major airport or interstate bus service is in Bangor, almost 2.5 hours away. West's Bus Service runs from Calais to Bangor and back each day along Route 1 but the closest stop to Lubec is Whiting Corner which is about 11 miles from the village.

Downeast Community Partners (DCP) does offer limited transportation services around the area, whether by van or with volunteer drivers, but the focus is mainly on medical appointments and other reimbursable trips. There are also currently no taxi or rideshare services in the area to supplement these public transportation limitations.

This lack of transportation options also affects the viability of other modes of transport. Visitors that arrive by boat or the seasonal passenger ferry for instance would have walking/biking access to the immediate village area but would have difficulty accessing the rest of the community, particularly the numerous hiking trails. Improving bicycling infrastructure could help connect these visitors to some of the community's major attractions. Visitors arriving by plane would be even more isolated, with the airport being approximately 2.5 miles from the downtown area.

Low population density and long travel distances make public transportation services difficult to finance, both as a for-profit business and as a local government. There are currently no plans for the Town of Lubec to invest in this type of program.

## AIRPORT

Lubec Municipal Airport is a small municipal airstrip that is used by small private planes. The 2,080 ft runway consists of turf which is maintained seasonally. In the winter, there is a space cleared to allow for the landing of LifeFlight. The airport is unmanned and has no fueling services although its facilities, radio, and runway lighting were recently upgraded in 2021.

In 2020, 20 aircraft landings were logged at the Lubec Municipal Airport, up from 18 in 2019. There are currently no municipal land use controls in place around the airport that

would protect the airport’s airspace from incompatible development such as cell towers or windmills.

SOURCES

MaineDOT

- PUBLIC MAP VIEWER - <https://www.maine.gov/mdot/mapviewer/>
- BRIDGES - <https://www.maine.gov/mdot/bridges/>
- ASSEST MANAGEMENT - <https://www.maine.gov/mdot/about/assets/hwy/#undefined1>

GOAL		
<p><b>To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.</b></p>		

POLICY		
<p>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).</p>		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME
<p>Continue to invest in expanding and improving bicycle and pedestrian transportation infrastructure</p>	<p>Select Board</p>	<p>Medium Term</p>

POLICY		
<p>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.</p>		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME



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.	Planning Board	Medium Term
Use transportation policies to guide growth to safe locations and limit access to natural hazard areas.	Public Works	Medium Term
Minimalize the risk to key transportation assets from floods, storms, landslides, and power outages through land use and development decisions, or retrofitting/replacement of utilities and infrastructure.	Planning Board	Medium Term

POLICY		
To safely and efficiently preserve or improve the transportation system.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME
Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Public Works	Short Term

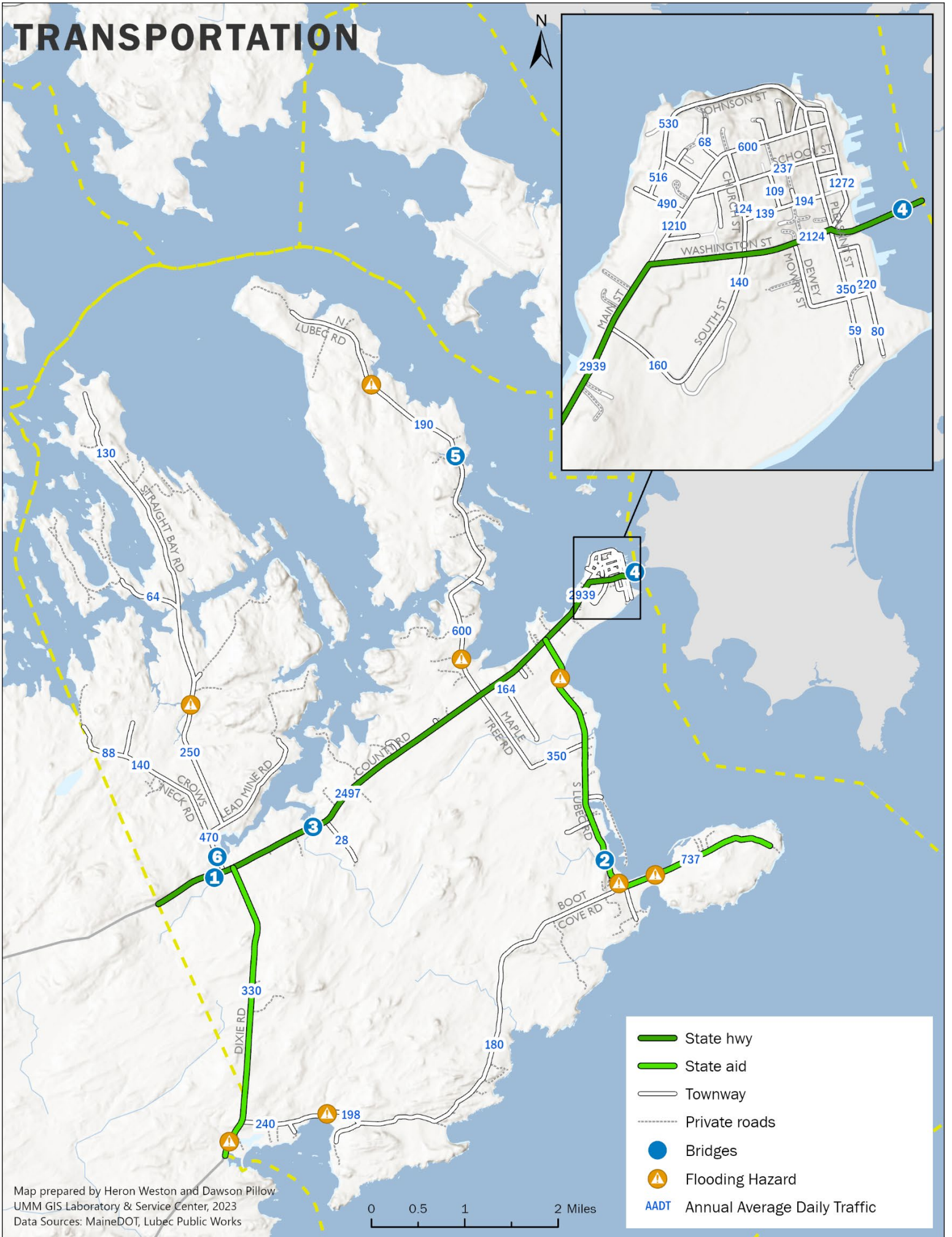
POLICY		
To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME
Initiate or actively participate in regional and state transportation efforts.	Public Works	Medium Term

POLICY		
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To consider the impacts of climate change on future construction and maintenance priorities related to transportation infrastructure.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME
Evaluate current transportation infrastructures vulnerability to climate change and flooding impacts and seek mitigation funding.	Public Works	Short Term
Develop an inventory of all municipal Transportation infrastructure, and track maintenance related to flooding and other climate impacts.	Public Works	Short Term
Newly constructed infrastructure should be designed and built in recognition of the best current understanding of future environmental risks. Incorporated future costs needed to increase infrastructure resiliency into CIP.	Public Works	Short Term

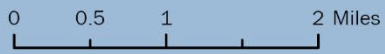
POLICY		
To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME
Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); b. State access management regulations pursuant to 23 M.R.S.A. §704; and c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.	Planning Board / Public Works	Long Term

# TRANSPORTATION



- State hwy
- State aid
- Townway
- Private roads
- Bridges
- ▲ Flooding Hazard
- AADT Annual Average Daily Traffic

Map prepared by Heron Weston and Dawson Pillow  
 UMM GIS Laboratory & Service Center, 2023  
 Data Sources: MaineDOT, Lubec Public Works



# **PUBLIC FACILITIES AND SERVICES**

In the 1950s and early 60s Lubec had over twice the number of residents it has today. Major investments in infrastructure at that time expanded and upgraded the town's public facilities to meet the needs of this population. Since then the population has declined but the infrastructure has remained which means that, unlike some other communities its size, Lubec has plenty of infrastructure capacity to absorb future growth. Much of this infrastructure is located in the village area which encourages density of development there as opposed to the more sensitive rural or undeveloped areas.

## **MUNICIPAL GOVERNMENT**

Lubec's governing body is a five-member Board of Selectman who are elected for 3 year staggered terms. They direct the town Administrative Staff, which include an Administrator, Treasurer, Town Clerk, and a Counter Clerk who work out of the Municipal Building. This building is shared with the fire department and ambulance service and is in generally good shape with adequate capacity in terms of space, equipment, and staffing.

Municipal enforcement positions include Animal Control Officer, Shellfish Warden, Harbor Master, and Code Enforcement Officer. Keeping these positions filled can be challenging as they are part-time, often require being on-call, and require training.

The Public Works Department includes a 3-person crew that are responsible for road repair and maintenance. The public works facility was moved out of the village onto County Rd in 2015-16 where a new garage and salt/sand shed were built. In 2023, a new excavator was purchased and the town has increased its allocation for paving projects from \$100,000 to \$200,000 in 2023-24. These investments mean the public works department is well positioned to address continued transportation challenges. The cemeteries in Lubec that are owned and maintained by the town are full. An existing private cemetery on Corey Lane has been expanded and provides sufficient capacity currently.

## **PUBLIC WATER**

Lubec Water District is a municipal corporation, separate from the town government, managed by its own Board of Trustees. It collects, treats and distributes water to around 650 homes (150 are seasonal), almost 60% of all homes in Lubec.

The drinking water source is a large aquifer with abundant supply (see WATER RESOURCES Chapter for more details). The distribution system includes almost 18 miles of pipes, covering all of downtown, all of the way-out County Road to the border with Trescott, and part way out both North and South Lubec Roads. This extensive public water infrastructure and supply means the system can easily handle projected development and no expansions are anticipated.

The water treatment facility and equipment are in generally good condition however the distribution system is quite old. Replacing these older lines reduces the incidences of system failure but it also reduces the need for water treatment. The main line feeding North Lubec is scheduled for replacement in 2024.

## SEWER

Lubec's sewer system is owned by the town and provides service to all of the downtown area and out along County Road to just past the South Lubec Rd intersection. This area includes about 400 customers or roughly  $\frac{1}{3}$  of all the households in Lubec. If a resident's home is more than 200 ft from the sewer line, connecting to the system is optional. Those homes in the community that are not on public sewer must hire private haulers to dispose of any septic tank waste.

Lubec's wastewater treatment facility is located at the southern end of Pleasant St in one of the lowest parts of the village. This allows much of the system to be gravity fed with only 4 pumping stations required (see map). After the waste is treated it is pumped north down Water Street, dechlorinated, and then discharged into the Lubec Narrows just east of the breakwater.

Very little maintenance or investment in the system has been done over the years, in an effort to keep rates flat, but repair costs have begun to pile up and so the board recently voted to increase rates and develop a capital investment plan. Olver Associates were brought in to perform a complete facility assessment, develop the plan, and secured funding (\$1 million from the Congressionally Designated Spending Program in the spring of 2024). The plan's top priorities are new pumps for all the pumping stations, a new ventilation system for when the staff have to go down into the pit, a new generator and a new tractor. Additional funding will be needed to complete the upgrade.

In terms of capacity the facility is designed to handle about 180,000 gallons per day. During normal conditions the community only produces about 25,000 - 40,000 gallons per day (depending on the season), leaving plenty of capacity to handle the projected

population increase. However, during severe rain events, rainwater somehow enters the system and can double or triple the amount of wastewater that needs to be processed. During the winter of 2024 an extreme rain event pushed the system to its limit with around 220,000 gallons of wastewater passing through the system in one 24-hour period. The two open topped clarification tanks came close to overflowing. If this were to happen, untreated wastewater would be washed into the coastal wetland to the west of the facility and potentially out onto Mowry Beach.

The close proximity to the ocean and low elevation of the site will eventually make this facility vulnerable to coastal flooding, exacerbated by sea level rise and increasing storm intensity. Sea water pouring into the facility would cause the system to overflow and spread untreated wastewater throughout the area. Even mild saltwater inundation into the system would disrupt the biological processes that treat the wastewater.

Mitigation strategies that could address these hazards would be to identify and eliminate rainwater influx into the system, raise the height of the tank walls to prevent both system overflow and inflow of flood waters, and strengthen the shoreline around the site to prevent future coastal flooding.

## SCHOOL

Lubec Elementary School provides educational services to the community's children from Pre-Kindergarten (age 4) until they graduate the 8th grade. Students can then choose the high school they want to attend, although free transportation is only provided to Washington Academy and Machias High School. The school is the only member of MSAD 19 but it shares some administrative services with AOS 77. The Town of Lubec owns and funds the school and it is managed by a local school board.

As discussed in the POPULATION & DEMOGRAPHICS Chapter, the number of children in Lubec declined by half between 2000 and 2020. In 2010, Lubec High School closed with an enrollment of just 37 students (an average of 9.2 students per grade). Lubec Elementary School had similar class sizes at the time (92 total enrollment) but by the 2019-20 school year enrollment had declined to just 68 children (an average of 6.8 students per grade). In 2020-21 however, following the Covid surge of in-migration, school enrollment shot back up to around 88 students and has stayed there ever since. Regional demographic projections suggest the number of children in the county should stabilize over the next 10 years and so local enrollment will likely stabilize as well. For the 2023-24 school year Lubec had 89 students at Lubec Elementary School and 31 students at local high schools.

While the existing school facility is adequately sized for this projected enrollment level, deferred facility maintenance continues to be a challenge. Failures of both the school's roof and heating system have caused significant damage recently and both systems have since been replaced. Other upcoming projects include new windows, siding and repointing of brickwork.

## FIRE

Lubec Volunteer Fire Department is a division of town government, managed by the fire chief. There are two fire stations in the community. One is in the village (Municipal Building) which allows relatively quick response times to this area where population and structure density is highest. The other station is located in West Lubec, closer to the more rural western parts of town as well as neighboring Trescott Twp, with whom Lubec Fire has a contract to provide fire service coverage.

Both fire stations are in good condition and have the necessary vehicles and equipment. The department purchased a new tanker truck in 2021 to increase the water supply at fires in rural areas without hydrants. These types of calls are anticipated to increase as development continues to spread throughout the community. The two biggest challenges the department faces are retaining volunteers from an aging population base and the large number of calls to provide EMS assistance.

The fire department is responsible for responding to most emergencies in the community. However, if the emergency requires other agencies to be involved (EMS, Sheriff's Department, etc) then the local emergency operations plan should be activated and the emergency management director should assume command and coordinate activities between agencies. Training exercises for these types of larger emergencies should be regularly done and to help improve emergency response in an actual emergency.

## POLICE

Police coverage in Lubec is provided by the Washington County Sheriff's Department, a division of Washington County Government. The Maine State Police eliminated their patrols in the county in 2023 (they will still respond to major crimes) and so the Sheriff's Department is now responsible for patrolling the entire region. As a result, response times can vary dramatically depending on patrol schedules. In response, the Sheriff's

Department has increased its budget, increased its number of deputies, and begun construction on a new headquarters in Machias.

## EMS

Emergency Medical Services in Lubec are provided by Downeast EMS, a regional ambulance service managed by a quasi-municipal board of representatives from member towns. One of the Downeast EMS bases is located in Lubec (Municipal Building) and is generally staffed 24 hrs a day, providing quick response times to emergencies in the village area. The facility, emergency vehicles, and equipment are sufficient and in good condition. Staffing shortages are the biggest problem the service faces, although this is not just an issue in Lubec.

In terms of capacity, the Lubec base is currently underutilized, in that the revenue generated by the low call volume does not cover the expenses required to staff the base. The projected increase and aging of Lubec's population could potentially increase the call volume and improve the facility's efficiency.

## STORMWATER MANAGEMENT SYSTEM

The stormwater system in Lubec collects water from downtown streets and transports it underground to discharge pipes that go into the ocean. These underground pipes are actually part of the original combined sewer/stormwater system, but the wastewater was separated when the sewer treatment plant was built. The system is owned and managed by the town and the public works crew. The stormwater system has a number of issues including broken or collapsed pipes, inadequate capacity to handle flash flooding, and seawater being forced back up into the system during high tides. Climate change will only exacerbate these problems.

## SOLID WASTE

The Town of Lubec is a member of the Marion Transfer Station district. This is a quasi-municipal organization that receives solid waste from member towns and transfers it to a landfill in New Brunswick. Private haulers in Lubec collect waste from local residents and take it to the station where it is weighed and then the bill is sent to the town. Construction waste (demo) however is not covered by the town and must be paid for privately.



Lubec's solid waste amounts have been fairly steady at around 1.7 million pounds (\$85,000) produced per year. However, in 2021-22 that number increased to 2 million pounds (\$100,000) and in 2022-23 it reached 2.3 million (\$115,000). While this increase affects the municipal budget, the regional solid waste system has adequate capacity to absorb these changes.

Recycling has been a priority in Lubec for many years. The facility on Pleasant St is in good condition and is staffed 3 days a week. Revenues from the sale of the collected materials have increased in recent years, climbing to \$7,000 in 2021 as compared to the normal average of around \$2,500. Most of this income comes from cardboard sales, the most valuable product, but market prices fluctuate.

Demand for recycling services in Lubec is likely to increase as the population increases (both year-round and seasonal). The two most pressing issues are the lack of adequate storage space for collected materials and the lack of driveway space so tractor trailers can pick up materials. Recyclables must often be held for long periods of time as buyers and markets shift and, after current capacity is reached, materials end up outside, deteriorating in the weather and losing value. Moving to a new location would allow for increased storage space and improve tractor trailer access.

## TELECOMMUNICATIONS

Lubec's telecommunications infrastructure can be divided into two categories: wired and wireless. The wired infrastructure includes phone lines, coaxial cable lines, and fiber-optic cable lines. Almost all homes in Lubec are connected to the landline phone network which provides telephone service, and the slowest type of internet called DSL. Coaxial cable lines run all along Route 189, into the village, and most of the way out both North and South Lubec Roads. This network provides television, phone, and broadband internet to these most densely settled areas of the community. Fiber-optic cable lines, which provide even faster internet (particularly faster upload speeds) do not exist in Lubec as of 2024. Current federal funding programs to expand access to broadband will only support expanding broadband into unserved (without coaxial cable broadband) areas such as Straight Bay, Boot Cove, etc.

Lubec's wireless telecommunications network has increased dramatically over the last few years. Mobile phone and 4G mobile internet service are available in almost all parts of the community. The faster 5G mobile internet is now available from the tower on Route 191 and provides coverage to most of West Lubec and Dixie (southwest Lubec). 5G provides speeds similar to those of coaxial broadband.

Demand for more and faster internet is growing as the number of remote workers living in the community has increased dramatically since 2020. For some of these workers, the existing coaxial broadband service (where available) is adequate while digital content creators may really need the dramatically higher upload speeds (up to 20x faster) that fiber-optic broadband can offer.

## POWER NETWORK

Lubec's electricity grid provides residential service along almost every roadway in Lubec. The one major gap is on the Boot Cove Rd as it passes through the Hamilton Cove Preserve.

For many industrial or large commercial businesses, residential power lines cannot handle the large electrical loads needed to operate industrial machinery. Instead 3-phase power is required, which in Lubec's case runs into town along Route 189 and on into the village. This is also the type of grid capacity that is needed to connect to large-scale commercial solar systems.

## AIRPORT

Lubec Municipal Airport is a small municipal airstrip that is used by small private planes. The 2,080 ft runway consists of turf which is maintained seasonally. In the winter, there is a space cleared to allow for the landing of Lifeflight. The airport is unmanned and has no fueling services although its facilities, radio, and runway lighting were recently upgraded in 2021. The recent residential development surge in the community may translate into an increase in aircraft landings but with only 20 landings being reported in 2020, the facility should still have adequate capacity.

## HEALTH CARE

Lubec is home to The Regional Medical Center at Lubec, an out-patient facility that provides family medical, dental, and mental health services. For emergency services, surgery, obstetrics, laboratory services, etc. patients would travel to Down East Community Hospital in Machias. Machias is also the home to Marshall Health Care Facility and Maine Veterans Home which provides short-stay rehabilitation, residential, and long-term care for elderly or disabled residents.

There are many public health organizations that provide services to area residents. The town appropriates funds each year to a number of them including:

- Downeast Community Partners provide a variety of services including transportation to medical appointments and maternal and infant home nursing visits
- Woman, Infant & Children (WIC) provides nutrition assistance to young children and their families
- Eastern Area Agency on Aging provides a variety of support programs for older adults, caregivers and adults with disabilities.
- Community Health and Counseling provides Home Health, Hospice, and Mental Health Services
- LifeFlight of Maine provides emergency air ambulance service
- Lubec Food Pantry provides food to those who need it
- American Red Cross provides disaster relief

Some of the major health concerns in the region include lack of providers (particularly mental health providers), lack of insurance, long travel times for treatment, and lack of inpatient recovery programs.

#### SOURCES

Maine Shared Community Health Needs Assessment Report for Washington County (2022) - <https://www.maine.gov/dhhs/mecdc/phdata/MaineCHNA/documents/county-reports/2022/Washington%20County%20MSCHNA%202022.pdf>

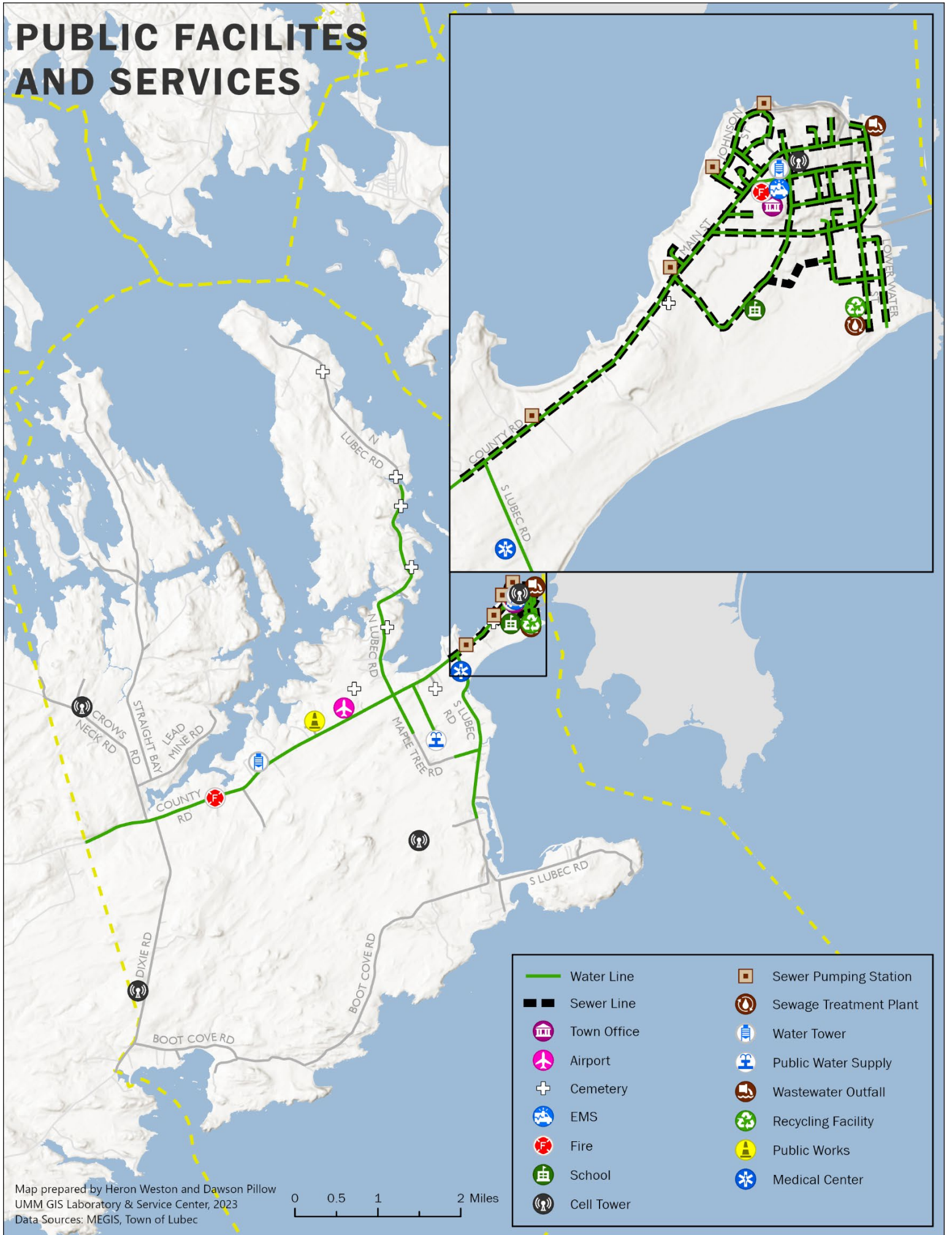
Maine Department of Education - <https://www.maine.gov/doe/data-reporting/warehouse>

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

<b>POLICY</b>		
To efficiently meet identified public facility and service needs.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>

Explore options for regional delivery of local services.	Comprehensive Plan Committee	Long Term
Limit public funding for infrastructure and facilities in vulnerable areas.	Select Board	Short Term
Upgrade stormwater and combined stormwater and sewage systems to prepare for more frequent and heavier rainfall events and investigate opportunities for the beneficial reuse of stormwater and wastewater.	Public Works / Sewer Department	Short Term
POLICY		
To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	Comprehensive Plan Committee	Medium Term
Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.	Planning Board / Select Board	Short Term
Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	Planning Board / Select Board	Short Term
Use tools such as TIF and impact fees to fund capital improvements to attract development to growth areas and away from vulnerable ones.	Economic Development Committee	Medium Term

# PUBLIC FACILITIES AND SERVICES



# FISCAL CAPACITY & CAPITAL INVESTMENT

## MUNICIPAL BUDGET

Each year Lubec's Budget Committee prepares a municipal budget to request funding to provide various municipal services (see below). Education remains the largest expense for the community (50% of the total) and has steadily increased over the past 5 years due mostly to a declining state subsidy and deferred maintenance costs. Public Works would be second, particularly if you include the increase in the paving budget and the department's portion of the debt service. This increase in investment includes new equipment and facilities as well as increased spending on road maintenance and storm repair.

The County Tax has seen the largest percent increase of any one budget item over the past 5 years (52%) due mostly to the continued expansion of the sheriff's department. The administration would be the fourth largest expense (9% of the total) and has grown mostly due to changes in staffing. Overall, Lubec's budget has grown by 43% in the past 5 years.

Lubec Municipal Expenditures (in \$1,000s)						
	2020-21	2021-22	2022-23	2023-24	2024-25	Explanation
Public Works	364	377	440	454	484	staffing, fuel, materials, road repairs
Administration	350	396	405	408	432	staffing changes
Paving	50	50	100	200	200	road maintenance
Solid Waste	85	85	100	113	132	Population increase
Debt	41	100	100	113	113	see DEBT section
Hydrant Rentals	95	95	95	95	95	
EMS	90	90	90	90	90	
Fire	52	52	52	64	64	building repairs
Recycling	44	45	46	48	33	staffing reshuffle
Street Lights	20	20	20	20	32	
Reserve Funds	10	10	20	20	30	
Town Insurance	26	26	25	25	29	
Shellfish	8	8	13	13	27	warden expansion
Municipal Building	23	24	44	28	27	building repairs
Cemeteries	18	18	22	22	22	
Code Enforcement	17	17	17	15	18	
Third Party	10	14	15	17	16	
Harbor	13	13	15	15	15	
Selectman	13	13	13	14	13	
Summer Rec	0	0	12	12	12	
Animal Control	7	7	7	7	8	
Selective enforcement	5	5	5	5	5	
General Assistance	5	5	5	5	5	
Parks & Rec	3	3	3	3	5	
Celebration Com.	4	4	5	6	5	
Plumbing Inspector	4	4	4	4	4	
Memorial Day Flags	2	2	2	2	4	
Airport	3	3	4	4	4	
Health Officer	1	1	1	1	1	
Promotion	0	0	1	1	1	
<b>Municipal TOTAL</b>	<b>\$1,363</b>	<b>\$1,487</b>	<b>\$1,681</b>	<b>\$1,824</b>	<b>\$1,926</b>	
Education	\$1,710	\$1,690	\$1,823	\$1,985	\$2,440	
County Tax	\$301	\$311	\$332	\$380	\$457	
<b>TOTAL EXPENDITURES</b>	<b>\$3,374</b>	<b>\$3,488</b>	<b>\$3,836</b>	<b>\$4,189</b>	<b>\$4,823</b>	

PROPERTY TAXES

Property taxes are the primary method of generating revenue in the Town of Lubec. The amount of property tax that must be collected is determined by the amount of spending

(expenditures) the municipal budget requests each year, minus any other types of revenue that come in (excise tax, state revenue sharing, etc.) The total amount the town must raise through property taxes is known as the net tax commitment.

Lubec Municipal Revenue (in \$1,000s)					
	2020-21	2021-22	2022-23	2023-24	2024-25
<b>TOTAL EXPENDITURES</b>	<b>\$3,374</b>	<b>\$3,488</b>	<b>\$3,836</b>	<b>\$4,189</b>	<b>\$4,823</b>
<b>OTHER REVENUE</b>					
State Revenue Sharing	\$82	\$177	\$205	\$305	\$195*
Homestead Reimbursement	\$132	\$121	\$123	\$124	\$100*
Excise Tax	\$300	\$240	\$238	\$287	\$235*
Other	\$72	\$107	\$79	\$39	\$109*
<b>NET TAX COMMITMENT</b>	<b>\$2,788</b>	<b>\$2,843</b>	<b>\$3,191</b>	<b>\$3,434</b>	<b>\$4,184*</b>
LOCAL VALUATION	\$126,974	\$129,525	\$131,787	\$222,975	\$222,975*
Local Mil Rates	0.0220	0.0219	0.0242	0.0154	0.0188*
*estimated					

The percentage of this net tax commitment each property owner must pay is based on the value of their individual property compared to the value of all the property in the community added together (Local Valuation). These property values are determined by the local tax assessor based on the sales of similar properties, replacement construction costs, and property depreciation. If you take the value of all the property in the community (Local Valuation) and divide it by the amount of money that must be raised by taxes (Net Tax Commitment) you get the Mil Rate. This is the amount of tax a property owner owes per dollar of their property value. This value is often expressed as dollars owed per \$1,000 of value so, for example, in 2022-23 the mil rate was 24.2 and so someone who owned a property that was valued at \$100,000 would owe \$2,420 in property tax.

#### PROPERTY TAX EXEMPTIONS

There are a variety of state laws and state programs that reduce or eliminate local property taxes for certain types of properties or land uses.



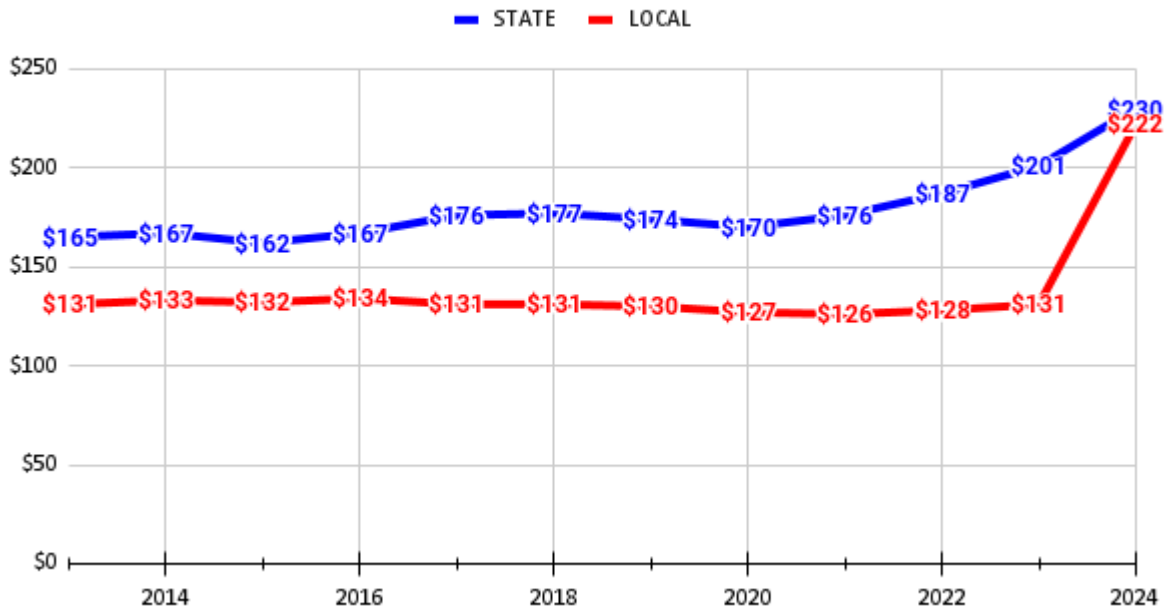
- Homestead and Veterans exemptions reduce an individual's property tax by reducing their property's taxable value by a certain amount (\$25,000 and \$6,000 respectively) thus reducing the amount of tax owed.
- Current Use Tax Programs (Tree Growth, Open Space, Farmland, Working Waterfront) fix the properties taxable value at its current use, as opposed to its potential value if developed, in exchange for an agreement to keep the property in that current use. See the AGRICULTURAL AND FOREST RESOURCES Chapter for more details.
- The remaining exemptions on the list below are properties that are fully exempt (pay no property taxes) and include those owned by government, educational, charitable, and religious institutions.

<b>PROPERTY TAX EXEMPTIONS in Lubec (2022)</b>			
prepared by Maine Revenue Service			
<b>EXEMPTION TYPE</b>	<b>AMOUNT</b>	<b>PERCENT OF TOTAL VALUATION (without any exemptions)</b>	<b>STATE REIMBURSEMENT</b>
HOMESTEAD	\$7,008,000	4.33%	\$124,000
STATE OF MAINE	\$6,171,000	3.81%	
TOWN OF LUBEC	\$3,672,000	2.27%	
WATER DISTRICT	\$3,363,000	2.08%	
LITERARY & SCIENTIFIC	\$3,080,000	1.90%	
BENEVOLENT & CHARITABLE	\$2,618,000	1.62%	
CHURCHES & PARSONAGES	\$1,274,000	0.79%	
OPENSOURCE	\$1,091,000	0.67%	
US GOVERNMENT	\$525,000	0.32%	
TREE GROWTH	\$383,000	0.24%	\$12,000
VETERANS	\$332,000	0.21%	\$2,000
VETERANS ORGANIZATIONS	\$179,000	0.11%	
BUSINESS EQUIPMENT	\$132,000	0.08%	
FRATERNAL ORGANIZATIONS	\$89,000	0.05%	
WORKING WATERFRONT	\$74,000	0.05%	
FARMLAND	\$54,000	0.03%	
<b>TOTAL EXEMPTIONS</b>	<b>\$30,045,000</b>	<b>18.57%</b>	
Current Local Valuation	\$131,786,691	81.43%	
TOTAL VALUATION (without any exemptions)	\$161,831,691	100.00%	

## PROPERTY VALUATION

As discussed in the HOUSING Chapter, the selling prices of homes in Lubec have increased dramatically since 2020. However, these higher values were not reflected in Lubec's local valuation. As the chart below shows, Lubec's local valuation was quite stable stretching all the way back to the last community-wide reevaluation in 1995.

PROPERTY VALUATION (State vs Local) in \$1,000,000s



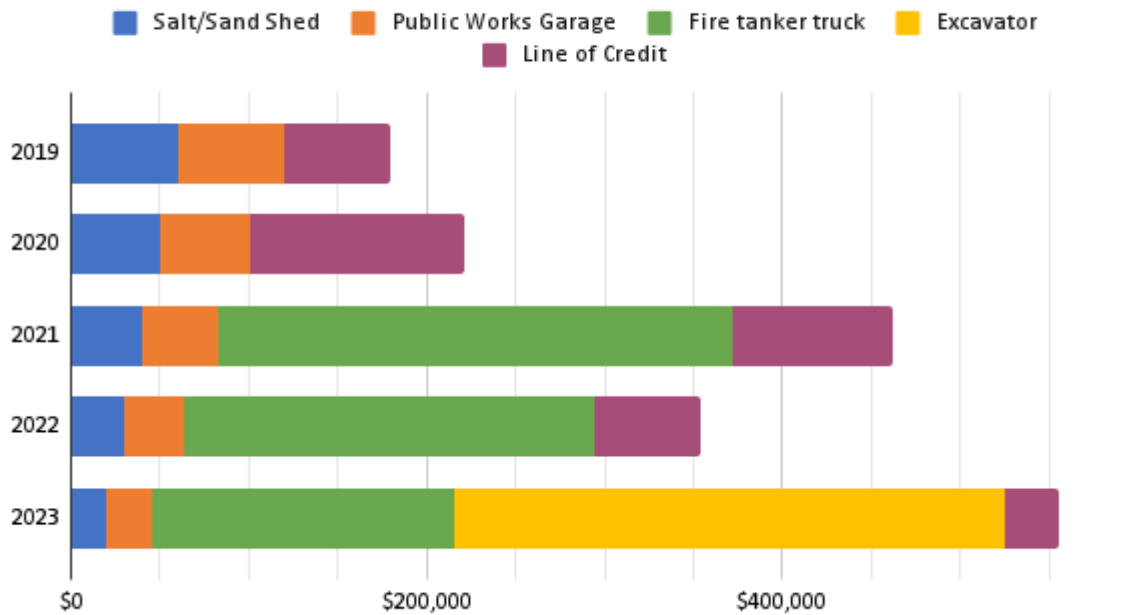
Maine Revenue Service also performs property valuations but, unlike Lubec, it does so every year. As you can see, their valuation captured the increasing property values that started in 2020. The relationship between this state valuation and the local valuation used for taxes is called the Certified Ratio and if it gets too low (far apart) it starts to affect state reimbursement funding. However, the main reason to perform a reevaluation (which Lubec did in 2023) is to rebalance the distribution of the tax burden so that it reflects *current* property values. For instance, the value of a nice home in West Lubec may have doubled since 1995 but a similar home in the village with water views may have tripled in value over the same time period.

## MUNICIPAL DEBT

Municipal debt in Lubec has mainly come from the Maine Municipal Bond Bank and has mainly been used to build a new Public Works facility and to purchase equipment such as an excavator and Fire Tanker Truck. The exception would be the line of credit account which comes from a local bank and has been used to support the much larger

Safe Harbor Project and the Sewage Treatment Plant upgrade. These two projects are both being funded by large Congressionally Directed Spending grants from the federal government.

### Lubec Municipal Debt (2019-2023)



	Salt/Sand Shed	Public Works Garage	Fire tanker truck	Excavator	Line of Credit	TOTAL
	2015-2025	2016-2026	2020-2025	2022-2032	ongoing	
2019	\$60,000	\$59,500			\$60,000	\$179,500
2020	\$50,000	\$51,000			\$120,000	\$221,000
2021	\$40,000	\$42,500	\$290,000		\$90,000	\$462,500
2022	\$30,000	\$34,000	\$230,000		\$60,000	\$354,000
2023	\$20,000	\$25,500	\$170,000	\$310,000	\$30,000	\$555,500
2024	\$10,000	\$17,000	\$110,000	\$275,000	0	\$412,000

Although Lubec’s municipal debt has increased over the past few years, it is still well below the State statutory debt limit which is 7.5% of the State’s valuation. In 2024 this valuation was around \$230,000,000 which would mean Lubec could legally borrow up to around \$17,000,000. Instead, Lubec currently only owes \$412,000 and pays back approximately \$113,000 per year. This borrowing capacity could be used as a funding source for all of the projects listed in the following Capital Investment Plan, particularly when grant funding is unavailable or inadequate.

### CAPITAL INVESTMENT PLAN

The following plan includes items from throughout this document that have been identified as needing capital investment.

Chapter	TRANSPORTATION	Cost	\$500,000 - \$800,000
Name	Failing Roadway Stream Crossings	Timeframe	1-4 years
Description	There are a number of town roadway stream crossings that have been damaged by heavy rain or coastal flooding. Replacing failing culverts with larger structures that can accommodate the increasing water volumes will protect roadways and restore stream habitat.	Funding Source	FEMA Hazard Mitigation Grants / MaineDOT Stream Crossing Grants
		Growth-related investment	No
		Priority	1A

Chapter	PUBLIC FACILITIES & SERVICES	Cost	\$300,000+
Name	Wastewater System Upgrades	Timeframe	1-4 years
Description	Major upgrades are scheduled to begin (Fall 2024) but more	Funding Source	Congressionally Designated Spending /

	work is needed including identification and elimination of stormwater infiltration into the system.		Clean Water State Revolving Fund
		Growth-related investment	Yes
		Priority	1B

Chapter	PUBLIC FACILITIES & SERVICES	Cost	\$600,000
Name	Stormwater System Upgrades	Timeframe	1-4 years
Description	Inventory, mapping and evaluation of existing stormwater management system and its ability to handle climate impacts.	Funding Source	Congressionally Designated Spending / Maine DEP / FEMA Hazard Mitigation
		Growth-related investment	Yes
		Priority	1C

Chapter	PUBLIC FACILITIES & SERVICES	Cost	\$300-500,000
Name	Recycling Center Upgrade	Timeframe	5-10 years
Description	Move the Recycling Center to a larger property with a larger storage building.	Funding Source	Congressionally Designated Spending / Maine DEP / Maine Municipal Bond Bank
		Growth-related investment	No

	Priority	2
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NOTE: Moving and expanding the town’s recycling center could be an opportunity to explore sharing capital investments with neighboring communities as recycling programs benefit greatly from economies of scale.

Chapter	FUTURE LAND USE	Cost	\$10 million
Name	Sewer Line Extension	Timeframe	10-15 years
Description	Extending the sewer line out to the North Lubec corner to increase development density in the identified Growth Area.	Funding Source	Congressionally Designated Spending / USDA / Maine Municipal Bond Bank
		Growth-related investment	Yes
		Priority	3

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

<b>POLICY</b>		
To finance existing and future facilities and services in a cost-effective manner.		
<b>IMPLEMENTATION STRATEGY</b>	<b>RESPONSIBILITY</b>	<b>TIME FRAME</b>
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	Medium Term

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POLICY
To reduce Maine's tax burden by staying within LD 1 spending limitations.
POLICY
To explore grants available to assist in the funding of capital investments within the community.

# EXISTING LAND USE

## RECENT DEVELOPMENT

Development patterns in Lubec during the 2010s followed trends similar to those of previous decades:

1. Limited Commercial Development - The Dollar General and redevelopment of the Quoddy Dolphin Complex in the village area
2. Increase in “Conserved” Lands - Cobscook Shores purchased a large number of properties around Cobscook Bay. Although not actually conserved (instead uses Educational Institution tax exemption) these properties do provide public recreation access.
3. Moderate Residential Development - Mostly seasonal waterfront homes away from the village center.

Beginning in 2020 however, Covid In-migration brought a large increase in residential development. New, year-round residents moved in along with many new seasonal/short-term rental property owners. Much of this demand was absorbed by remodeling existing housing stock but new residential development did also increase. This new development generally followed previous trends with a focus on single-family waterfront properties (or at least water views) along coastal roads, particularly on both sides of Johnsons Bay and the southern section of South Lubec Rd. However, unlike previous periods, the village also saw infill development with a number of new homes being squeezed in among the many remodels.

## FUTURE DEVELOPMENT TRENDS

As events like Covid In-migration show, future development trends are difficult to predict. The State Economist’s population projections show a stabilization of Lubec’s year-round population numbers over the next decade. However, seasonal resident and short-term rental property growth are not included in this analysis.

If we assume the spike in Covid In-migration has stabilized, building permit records for 2022 and 2023 show an average of 10 new single-family homes being built each year. Over 10 years that would be 100 new homes.

For homes on municipal sewer (village area out to the South Lubec Rd intersection), there is currently no minimum lot size unless they are within 250 ft of the shoreline. An



average lot size in the village is ¼ acre so that is 25 acres needed for new, in-town-only development over the next decade.

Instead, coastal development away from the village area may be more likely, although minimum lot sizes are larger because of septic system requirements and (potentially) shoreland zoning. For a parcel right along the water, these lots could be as small as 30,000 sq ft (around 2/3 acre). This would mean a minimum of around 66 acres of land would be needed for projected residential growth over the next decade along rural shorelines.

Increases in Commercial development are also hard to predict. In the downtown area, Water St could absorb a few new shops or restaurants on unused smaller lots if needed but redevelopment of existing properties is more likely in that limited area. The only significant new commercial development over the past decade has been out on Main St (Dollar General) with the rest of the new businesses being redevelopments of existing buildings. The Dollar General is on a 2-acre lot so even with two new businesses like this over the coming decade that would only require 4 acres for new commercial development.

Major institutional development (school buildings, government buildings, the medical center) is unlikely over the next 10 years as the existing institutions tend to have adequate space. Exceptions have been the new public works facility on County Rd and a recent addition to the Lubec Library. Industrial activity in Lubec is essentially non-existent and economic trends do not point to a reemergence.

## EXISTING LAND USE REGULATIONS

Lubec has very limited land use regulations. There is no local land use ordinance that defines required building standards or allowable types of development. Any regulations that do exist were state-mandated (except Floodplain Management) and only apply under specific circumstances. Despite these limitations, the Planning Board and Code Enforcement Officer are very active in reviewing and enforcing all ordinances that do exist.

*SHORELAND ZONING* - Lubec's Shoreland Zoning Ordinance regulates the type of development allowed within 250 feet of tidal water, most lakes, rivers, and wetlands as described in the law, and within 75 feet of certain streams as described in the law. The ordinance divides this regulated shoreland area into different types of zones, each with its own allowable uses such as residential, commercial, resource protection, etc. In the

shoreland zone, no new buildings are allowed within 75' of the high water mark. Parcels also cannot be smaller than the sizes outlined below.

<b>LUBEC SHORELAND ZONE (Minimum Lot Standards)</b>	Minimum Lot Area (sq ft)	Minimum Shore Frontage (ft)
<b>RESIDENTIAL PER DWELLING UNIT</b>		
Adjacent to Tidal Areas	30,000	150
Adjacent to Non-tidal Areas	40,000	200
Waterfront Development District	7,000	70
<b>COMMERCIAL / INDUSTRIAL / INSTITUTIONAL STRUCTURE</b>		
Adjacent to Tidal Areas	40,000	200
Adjacent to Non-tidal Areas	60,000	300
Waterfront Development District	7,000	70
<b>RECREATIONAL FACILITIES</b>		
Adjacent to Tidal or Non-tidal Areas	40,000	200

*FLOODPLAIN MANAGEMENT* - Lubec participates in the National Flood Insurance Program which allows property owners to purchase National Flood Insurance, a product that covers property damage due to flooding. In order to be eligible for the program, the Town of Lubec agrees to enact and enforce a Floodplain Management Ordinance. This ordinance requires new development/major redevelopment in special flood hazard areas (as identified on FEMA maps) to meet certain building standards designed to protect these new structures from flooding damage.

Lubec's Floodplain Ordinance was last updated in 2017 to align with the release of the most recent floodplain maps for Washington County and other new federal ordinance requirements. As of June 2024, Lubec's ordinance is up to date.

*SUBDIVISION ORDINANCE* - Lubec does not have a local Subdivision Ordinance but instead reviews subdivision proposals based on the state's review criteria. This criteria asks the town to consider the impact of the new development on things such as natural

resources, stormwater, or public services. Subdivision review is required whenever 3 or more lots are created from one parcel or 3 or more dwelling units are created on one lot or within one structure.

*SITE PLAN REVIEW* - Lubec does not have a local Site Plan Review Ordinance. This type of ordinance would typically require industrial, commercial, or other large developments to meet certain building and design standards.

*MAINE PLUMBING CODE* - All new development in Lubec that is not connected to the municipal sewer system requires a private sewage disposal system which must be inspected and approved by a certified plumbing inspector. A 20,000 sq ft minimum lot size (see chart) is required for this type of system to operate safely.

<b>MAINE PLUMBING CODE (properties not on municipal sewer)</b>	Minimum Lot Area (sq ft)	Gallons per day
Single Family Dwelling	20,000	300
Multi-Unit Housing (additional per bedroom)	+8,000	+120
Other uses (see State chart)	varies	varies

#### ALIGNMENT WITH THE COMMUNITY'S VISION

In some ways the recent development Lubec has seen aligns well with the community's vision described earlier in this document. A large number of the older homes in the village have been remodeled, preserving the community's historical character. The amount of protected public open space has also definitely expanded over the past few years, although commercial access can sometimes be an issue.

On the other hand, the large influx of new property owners has reduced housing availability and increased prices and year-round services and employment have not expanded in any significant way. While a number of the town's critical natural resources are conserved, increased development puts pressure on others, without significant public oversight.

Lubec's lack of significant regulatory measures limits the town's ability to promote growth in a way that aligns with the community's vision.

The existing Shoreland Zoning has some regulatory powers, although only in areas surrounding water bodies or wetlands. Updating this ordinance so it aligns with the community's vision could help better protect natural resources, the marine economy, historic properties, and buildings and infrastructure vulnerable to climate impacts.

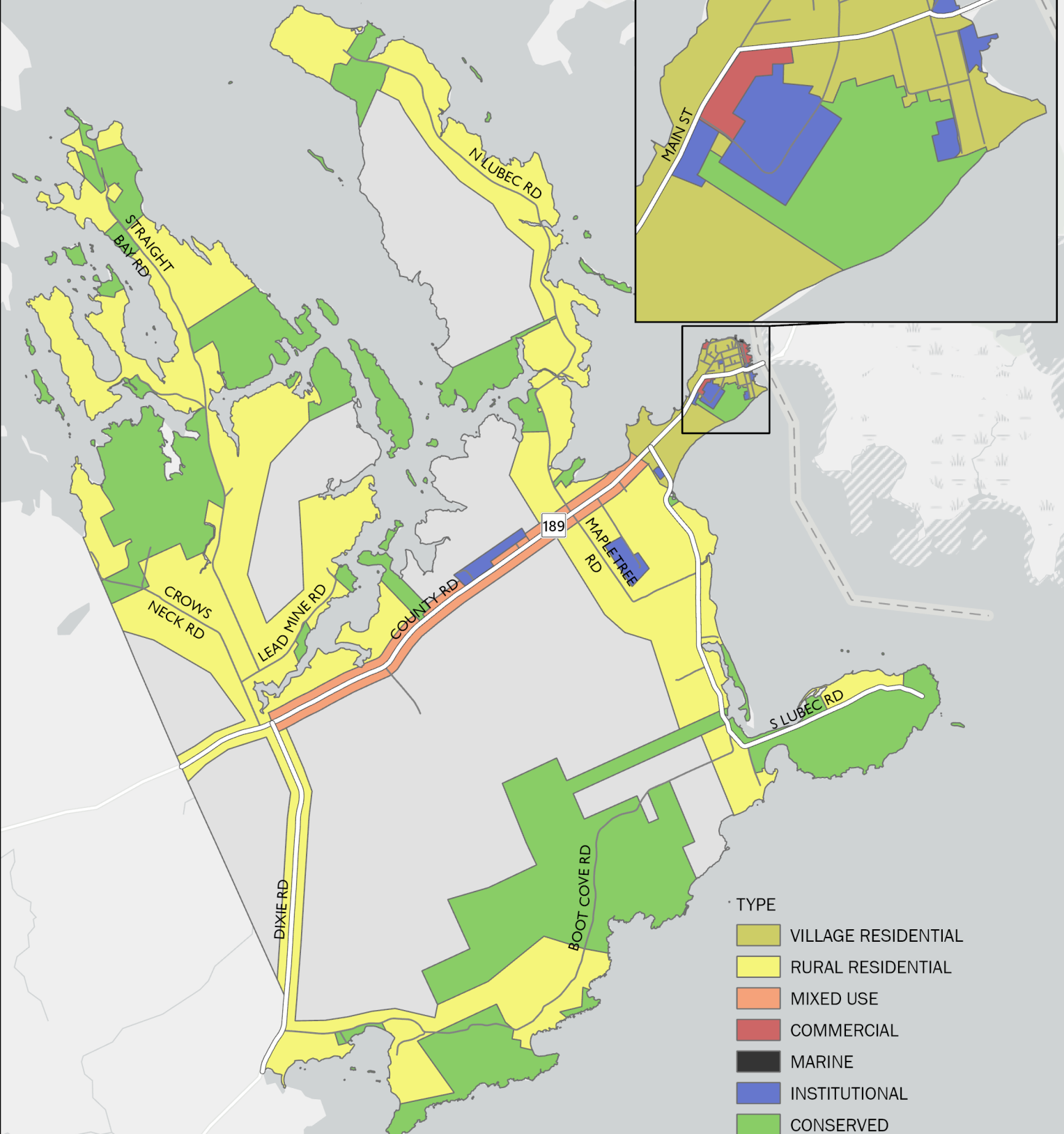
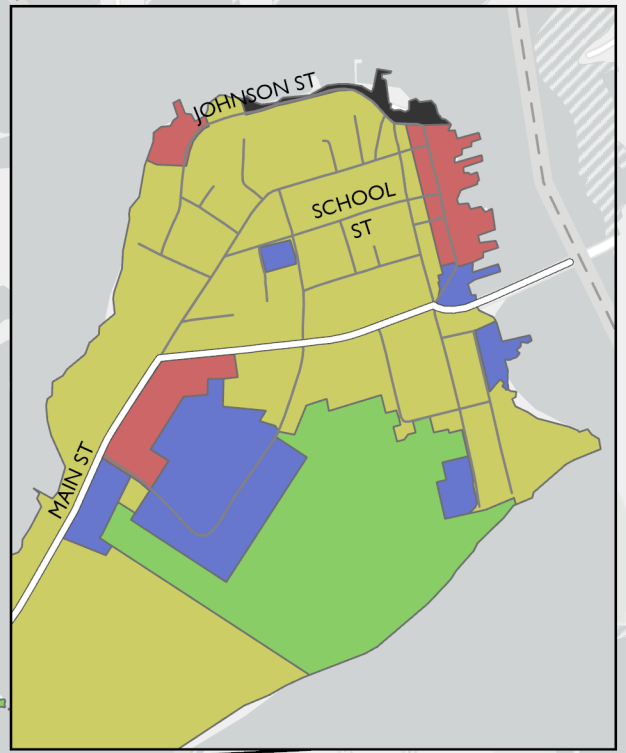
A town-wide Zoning Ordinance could of course have even more impact in helping the town realize its goals. It could:

- protect valued commercial, marine, or natural resource areas in the community from increasing residential development pressure.
- promote density of development in areas that increase the efficiency and resiliency of the existing public infrastructure
- promote types of development in the village area that align with historical character and uses
- Protect and promote land uses that support traditional (natural resource based) economic activity.

Non-regulatory measures could also help promote the desired community character outlined in this document's vision statement such as:

- investment in public infrastructure and services
- support for economic development initiatives
- support for various social and educational community organizations
- support for affordable housing developments

# EXISTING LAND USE



- TYPE
- VILLAGE RESIDENTIAL
  - RURAL RESIDENTIAL
  - MIXED USE
  - COMMERCIAL
  - MARINE
  - INSTITUTIONAL
  - CONSERVED
  - UNDEVELOPED

Map prepared by Heron Weston and Dawson Pillow  
 UMM GIS Laboratory & Service Center, 2023  
 Data Sources: Town of Lubec



# FUTURE LAND USE PLAN

The goal of Lubec's Future Land Use Plan is to encourage orderly growth and development in appropriate areas of the community, while protecting Lubec's rural character, making efficient use of its public services, and preventing development sprawl. To achieve this goal, the Future Land Use Plan identifies areas most suitable for development (Growth Areas) and those most suitable for rural uses (Rural Areas). These designations are based on a number of factors including: the community's vision for the area, access to public facilities and services, existing and future development trends, critical natural resources and climate impacts.

As discussed in the EXISTING LAND USE chapter, if current conditions and trends continue, Lubec could see as many as 100 new single-family homes over the next decade, most likely along coastal roadways around Johnson's Bay or the Lubec Narrows. Industrial or institutional development trends suggest growth of either type is unlikely in the near future and commercial development has largely been redevelopment in existing commercial areas. The following plan attempts to direct this new, mainly residential, development toward the expanded village area and away from important rural or natural resource areas of the community.

## VILLAGE GROWTH AREA

Lubec's village is the heart of the town's economic, historic, and social life. It contains the harbor, the commercial district, the historic buildings, and the social spaces that are such important components of Lubec's community vision. This proposed village growth area designation encourages investments that support these existing land uses while also increasing residential development density around them. This can be done by taking advantage of excess capacity in the existing public facilities (public water, sewer, state roads, school) to encourage infill development, particularly through multi-family housing or accessory dwelling units.

Extending this increased density further west to North Lubec corner could reduce development pressure on the geographically constrained traditional village center. Much of the new area is currently mixed use which would allow both the needed residential units to be created as well as provide a place for expansion of commercial activity (as described in the community vision) without disrupting the more traditional or historic

residential areas in the village. Public water and the state road already reach out to this area, but capital investments will be required to extend the sewer line.

One current land use within the Village Growth Area that should be protected from this increased residential development is the historic commercial district on Water Street. This scenic area is home to important retail stores, historic sites, restaurants, lodging, and the town library, all entities that were identified as being very important to the community in the community vision process. Undeveloped or empty commercial buildings that are transitioned to residential use reduce the economic viability of this whole district and threaten downtown revitalization efforts. A local zoning ordinance will be required to prevent the spread of purely residential land uses here by restricting residential use on the first floor of these buildings.

A second area within this growth area that is unsuitable for increased development (of almost any kind), is the southeast corner of the village. Unlike the rest of the proposed village growth area, it is home to important natural resources including a large wetland and floodplain, shorebird and shellfish habitat, and an important recreation resource (Mowry Beach). The large wetland in the area is protected by conservation but the residential section of the area currently has very limited development restrictions. The neighborhood is low lying and faces increasing shoreline erosion and flooding from sea-level rise and storm surge. While the town's current floodplain ordinance, that covers much of this area, does require new construction projects to meet certain design standards, it does nothing to limit the amount or intensity of development. Updating the current shoreland zoning ordinance to better protect floodplains could help, but a town-wide zoning ordinance would be required to limit new construction in this floodplain. Infrastructure investments should also be carefully considered in this area as flooding is only predicted to increase over time.

## RURAL AREA DISTRICT

Lubec's economic and cultural identity has always centered around the community's abundant natural resources. Preserving, and protecting access to, these resources is a key community goal outlined in Lubec's community vision statement. Many of these natural resources are concentrated around rural shorefront areas, the same areas that development trends show are a main focus of the increasing residential development pressure. The Rural Area District attempts to shape this new development in a way that protects existing rural land uses while still allowing the community to grow.

Currently, the lack of significant land use regulations in Lubec make these existing rural land uses vulnerable to overdevelopment. Conservation groups have stepped in to protect a number of important areas but this is only possible if the landowner is amenable. Lubec does have a shoreland zoning ordinance but its standards are not focused on preventing overdevelopment and it only regulates a small area right along the water (250 feet). Updating and aligning this ordinance with a new town-wide zoning ordinance would be the best way to protect these rural areas and the important natural resources they contain.

One of the most significant tools a zoning ordinance has is its density of development regulations (minimum lot size, maximum lot coverage, etc). Lower housing density can help with a number of issues that are priorities for this plan in this rural area including: protect stormwater/storm surge absorption areas and reduce flooding, reduce potential water/clam flat pollution from crowded/failing septic systems, reduce public water-access point conflicts with landowners, preserve important public scenic viewpoints, and reduce disturbance of nearby sensitive plant and animal habitat.

Land use in the Rural Area District would feature mostly residential development on larger lots, mixed in with small natural resource-based businesses and protected public lands. Streams, floodplains, public access points and important habitat would be protected from development. The existing mixed-use area along Route 189 could accommodate more diverse development types but a local Site Plan Review ordinance should be enacted to allow review of all non-residential development projects to ensure they protect natural resources and align with surrounding land uses.

<b>GOAL</b>
<b>To encourage orderly growth and development in appropriate areas of Lubec, while protecting Lubec's rural character, making efficient use of public services, and preventing development sprawl.</b>

<b>POLICY</b>
To coordinate the community's land use strategies with other local and regional land use planning efforts.



IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Planning Board	Long Term

POLICY		
To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Track new development in the community by type and location.	Planning Board / CEO	Short Term
Maintain, enact, or amend local ordinances as appropriate to clearly define the desired scale, intensity, and location of future development	Planning Board	Short Term

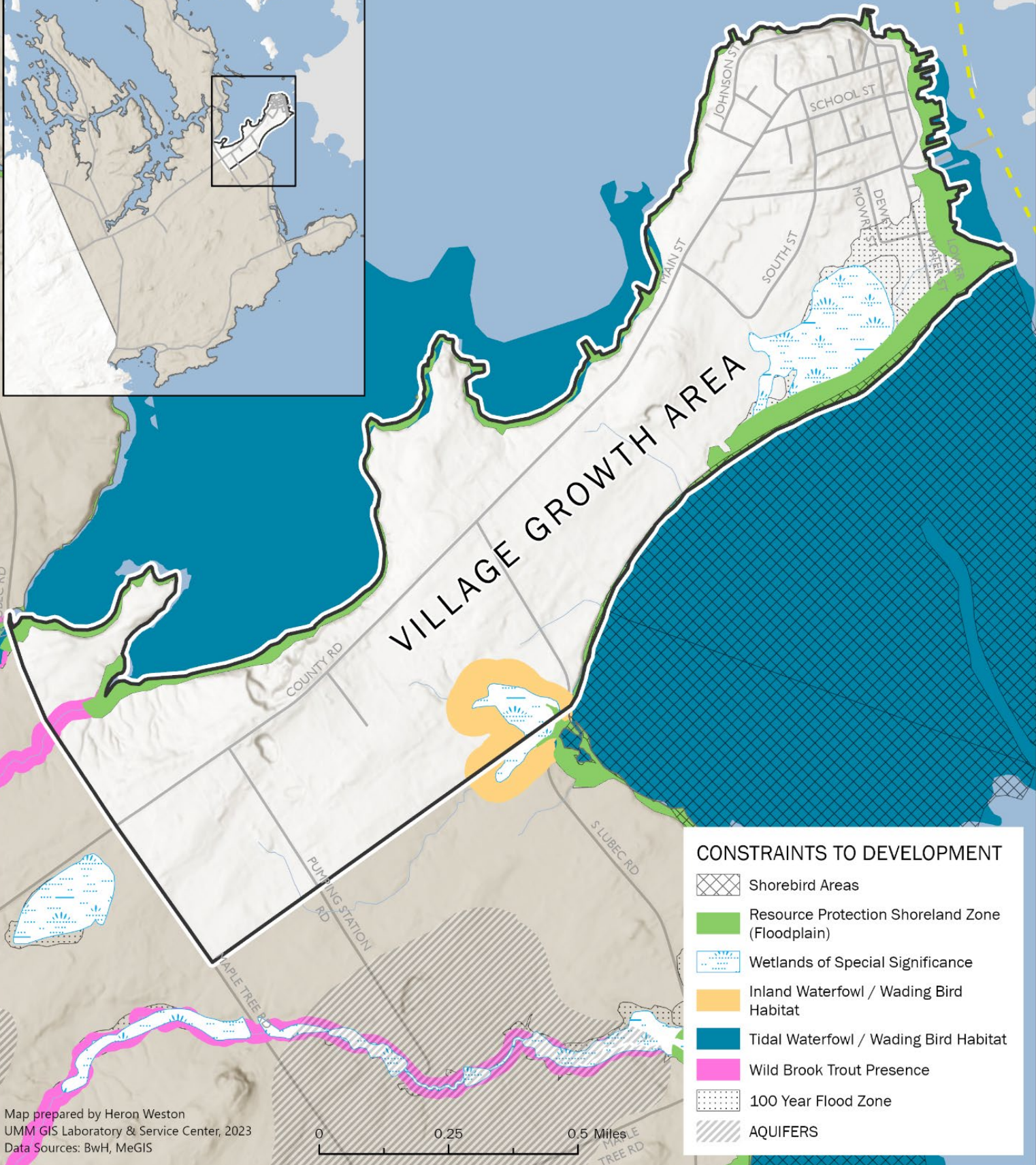
POLICY		
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Comprehensive Plan Committee	Short Term
Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Budget Committee	Long Term

POLICY
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To establish efficient permitting procedures, especially in growth areas.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Planning Board / Budget Committee	Short Term
Maintain, enact, or amend local ordinances as appropriate to establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas	Planning Board	Short Term

POLICY		
To protect critical rural and critical waterfront areas from the impacts of development.		
IMPLEMENTATION STRATEGY	RESPONSIBILITY	TIME FRAME
Maintain, enact, or amend local ordinances as appropriate to clearly define protective measures for critical natural resources and, where applicable, important natural resources.	Planning Board	Short Term
Maintain, enact, or amend local ordinances as appropriate to clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	Planning Board	Long Term

# FUTURE LAND USE MAP (Village Growth Area)



- CONSTRAINTS TO DEVELOPMENT**
-  Shorebird Areas
  -  Resource Protection Shoreland Zone (Floodplain)
  -  Wetlands of Special Significance
  -  Inland Waterfowl / Wading Bird Habitat
  -  Tidal Waterfowl / Wading Bird Habitat
  -  Wild Brook Trout Presence
  -  100 Year Flood Zone
  -  AQUIFERS












Map prepared by Heron Weston  
 UMM GIS Laboratory & Service Center, 2023  
 Data Sources: BWH, MeGIS

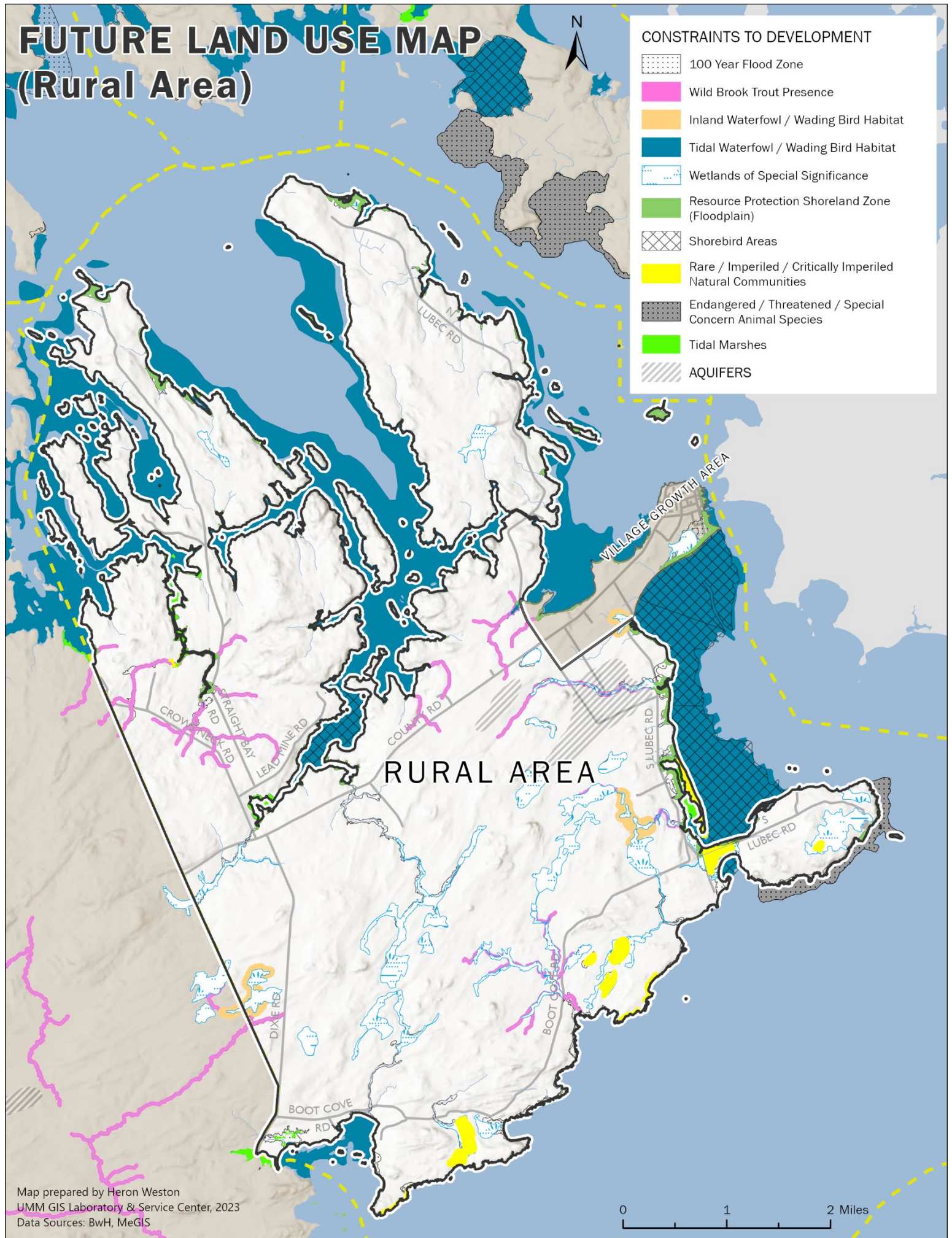


# FUTURE LAND USE MAP (Rural Area)



**CONSTRAINTS TO DEVELOPMENT**

-  100 Year Flood Zone
-  Wild Brook Trout Presence
-  Inland Waterfowl / Wading Bird Habitat
-  Tidal Waterfowl / Wading Bird Habitat
-  Wetlands of Special Significance
-  Resource Protection Shoreland Zone (Floodplain)
-  Shorebird Areas
-  Rare / Imperiled / Critically Imperiled Natural Communities
-  Endangered / Threatened / Special Concern Animal Species
-  Tidal Marshes
-  AQUIFERS



Map prepared by Heron Weston  
 UMM GIS Laboratory & Service Center, 2023  
 Data Sources: BwH, MeGIS



# PLAN IMPLEMENTATION & EVALUATION

The success of this Comprehensive Plan will be measured by how well it is implemented. At the end of each chapter, the community's goals in relation to the chapter's topic areas are described along with strategies the community should implement to achieve those goals. The responsible party and anticipated timeframe listed along with each strategy are designed to help prioritize and guide implementation efforts.

Lubec's Comprehensive Plan Committee has agreed to reconvene annually and host a public meeting to review the plan's implementation. Selectmen, committee members, and municipal staff will be encouraged to attend. All the strategies described in the plan should be reviewed although the Future Land Use Plan, Priority Action Items and other strategies given a "short-term" timeline priority should be discussed first.

To evaluate the Future Land Use Plan in particular, the committee must first review the plan's strategies and determine to what degree they have been implemented. If they are not fully implemented, barriers to implementation should be identified and alternative approaches should be proposed.

Second, the committee must evaluate to what extent the goals of the plan have been achieved. The following information must be collected (from the following people):

1. The type and location of new building permits (Code Enforcement Officer)
2. The amount of municipal growth-related capital investments (Town Manager)
3. The number of new municipal or non-profit conservation acquisitions/easements and any changes in current land use program enrollment (Town Assessor)
4. Any new ordinance changes that would protect important natural resources (Planning Board)

This information will then be used to answer the following questions:

- A. Has the majority of new development taken place in the designated growth area?
- B. Has the majority of municipal growth-related capital investments taken place in the designated growth area?
- C. Have important natural resources in the community been protected?

If the answer to all three of these questions is yes then the Future Land Use Plan is having its intended effect. If not, the plan's implementation should be re-examined.

# REGIONAL COORDINATION PROGRAM

Lubec's unique geography means it is bordered by only one other U.S. municipality, Trescott Township. Trescott is part of the Unorganized Territories, areas of the state with no local government of their own, where municipal services there are provided by a combination of state and county government. There is also an international bridge heading east from Lubec's village which connects with Campobello Island, part of the Canadian province of New Brunswick. While cultural connections between Lubec and Campobello are strong, municipal coordination efforts are complicated by the International Border.

## PUBLIC FACILITIES AND SERVICES

The most prominent example of regional coordination in Lubec would be in the area of emergency services. Police protection and public safety dispatch are both supplied at the county level through the Washington County Sheriff's Department and the Washington County Regional Communications Center. Ambulance service is provided by Downeast EMS, a regional quasi-municipal organization that operates three bases (one in Lubec) and is run by a board of municipal officials from each of the member towns.

Lubec Fire Department has a number of mutual aid agreements with surrounding communities (including Campobello Island) to provide or receive extra support when needed. Trescott Twp, which does not have its own fire department, has a paid contract with the Town of Lubec to have Lubec Fire respond to fires within the township.

There are three road crossings between the two communities: a state highway (Route 189), a state-aid road (Route 191), and a town road (Crows Neck Rd). The state and state-aid roads are maintained by MaineDOT and maintenance and investment decisions on these roads are made in alignment with the state's larger regional priorities. The two municipalities are responsible for plowing and sanding Route 191 (state-aid) in the winter with Lubec's public works department maintaining their section and a private contractor hired by the county handling Trescott's section. Crows Neck Rd is similarly split but, in this case, the two municipalities provide year-round maintenance (plowing, paving, ditching, etc.). Lubec should seek to coordinate with the Washington County Unorganized Territories on road maintenance on these shared roadways to reduce costs and improve the level of service.

Marion Transfer Station is another quasi-municipal membership organization that provides solid waste management for many communities in southeast Washington County, including Lubec. The board has traditionally been resistant to a regional recycling program with the result that Lubec has had to maintain its own local recycling program. This program has financial and infrastructure challenges and needs significant investment. Lubec should work with the Marion Transfer Station board to develop a regional recycling program to reduce solid waste costs and increase recyclable material collection.

## NATURAL RESOURCES

There are no significant water resources in Lubec that are also part of Trescott Twp, such as a shared lake, river, or aquifer. There are a number of wetlands, streams, and coves that cross the border and these are protected by shoreland zoning on both sides, locally in Lubec and by the state's LUPC (Land Use Planning Commission) in Trescott Twp. Lubec's Shoreland Zoning Ordinance needs to be updated and the planning board should align its standards and designations with those of the LUPC to better protect these shared resources.

The majority of the natural resource protection in Lubec has been the result of conservation efforts by regional Land Trusts. These organizations work together to target habitat connectivity that transcends municipal boundaries. In some cases, Land Trusts have been important partners in protecting public access to important natural resources that could have been lost due to development. Because Lubec does not currently have a Land Use Ordinance (besides shoreland zoning), the community should coordinate with these conservation organizations to help ensure that important natural resources the community depends on are protected and accessible.

# Lubec Comprehensive Plan and Broadband Initiative Community Public Survey 2022

Q1. My age is		
Under 18	0%	0
18-19	1%	1
20-29	3%	4
30-39	9%	14
40-49	6%	9
50-59	13%	20
60-69	38%	59
70-79	25%	39
80-89	6%	10
90+	1%	1
	Answered	157
	Skipped	0

Q2. My gender identity is		
Male	37%	57
Female	61%	95
I prefer not to say	2%	3
	Answered	155
	Skipped	2

Q3. I am...		
Self Employed	18%	28
Retired	49%	76
Working for a private employer	21%	33
Working for the government	4%	6
A Homemaker	1%	1
Other (please specify)	6%	10
	Answered	154
	Skipped	3

Q4. I work...		
Part-time	33%	25
Full-time	59%	45

Q5. Do you primarily work in the fishing industry?		
Yes	8%	6
No	92%	71
	Answered	77
	Skipped	80

Q6. Please specify which fishing business		
Eels, wrinkles, scallops		
clams, scallops, urchins, halibut		
Clamming		
Clam wrinkles and seaweed		

Q7. I am a...		
Year round resident	67%	101
Seasonal resident	25%	38
Non-resident tax payer	8%	12
	Answered	151
	Skipped	6

Q8. I live in a...		
Mobile home	5%	8
Modular home	7%	11
Stick-built home	79%	118
Log home	1%	2
Other (please specify)	7%	11
	Answered	150
	Skipped	7

Q9. I...		
Own my home	93%	140
Rent my home	3%	4
Other (please specify)	4%	6
	Answered	150
	Skipped	7



Seasonally	7%	5
Unemployed	1%	1
Seeking work	0%	0
	Answered	76
	Skipped	81

<b>Q10. Approximate age of home (in years)</b>		
<10	15%	23
11-20	5%	8
21-30	17%	26
30-50	10%	15
50-75	8%	13
75-100	19%	29
101-125	10%	16
126-150	5%	8
151-200	6%	10
>200	4%	6
	Answered	154
	Skipped	3

<b>Q11. Which type of water source supplies your home?</b>		
Artesian well	14%	21
Dug well	19%	29
Town water	67%	100
	Answered	150
	Skipped	7

<b>Q12. Is the well...</b>		
On your property?	100%	50
Off your property?	0%	0
	Answered	50
	Skipped	107

<b>Q13. Number of residences served by your well water supply</b>		
One	59%	29
Two	27%	13
Three or more	14%	7

<b>Q15. My well water is (select all that apply)</b>		
Brackish	4%	2
Rusty	6%	3
Has an odor	12%	6
I have no issues with my water source	78%	40
	Answered	51
	Skipped	106

<b>Q16. How do you rate Town water?</b>		
Excellent	27%	28
Good	54%	56
Fair	17%	17
Poor	2%	2
	Answered	103
	Skipped	54

<b>Q17. Since 1971, Lubec has added fluoride to the Town Water. Do you support or oppose fluoride in the Town Water?</b>		
Support	57%	58
Oppose	21%	21
I'm not sure	14%	14
No opinion	9%	9
	Answered	102
	Skipped	55

<b>Q18. What type of wastewater system do you have?</b>		
Leach field with septic tank	57%	86
Town sewer	40%	60
Holding tank	1%	1
Overboard discharge	0%	0
Other	2%	3

	Answered	49
	Skipped	108

	Answered	150
	Skipped	7

<b>Q14. How do you rate your well water?</b>		
Excellent	50%	25
Good	38%	19
Fair	8%	4
Poor	4%	2
	Answered	50
	Skipped	107

<b>Q19. How do you rate your septic system?</b>		
It works well	85.56%	77
It has a problem	3.33%	3
It needs replacement	4.44%	4
Unsure	6.67%	6
	Answered	90
	Skipped	67

<b>Q20. Housing Development. Do you support, oppose, or are unsure of the following:</b>					
	Favor	Oppose	Unsure	Total	Weighted Average
Single family homes	141	1	4	146	1.06
Multi-family homes	105	17	23	145	1.43
Subsidized housing in general	100	17	29	146	1.51
Subsidized housing for the elderly	131	4	13	148	1.2
Affordable house lots	119	9	18	146	1.31
Mobile home parks	40	68	37	145	1.98
Restrictions on mobile homes	73	37	34	144	1.73
Maximum size on new homes	64	43	37	144	1.81
Stricter building codes	76	35	35	146	1.72
Comments or ideas? Please enter them here. If not, just click "Next"				32	
				Answered	148
				Skipped	9

<b>Q21. General Development. Should the town encourage, discourage, or are you unsure about...</b>					
	Encourage	Discourage	Unsure	Total	Weighted Average
Locally owned businesses	143	1	1	145	1.02

Town road improvements	138	1	4	143	1.06
Historical building/museum	131	4	5	140	1.1
Boatbuilding/outfitting	134	2	8	144	1.13
Home-based businesses	135	3	8	146	1.13
Community youth center	132	4	8	144	1.14
Harbor maintenance/restoration	134	0	11	145	1.15
Bed and Breakfasts	129	5	9	143	1.16
Nursing/assisted living homes	131	3	11	145	1.17
Recreational facilities	125	4	11	140	1.19
Shore access in general	125	6	13	144	1.22
Seasonal vendors (crafts and/or food trucks)	124	8	12	144	1.22
Public parking areas	125	4	15	144	1.24
Marine-based industries	123	4	17	144	1.26
Cemeteries improvements	115	6	22	143	1.35
Computer resource center	111	6	24	141	1.38
Seasonal campgrounds/RV parks	107	16	21	144	1.4
Value-added/processing of marine products	109	9	25	143	1.41
Business/professional buildings	97	21	24	142	1.49
Motels/hotels	95	24	24	143	1.5
Aquaculture	95	16	30	141	1.54
Group homes for special needs	93	12	39	144	1.63
"Big Box" stores	24	110	10	144	1.9
				Answered	147
				Skipped	10

<b>Q22. Level of Satisfaction with Facilities and Services</b>						
	Very satisfied	Satisfied	No opinion	Dissatisfied	Very dissatisfied	Total
Police protection	15	40	44	29	11	139
Fire protection	41	63	35	0	0	139
Ambulance	52	57	28	3	0	140
Health services	26	55	22	30	8	141

Adult education	6	34	79	18	2	139
Public schools	8	27	52	37	16	140
Town office services	40	82	15	2	1	140
Town office website	34	56	34	12	1	137
Recreational facilities	26	40	40	30	2	138
Recycling center	33	63	20	24	1	141
Trash removal options	43	65	19	12	2	141
Road conditions	8	69	17	39	6	139
Snow plowing	36	63	34	4	3	140
Property tax level	6	77	32	17	8	140
Community-wide events and celebrations	36	68	26	8	1	139
Marina	10	43	63	22	2	140
Town pier	11	59	48	19	1	138
Lubec Library	93	34	12	1	0	140
					Answered	142
					Skipped	15

<b>Q23. Should the town do more, less, or the same to preserve...</b>					
	More	Less	Unsure	Total	Weighted Average
Natural resources	114	3	20	137	1.31
The rural character of Lubec	106	6	23	135	1.39
Marine-based economy	106	3	26	135	1.41
Open space	98	6	33	137	1.53
				Answered	137
				Skipped	20

<b>Q24. Should the town adopt locally written town-wide zoning ordinances for...</b>					
Answer Choices	Yes	No	I'm not sure	Total	Weighted Average
Loud or excessive noise?	107	17	12	136	1.3
Mining?	104	14	19	137	1.38
Site plan review for any development?	100	18	19	137	1.41
Heavy truck limits on local roads?	98	15	24	137	1.46

Regulating nighttime light brightness?	89	32	16	137	1.47
Regulating height and setback requirements outside of the Shoreland Zone?	90	25	21	136	1.49
Regulating vertical towers such as cell towers or antennae?	88	24	25	137	1.54
Limiting street-level residential units on Water Street?	77	31	30	138	1.66
				Answered	138
				Skipped	19

<b>Q30. Do you currently have internet service? (check all that apply)</b>		
Yes, at home	92%	119
Yes, at work	14%	18
No	8%	10
	Answered	129
	Skipped	28

<b>Q31. Who is your internet service provider (ISP)?</b>		
AT&T	2%	2
Axiom	1%	1
Comcast	1%	1
Consolidated Communications	10%	9
Starlink	10%	9
Fairpoint	3%	3
Spectrum	67%	60
Trailrunner	2%	2
Verizon	3%	3
	Answered	90
	Skipped	67

<b>Q32. What form of internet do you use? (check all that apply)</b>		
Answer Choices	Response Percent	Responses

<b>Q34. How many people live in your household?</b>		
1-2	80%	97
3-5	17%	20
More than 5	3%	4
	Answered	121
	Skipped	36

<b>Q35. How many devices are accessing your home internet service? (Please include all computers, laptops, tablets, cellphones, TVs, wifi printers, gaming systems etc., that may be connected to the internet)</b>		
1-2	12%	15
3-5	38%	46
More than 5	50%	60
	Answered	121
	Skipped	36

<b>Q36. Do you experience reduced speed issues?</b>		
Yes	57.63%	68
No	42.37%	50
	Answered	118
	Skipped	39

Dial up	0%	0
DSL or higher wired service	30%	36
High speed cable	55%	66
Satellite	11%	13
Fixed antennae wireless	3%	4
Cellular hotspot	8%	9
Smartphone	18%	22
Other	5%	6
	Answered	120
	Skipped	37

<b>Q37. How often do you experience reduced internet speeds?</b>		
All the time	8.96%	6
Daily	35.82%	24
Occasionally	53.73%	36
Rarely	1.49%	1
Never	0.00%	0
	Answered	67
	Skipped	90

<b>Q33. Please indicate how satisfied you are with each of the following:</b>						
	Very satisfied	Satisfied	No opinion	Dissatisfied	Very dissatisfied	Total
The overall internet service at your home	25	64	3	20	8	120
The reliability/consistency of the internet connection at home	24	61	3	23	9	120
The internet speed of your current connection at home	21	53	4	32	10	120
Customer service when you call your internet service provider	14	42	35	20	9	120
The capacity of the internet service for business use or working remotely	17	32	29	24	11	113
					Answered	120
					Skipped	37

<b>Q38. What time of day do you experience speed issues?</b>		
Morning	2%	1
Afternoon	8%	5
Evening	27%	18
Time of day does not make a difference	64%	42

<b>Q43. If members of your household use the internet for homework or education, please list the number of household members in each group.</b>		
Grades 9 - 12	29%	9
Adult student	81%	25

	Answered	66
	Skipped	91

<b>Q39. Do you feel that the cost of your internet service is reasonable?</b>		
Yes	41%	48
No	59%	68
	Answered	116
	Skipped	41

<b>Q40. How much are you currently paying each month for internet?</b>		
Under \$45	8%	9
\$45-60	23%	26
\$61-75	13%	15
\$76-90	24%	27
Over \$90	24%	27
I'm not sure	8%	9
	Answered	113
	Skipped	44

<b>Q41. Would you pay more for faster, more reliable internet?</b>		
Yes	28%	32
No	43%	50
I'm not sure	29%	33
	Answered	115
	Skipped	42

<b>Q42. Do you or anyone in your household use the internet to work from home? (i.e.; telecommute, run a business or do work for your job)</b>		
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	Answered	31
	Skipped	126

<b>Q44. How would you benefit from improved internet service (select all that apply)</b>		
General communication (email, social media, etc)	81%	81
Access to information or services	70%	70
Video conferencing/ chatting (Skype, Zoom, etc)	66%	66
Telehealth	44%	44
Entertainment (download or stream movies, videos, music, etc)	71%	71
Work from home	43%	43
Online education	38%	38
Online shopping	55%	55
Gaming	15%	15
Uploading pictures	41%	41
Other (please specify)	12%	12
	Answered	100
	Skipped	57

<b>Q45. Would you benefit from training on how to use the internet?</b>		
Yes	13%	15
No	72%	84
I'm not sure	15%	17
	Answered	116
	Skipped	41

<b>Q46. Please choose the topics that most interest you.</b>		
Basic knowledge of computers and the internet (setting up a device, internet safety, etc)	43%	12

Yes	38%	44
No	41%	48
Occasionally	21%	24
	Answered	116
	Skipped	41

Connecting to family and friends using programs like Skype, Zoom, FaceTime, WiFi calling, etc	36%	10
Using productivity tools for my home or business like Word, Excel, PowerPoint, Quick Books etc	64%	18
Streaming video content online in addition to or instead of watching through a cable television service (Netflix, Hulu, sports channels etc)	46%	13
Other (please specify)	7%	2
	Answered	28
	Skipped	129

**Q47. For you personally, how important is having fast reliable internet access at your home? (Reliable internet service means it doesn't cut out and you can rely on the connection being there for typical activities. For example, you can complete transactions without interruption, update websites or upload files without failure, complete tasks without having to reload webpages or come back later.)**

Extremely important	57%	65
Important	34%	39
Somewhat important	6%	7
Not so important	2%	2
Not at all important	2%	2
	Answered	115
	Skipped	42

**Q49. How important is it to you to have reliable internet available in Lubec?**

Extremely important	67%	82
Important	25%	30
Somewhat important	6%	7
Not so important	2%	2
Not at all important	1%	1
	Answered	122
	Skipped	35

**Q48. Please tell us why you don't have internet access at home (choose all that apply).**



Internet service is not available where I live	33%	3
Internet service is too expensive or not worth the cost	11%	1
I use cellular data to access the internet because it is less expensive	22%	2
I use cellular data to access the internet because it is more convenient	11%	1
I tried internet service where I live but it was too slow or unreliable	0%	0
I like being "not connected"	33%	3
I do not need internet service	22%	2
I use the internet at school or the library	11%	1
	Answered	9
	Skipped	148