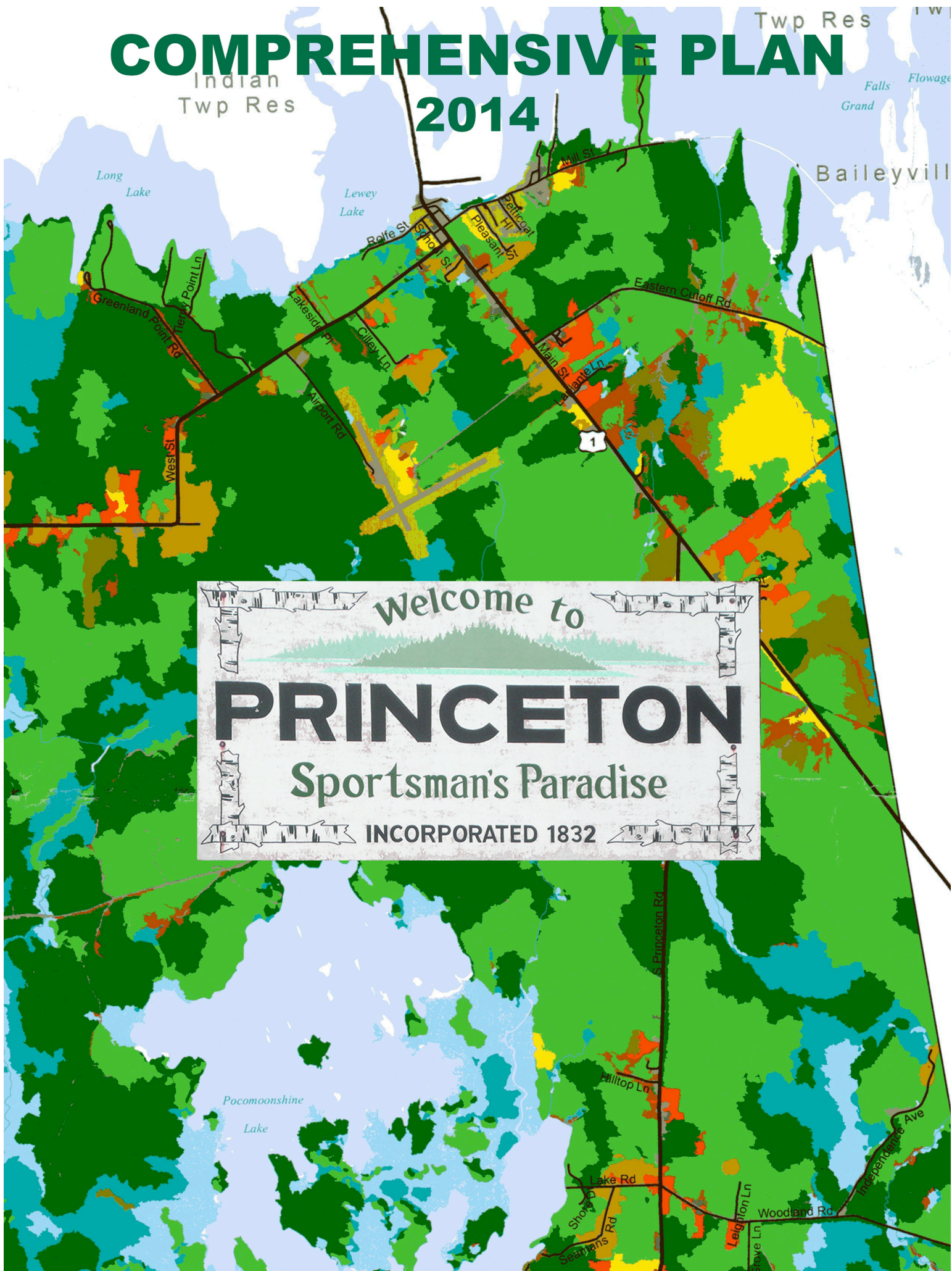


COMPREHENSIVE PLAN

Indian Twp Res
2014



Welcome to

PRINCETON

Sportsman's Paradise

INCORPORATED 1832

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A. VISION AND EXECUTIVE SUMMARY

The Town of Princeton adopted its current Comprehensive Plan in 1995. The data (1990 census) used to create the existing Comprehensive Plan is out of date and thus the analyses and projected needs for housing, employment, education and public services do not reflect current conditions and needs. This Comprehensive Plan Update incorporates the most recent census data, better digital mapping information, and updated community facts, figures, and trends. Support to prepare the plan was provided by local funds, with assistance from the Maine Department of Transportation and the Department of Agriculture, Conservation, and Forestry.

Public Participation Summary

Community members were consulted throughout the Comprehensive Plan Update process through a variety of means. The Comprehensive Plan Update Committee itself was composed of a broad cross section of individuals, including small business owners, current and former Planning Board and Comprehensive Plan Committee members, Select Board Members, municipal officials, and representatives from civic organizations. The activities and draft documents of the Comprehensive Plan Committee were posted on the web site of the Washington County Council of Governments who provided consulting support to the Town in the preparation of the Update. Comprehensive Plan Committee meetings were open to the public, and committee members personally invited community members to attend.

Public input was formally solicited through two means. A questionnaire regarding Town facilities and services mailed to all resident and non-resident property owners and voters in May/June of 2013. The results of the 2013 survey are summarized in *Chapter K. Public Opinion Survey Results*, and written comments are reproduced in their entirety in *Appendix A. Public Opinion Survey and Vision Meeting Results*. Survey input was considered for policy development in each chapter throughout the document.

In addition, the Comprehensive Plan Committee hosted a visioning meeting that was advertised by posters located around Princeton at public bulletin boards, as well as on the Town website and at the local farmer's market (reproduced here). An incentive was offered to encourage participation in the visioning meeting. A summary of the visioning meeting

HELP PLAN YOUR FUTURE

Princeton Vision 2013

Thursday June 20th, 2013 6-8 PM

Princeton Town Hall - Light refreshments will be available



Join your fellow community members! Bring your friends, bring your family, and bring your ideas - share some food and help your Comprehensive Plan Committee prepare a plan that represents YOUR vision for YOUR community.



Plan for the protection of natural resources, wildlife habitat, recreation access, and the ways of life we value - for now and for our future.

Help shape the future of Princeton's developed landscape and its retail and tourism economy.



All participants will be entered in a DRAWING to WIN a gift certificate from a LOCAL vendor! You must participate and be present to WIN. Winner will be announced at 8PM June 20th

Make this THE meeting you attend for YOUR town this year!

is provided in *Appendix A. Public Opinion Survey and Vision Meeting*. 17 people, including 15 year-round residents and 2 seasonal residents attended the visioning meeting. Two of those in attendance have lived in Princeton for their whole life, and 7 have lived in Princeton for more than 15 years. Participants were asked about their connections to Princeton. In attendance were current members of the Comprehensive Plan Committee, the library, fire department, ambulance commission, and the Select Board. Several business owners attended, as well as numerous civic volunteers, youth group leaders, and a community organization board member. Farmers' market vendors, a school bus driver, a postmistress, and a minister were also in attendance. Most attendees were taxpayers.

All participants were given an index card and asked to write 3 words or short phrases (places, adjectives, people) that describe Princeton and that, if they were not present, Princeton would not be Princeton. During the rest of the meeting these words were entered into the Wordle.com web site to produce a Word Cloud that describes Princeton. At the end of the meeting the Wordle.com web site created a Word Cloud visually representing the most prominent personality of Princeton.

Town of Princeton Vision Statement

A required element in any local Comprehensive Plan is a Vision Statement that summarizes the community's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.

Participants were asked what they would like Princeton to be in five different ways. Using flip charts the group provided input on the future community character of Princeton terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region. The flip chart notes that were captured from that input are reproduced at the end of Appendix A – Town Survey and Written Comments; Visioning Meeting Summary. Questions. The Comprehensive Plan Committee took that input and created the following Vision Statement for the Town of Princeton:

Princeton Today

Since settlement, Princeton has experienced great economic productivity in lumber, woolen and hardwood mills, a tannery, railroad, and steamboats. Princeton has also experienced many dormant years. Princeton's highest population level was in 1900 at 1,094 residents, but by 2013 this was reduced to 832. Despite these fluctuations in population and productivity, there are always members of the community dedicated to keeping their hometown alive and celebrating its special features.

Princeton is linked to a vast inter-connected system of pristine streams and lakes, the St. Croix River, and, ultimately, to the Atlantic Ocean. Princeton offers regionally, if not nationally, renowned fishing and hunting, earning it the name of "A Sportsman's Paradise". Traditional sporting camps, country inns, and legendary Maine guides assist visitors in realizing their dream adventures. Outdoor activities beyond hunting and fishing include paddling, pleasure boating, hiking, bird and wildlife watching, snowmobiling, ATV riding, cross-country skiing, and snowshoeing.

Despite being a small rural town, a number of retail and community services fulfill the daily needs of both residents and visitors. Services include a municipal center with fire department, ball field, and library, a post office, hardware store, bank, gas stations, day care center, elderly housing, country inns, eateries, convenience stores, a graphic designer, personal services, active churches, a

Masonic Lodge, a regional health center, and a full service grocery store.

Businesses outside the center of town include a regional airport, a restaurant, and numerous building trade/logging businesses, miscellaneous service based businesses, and artisans/artists. The elementary school is just a short distance from the town center. Princeton is also home to a conservation camp, a rod and gun club, small family farms, sporting camps and a Grange hall.

Community members enjoy water access through several public boat launches. Town parks provide community gathering places and sources of community pride. Service groups and events include 4-H Clubs, Girl Scouts, Friends of Princeton, Pathfinders Snowmobile Club, Princeton Farmer's Market and Princeton Summer Festival.

Although community members today express a preference for the existing small-town atmosphere, most people also support appropriate economic growth and development, including more numerous and varied small businesses, expanded residential housing opportunities, and some industrial and manufacturing development at the proposed industrial park at the Princeton Municipal Airport.

Princeton Tomorrow

Princeton's strong sense of community and small-town rural character attracts residents who appreciate and desire to continue this tradition. The diverse population supports expanded opportunities for all community members, including recreation, cultural, and business opportunities. Princeton has become a popular bedroom community to the larger service center city of Calais.

The high quality of Princeton's natural resources solidifies Princeton's reputation as a pristine wilderness region and a "Sportsman's Paradise," advancing the community's status as a premier, all-season, out-door tourism destination. Princeton is a regional service center for access to guides, supplies, food and lodging, and serves as a destination in itself as well as a gateway to the surrounding wilderness areas.

The quality of school and community activities and recreation facilities attracts young families, and children raised in Princeton have returned to raise their own children. Young farmers are attracted to the area's quality farmland and emerging local and regional markets. The expanded acreage of small farms and volume of agricultural product grown has created numerous local jobs.

Main Street is a vibrant gathering place, with lovingly maintained properties, diverse small businesses, and special retail-oriented events that draw residents and visitors to the town center. Sidewalks, crosswalks, benches, street lighting, landscaping, and pocket parks provide a people-friendly downtown from the school to the bridge. Welcoming signage and visible activity alerts passers-through along Route 1 that they are entering a town center, and a public rest area entices them to stop and linger.

Walking/cross-country ski trails, a Town dock on Lewy Lake, boat launches, a safe and accessible public swimming beach, and a centrally located playground and indoor recreation center provide year-round activities and access to nature for children, teens, adults, and the elderly alike. ATV enthusiasts enjoy expanded ATV trails and access to necessary services. The school supports outdoor recreation programs and civic involvement as part of its curriculum. The expanded library

and historical society support access to literature, art, culture, history, technology, and education.

Princeton's infrastructure has expanded to meet the needs and available resources, the airport supports more volume and diversity of use, and vacant or underutilized properties are revitalized or replaced. Residents old and young alike actively participate in the guidance of growth and development to further Princeton's goals of a high quality of life and economic vitality for all. Residents take pride in their properties and support cleanup days and increased recycling efforts. Streets are well maintained, and a public bus system provides commuter connections to popular regional destinations.

Princeton is a community that people want to live in or visit, a community dedicated to a tradition of keeping their hometown alive and celebrating its special features, which are numerous and obvious to all who visit, pass through, or make it their home.

EXECUTIVE SUMMARY

The purpose of a Comprehensive Plan is to provide a community with the information and a process to make choices about its future. The Town of Princeton has involved its resident and non-resident community members in the development of this plan. It has also made use of extensive resources available through the US Census, several agencies of state government, the Washington County Council of Governments and geographic information system (GIS) mapping. The document will serve Princeton for a 10-year time horizon and, as a living document, will be revised and updated as new information and understanding develops.

The following summarizes each section of the document and readers are directed specifically to Chapter M. Plan Implementation – Policies and Strategies for greater detail about the choices Princeton is making about its future growth and development.

History

Princeton's history is closely aligned with its natural resources. Logging was a major economic activity in the 19th century, contributing to steady population growth from mid-century through 1900. With the decline of area shipbuilding and the closing of the tannery and railroad, Princeton's population declined in the early part of the 20th century and has remained stable at around 700+ residents for the last 8 years. Known historic and archaeological sites in Princeton reflect the prominent role of logging and lake freight shipping in Princeton's history. An interested group of residents in Princeton is working on establishing a Princeton Historical Society.

Population

Over the last 30 years, Princeton's total population declined from just under 1000 in 1970 to just over 800 in 2010. The Town anticipates that the population will continue to decline to around 730 residents over the next 10 to 15 years.

The trend toward smaller household size coupled with declining population has resulted in a decrease in the number of year round households. This trend is at least in part related to Princeton's aging population. A likely implication of Princeton's aging population will be continued demand for in-town housing, including apartments, independent living, and assisted living facilities.

Princeton has also seen a decline in school enrollment. This trend is expected to continue and will have important implications for the community.

Natural Resources

Princeton is a small rural town rich in natural resources which provide open space, habitat, and recreational opportunities such as fishing, boating, snowmobiling, ATV-riding, hunting, canoeing, hiking, and cross-country skiing, contributing greatly to a high quality of life. Bald eagle, a species of special concern, and black tern, an endangered species are found in Princeton. Natural resources in Princeton are protected through a variety of federal, state and municipal regulations and through public and private land conservation efforts.

Surface waters in Princeton include a number of streams and a portion of several great ponds (lakes). Of particular importance to residents are the four lakes: Pocomoonshine, Long, Lewey and Grand Falls Flowage. Pocomoonshine Lake is the largest of the four and lies predominantly Princeton's boundaries, extending south into neighboring Alexander. Long Lake, Lewey Lake and Grand Falls Flowage are shared to the north with the tribal community of Indian Township and to the northeast with the Town of Baileyville. Canoeing and boating are available from several Town-owned access points and provide a pleasant experience. Pocomoonshine Lake is highly visible from the South Princeton Road. Long Lake is not readily apparent to a traveler along U.S. Route 1 as much of the land is forested. Lewey Lake is to the west and Grand Falls Flowage is found to the east of U.S. Route 1 as the traveler passes from Princeton into the tribal community of Indian Township.

Overall, the water quality in Princeton's surface waters and aquifers is average. The greatest threat to water quality in Princeton is from non-point source pollution. In order to maintain the high level of water quality presently observed in Princeton, the Town has adopted stormwater run-off performance standards and water quality protection practices for the construction and maintenance of public roads. Princeton has relatively limited groundwater resources.

Agriculture and Forestry Resources

Wreath production and timber harvesting are the major forestry uses in Washington County. Although all of these uses are present in Princeton and support a number of jobs in local economy, the amount of land under active cultivation and/or forest management in Princeton is relatively small. Princeton also has a number of smaller scale agricultural producers. A local farmers market supports these small farms.

The few soils in Princeton listed as Prime Farmland are concentrated along Route 1, the South Princeton Road and on West Street near the boundary with Big Lake Township. These Prime soils are associated with additional land classified as farmland of statewide significance. The most significant agricultural activity in Princeton is production of hay and forage. About seventy-five per cent of Princeton is forested with a maritime spruce-fir forest that also includes patches dominated by fir, heart-leaved paper birch and mountain ash and extensive areas of forested wetlands. There are several designated Tree Farms.

Economy and Employment

Princeton is a small community dependent on local and regional sources of employment. Most residents rely on wage and salary income. Public assistance recipients compose a larger percentage of the population as compared to the county as a whole. Natural resource-based industries are

critically important to Princeton's economy. Princeton residents support growth that brings new services to the downtown center and that enhances the existing nature-based tourism economy.

Princeton has traditionally relied on the forest for its livelihood. The largest source of employment for Princeton residents is the Woodland Pulp LLC in Baileyville. Many others work independently in the forest products industry. Princeton is a popular seasonal resort community (focused on hunting, fishing, and water-recreation) and serves as a bedroom community for the neighboring employment centers of Baileyville and Calais. More residents are finding work within Princeton than in the past, and are traveling shorter distances to work.

Housing

Housing in Princeton is composed of a mix of single-family and multi-family homes, mobile homes and stick-built homes, and both owner-occupied and rental units, including senior housing. Statistically, there appears to be an adequate supply of existing housing in Princeton (27% vacancy), and an adequate supply of housing in the surrounding communities, and future population projections indicate that this vacancy rate will adequately cover the amount of housing needed in Princeton over the next decade. However, Princeton and surrounding municipalities lack adequate housing to meet today's needs.

Some of the existing housing in Princeton and the surrounding region is substandard. This issue is on one hand related to the age of existing housing stock and on the other hand, some homes have not been properly maintained over the years, contributing significantly to the deterioration of older homes. Homeowners face significant repair costs due to the degree of repairs needed in these older, long unmaintained structures. Some homeowners may not have enough resources to complete the significant repairs that existing housing requires, and regional housing programs fall well short of having the capacity to deal with existing needs.

Adding to the issue is the fact that elderly or disabled people on fixed incomes, or low-income families with young children and limited resources occupy these older, poorly maintained homes. These older, substandard housing units are more likely to have failing heating and plumbing systems, leaking roofs, no insulation, exposed lead paint, mold, and indoor air and water quality issues. Many homes have deteriorated to the point that they are no longer habitable, and vacant, falling-down structures create an entirely different housing issue—that of unsafe and unsightly abandoned buildings that no one can afford to remove, let alone replace.

Transportation

Transportation linkages in Princeton consist of US Route 1 and, via the South Princeton Road, to Route 9. Princeton also relies on Route 6 as a main route to the west. Route 1 enters Princeton from the Baileyville municipal boundary and traverses the northeastern corner of Princeton, passing through the town center and then north into neighboring Indian Township at the Grand Falls Flowage. Princeton and the entire region are reliant on Routes 1 and 9 as the primary means of transportation movement. Overall, roadways within Princeton are in good condition.

Regional transportation plans that address transportation facilities in Princeton include the 2007 long range planning report, Strategic Investment Plan for Corridors of Regional and Economic Significance, the Multi-Modal Corridor Management Plan for the Downeast Coastal Corridor (2009), and the Multi-Modal Corridor Management Plan for the Coastal Canadian Corridor (2011).

These plans both identify Route 1 and Route 9 as part of a Corridor of Regional Economic Significance to Transportation (CREST).

There are virtually no sidewalks throughout Princeton's town center. The few sidewalks that exist near the former school in the town center are in very poor condition. Princeton has limited public transportation options, but does have a municipal airport.

Public Facilities

The Town of Princeton maintains a variety of public facilities and services including a volunteer fire station, a Town office, a transfer station, a public library and Town parks. A part of Princeton's town center is served by public water. The Town regularly contributes to capital reserve accounts as a way to plan for and manage the cost of replacing of municipal equipment and facilities.

Most municipal facilities are in good condition sufficient for the current and anticipated needs of the population, however, the fire station, tennis courts and ball field need significant repair, and the library needs expansion (funds have been awarded for library expansion). The Town is exploring the opportunity of developing a regional animal control facility with nearby communities, specifically Indian Township and Baileyville.

Budgetary information is presented in *Chapter I. Fiscal Capacity*. The locations of key public facilities are shown on *Map 2: Public Facilities*. All projected investment in public facilities can be accommodated within designated Growth areas as outlines in *Chapter L. Land Use*.

Recreation

Princeton maintains a baseball diamond at the Brewer Andrew Sports Complex, which was upgraded in 2000. The Complex is in need of new improvements, including the tennis court, which is in significant need of repair. In 2012, Legacy Square was upgraded with a war memorial, benches, landscaping, and lighting. Improvements were completed to boat launches at both Lewey Lake and Pocomoonshine Lake in 1995. In 2004/2005 the Inland Fish & Wildlife completed improvements to Pocomoonshine Lake Road and the rebuilding of Pokey Lake Boat Landing with better access and expanded parking. The public landing was improved in 1995, and the area next to the lake was cribbed, filled with loam, and seeded.

One trail is available as a public way on Pokey Mountain and a trail, located at the Elementary School, is open to the public.

Princeton hosts various community events, including events coordinated by the Friends of Princeton, the Princeton Farmers Market, and the Maine Memory Network Project. The elementary school serves as a social center for the community hosting events throughout the year including holiday concerts and drama club events.

The Town gym, Fresh Water Festival, and Women's Club no longer exist. The community is examining the need for additional recreational, senior, and community service programs. Recruiting new membership in community organizations is critical to retaining community events and programs.

Fiscal Capacity

Since 2008, the ratio of revenue to expenditure and the mil rate remained within a consistent range. Several large capital investments are necessary over the next planning period; the Town has secured some funding and is currently seeking additional opportunities to help implement these projects.

Regional Coordination

Princeton is a rural community situated 100 miles to the northeast of Bangor and 20 miles to the northeast of Calais. Alexander, Baileyville, Indian Township, Big Lake Township, and Fowler Township border Princeton. Minimal commercial retail activity occurs in Princeton or in its neighboring communities. Larger regional centers in Calais, Machias, Lincoln, and Bangor serve Princeton residents as retail and employment centers.

Indian Township, Alexander, and Baileyville each have a locally adopted Comprehensive Plan that is consistent with state law. Only Baileyville has adopted a Town-wide land use ordinance.

Princeton is reasonably active on regional committees and authorities dealing with solid waste, emergency response, transportation and economic development. These activities will continue with a strong emphasis on regional transportation policy, facilities sharing and infrastructure development. Princeton currently cooperates with adjoining municipalities, Indian Township, and multiple towns in the region, and should continue to do so whenever possible. Princeton has included analyses of regional issues in the areas of transportation, economic development, public facilities and natural resources management. Princeton will attempt to develop compatible transportation, economic development and resource protection standards with nearby communities.

Public Opinion Survey

A total of 966 surveys were mailed to all voters and taxpayers in May of 2013. Surveys were mailed back to the Comprehensive Plan Committee or respondents could complete the survey on-line, or drop them off at the Town Office. A total of 39 surveys were completed on-line and an additional 68 surveys were returned through the mail or in person, for a total of 107 surveys, an 11.07% response rate. The survey included information about the time and date of the upcoming public Visioning Meeting.

There were many responses to the 6 open ended questions at the end of the survey as well as other written comments throughout the survey. The original survey and all of these written responses are reproduced in Appendix A. Summaries of the written comments are noted with the charted data here and throughout the document as the issues they address are raised. The raw data is available at the Town Office and graphical summaries of the responses are provided here.

Land Use

Princeton is in a unique position of being located in proximity to the service and employment centers of Calais and Baileyville, as well as being at the edge of an established wilderness playground. Princeton has excellent public utilities, is home to an excellent elementary school, and contains a newly constructed regional health center. As the neighboring and regional communities of Baileyville, Calais and Eastport work actively toward economic development, the regional economy may grow and populations could actually increase in contrast to census projections. As noted above, Princeton is actually experiencing an expanding real estate market (2013/2014) and has gained at least 6 new families in recent months.

Princeton currently has no land use ordinances beyond required State minimums. The town center, with its improving infrastructure, is a desirable location for new commercial development. However, its small lots and dense existing development make it particularly vulnerable to potentially incompatible development proposals.

The community has expressed a desire for local employment, an active retail center, and the return of young families. To achieve this while also achieving the stated desire for continued protection of natural resources and Princeton's existing rural character, some guidance of the types and intensities of land use is required. According to survey responses, support exists for regulation of development activity, although there is concern that it not be excessive or burdensome. This Future Land Use Plan is intended to protect Princeton's character and to direct residential and commercial activities to appropriate areas. It also seeks to ensure that residents can continue to support themselves with a mixture of activities necessitated by seasonal and diverse rural livelihoods.

Map Disclaimer:

The information used to create the maps in this Comprehensive Plan are derived from multiple sources. The map products as provided are for reference and planning purposes only and are not to be construed as legal documents or survey instruments. WCCOG provides this information with the understanding that it is not guaranteed to be accurate, correct or complete; that it is subject to revision; and conclusions drawn from such information are the responsibility of the user. Due to ongoing road renaming and addressing, the road names shown on any map may not be current. Any user of the maps accept same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further agrees to hold WCCOG harmless from and against any damage, loss, or liability arising from any use of the maps.

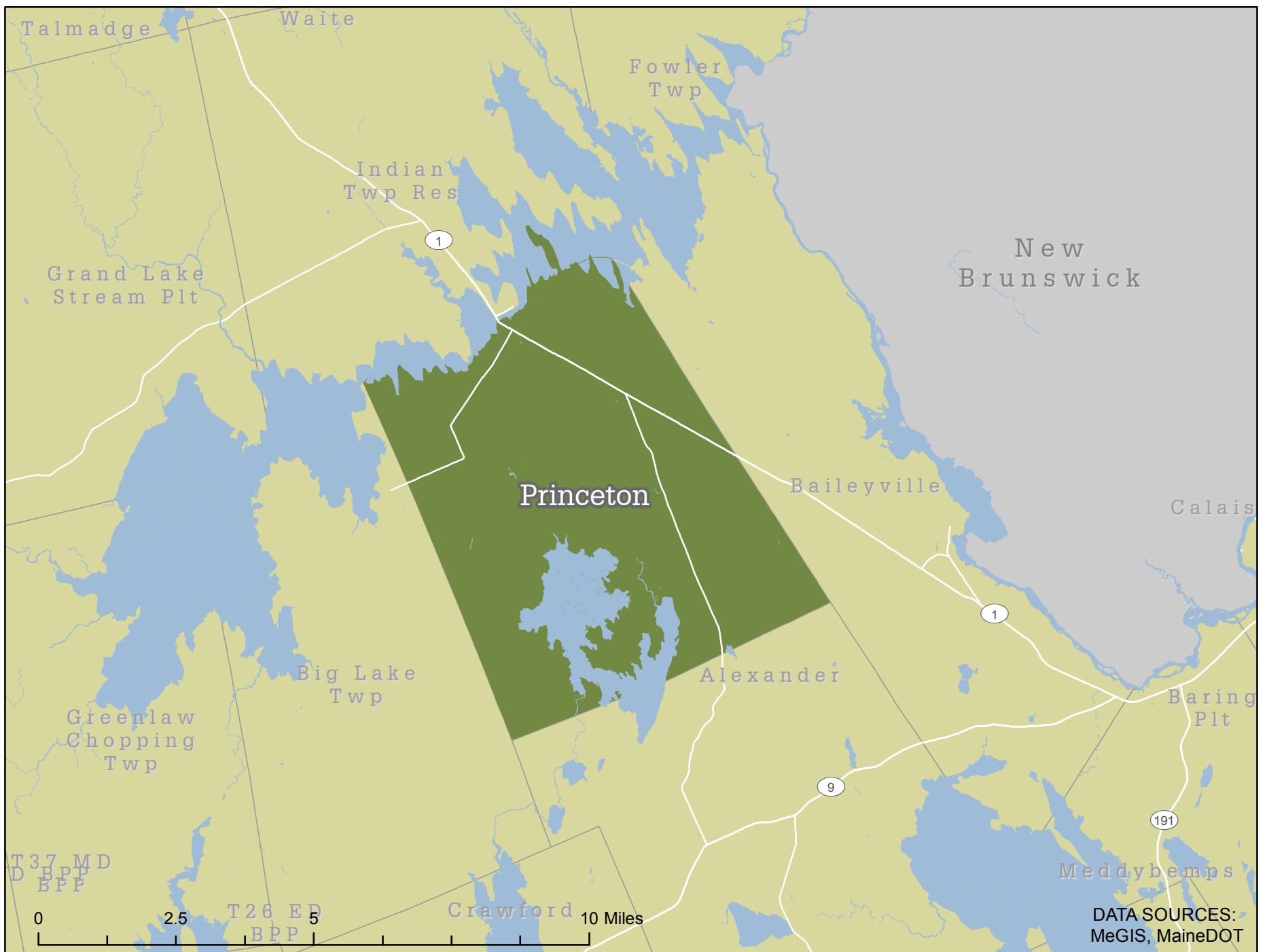
Census Data Disclaimer:

Current census data contained within this chapter is compiled from the American Community Survey (ACS) 2007-2011 5-year estimate. The ACS 5-year estimates data for rural communities is based on a very small sample, and therefore is subject to often-substantial sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error, whenever possible. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

The Comprehensive Planning Committee and Washington County Council of Governments recognize that existing Census data is often quite inaccurate in its reflection of the community of Princeton. Whenever possible, local planning study data is used in place of Census data. However, in most cases, the most recent data available is the ACS 2007-2011 5-year estimate. Therefore, this data is quoted as current and utilized to make assumptions about local trends, but the understanding exists that a generous margin of error should be allowed for in the ACS 5-year estimate data.

Map 1: Location

Princeton Comprehensive Plan Update (2014)



B. HISTORIC & ARCHAEOLOGICAL RESOURCES

The purpose of this section is to:

1. Outline the history of the Town of Princeton;
2. Identify and profile the historic, archaeological, cultural and recreation resources of Princeton in terms of their type and significance;
3. Assess current and future threats to the existence and integrity of those resources;
4. Assess the effectiveness of existing measures to protect those resources;

KEY FINDINGS

Princeton's history is closely aligned with the Town's natural resources. Logging was a major economic activity in the 19th century, contributing to steady population growth from mid-century through 1900. With the decline of area shipbuilding and the closing of the tannery and railroad, Princeton's population declined in the early part of the 20th century and has remained stable at around 700+ residents for the last 8 years. Known historic and archaeological sites in Princeton reflect the prominent role of logging and lake freight shipping in Princeton's history.

An interested group of residents in Princeton is working on establishing a Princeton Historical Society. Although no formal survey of Princeton's historic resources has been undertaken, a number of original structures, considered by residents to be special to Princeton's built environment, remain intact and in use today.

BRIEF HISTORY OF PRINCETON

Colonial History of Princeton

When Maine was part of Massachusetts, Princeton was known as Township 17. Soon after it became known as Lewy's (or Lewey's) Island so named by the first settler, a Passamaquoddy resident who had moved here from the lower St. Croix. He settled on an island near the source of the West Branch of the St. Croix.

The Town's location on Lewey Lake, Long Lake, Grand Falls Flowage and Pocomoonshine Lake influenced its history and development. Moses Bonney was the first settler, building a home on high fertile ground in what is now South Princeton in 1805. He built near Poco Moon Shine Lake, whose name later evolved to Poke Moonshine and then Pocomoonshine.

The first settlers of Princeton proper were William Lawrence, Soloman Greenlaw, and Greenlaw's son, Charles. In 1833 Adna Bates and Adonijah Munson arrived and in 1834 Putnam Rolfe built a home for his family. As newcomers arrived and chose home sites, four districts took shape: South Princeton, the center, the lower district and West Princeton. Grammar schools were built in each district. In 1867, the schools were consolidated into the Truman Varnum Grammar School, which included a Town hall. Truman Varnum Grammar School closed in 1953 and classes were held in the gymnasium until a new school was completed on the Town common. This school served until the present elementary school was opened in 1990. The first school bus, a Buick with jump seats, began running in the 1940s. Princeton built a high school in 1873 and it closed in 1968. Princeton now pays

tuition for their high school students to attend high schools in other communities, primarily Baileyville. In spite of much sentiment, the old high school building was torn down in 1978.

The town was incorporated in 1832 and named Princeton in honor of Ebenezer Rolfe's hometown Princeton, Massachusetts. Other settlers suggested the name Bonneyville for Moses Bonney. The first post office was established as Bonney, Maine.

The settlers grew grain and shipped it to the river on ox drawn sleds, where it was loaded onto skiffs and poled to the nearest gristmill at Porter's Mill Stream. The sleds were used year round because the paths were too rough for wheeled wagons. At this time the only means of transportation between Calais and Princeton was poling the river in skiffs, which had to be carried around Grand Falls. In 1831 construction began on a road between Calais and Houlton. Townspeople reached West Princeton by crossing the lakes on ice or in skiffs in warmer months.

Rail service from Princeton to Baring began in 1854 with the construction of the Lewy's Island Railroad. In Baring connection could be made to Calais. In 1868 these two lines combined to become the St. Croix and Penobscot Railroad. Previously, travel into the region was by stage through Lincoln. The railroad station built in 1854 burned in 1889 and was replaced. The replacement station was moved to the airport where it serves as the terminal building. In 1858 Putnam Rolfe built the Railroad Hotel. The last train ran out of Princeton on August 1, 1933. The town's links with the outside world are now U.S. Route 1 and the regional airport.

The first steamboat on the lakes was the Captain Lewey, 100 foot long stern paddle-wheel freighter built in 1853 by Charles Spooner and Abbott Moore. Chief Lewey was hired to captain the vessel. Captain Lewey operated until 1920 and its hulk can still be seen in Greenland Cove on Long Lake. Other steamers included the Wildcat in 1902, Gypsy in 1867, the Naiad in 1870 and the B.A. Barnard in 1889.

At the time the Town was first settled, the settlers worked long hours to push back the forests, dig out and smooth the land and cultivate it into farmlands for animals and crops. Logging, lumbering and associated enterprises span the history of Princeton and are a main source of employment. Those who farmed for the market worked in the woods in the winter. Most of the farms and fields have been reclaimed by nature.

Putnam Rolfe built a rolling dam across the river in 1851. In the spring during log driving time, the freshet head of water would roll over the dam carrying with it logs on their way to the mill below. This dam went under water in 1912 when the St. Croix paper company closed its Grand Falls Dam in Baileyville. It was last exposed in 1967 when the water was lowered for repairs to the Grand Falls Dam. Every spring until the 1950s there were massive log drives. One of the last log drives in the State of Maine was in Princeton in the 1970s when 16-foot pine logs were driven down from Grand Lake Stream.

Princeton was a major mill town, although it did not have the obvious appearance of a mill town; development featured privately designed and built homes rather than rows of company-owned houses.

Historic Population and Economic Trends

The first mill was a saw mill built by Putnam Rolfe in 1852, and was soon followed by A.W. Buchnam's mill, B.T Wright & Co's mill for sawing long lumber and lathes, Belmore and Young's mill for long lumber, Sam Darling's mill for long lumber, lathes and shingles, Rolfe & Peabody's grist mill, Peabody's woolen mill and spool-bar mill and William Sargent's mill. Later Fred Mercer owned a mill, Bill Stewart & A.H. Waterhouse had a shingle mill and James Murchie built a hardwood mill. A.M. Nason built a major mill in 1930, which burned in 1941 and was immediately rebuilt. Nason's mill burned and was rebuilt a second time. In addition to mills, there was a tannery owned by White & Waterhouse and two other tanneries.

The Congregational Church was built in 1858, the Baptist Church was built in 1859 and the Advent Church was built in 1883. The Disciples of Christ were organized in 1865 and met alternately in South Princeton and West Princeton, later building their church in South Princeton. Only the Baptist and Congregational churches remain in service.

The 1833 Town budget included \$100 for schools and \$200 for roads. In 1880 the population was 1,038 and assessed valuation was \$176,518. Princeton's population peaked in 1900 at 1,094 and by 1960 reached a low of 829. In 2010 the population was 832.

The history of Princeton is intricately linked with the history of Indian Township. In fact many non-tribal members owned businesses that were located within Indian Township prior to the Land Claims Settlement Act of 1980. By the 1890s Princeton had gained a reputation for having the best fishing in Maine. In the 1940s Tripp's, Long Lake Camps, and the Down River Camps were opened. Princeton still enjoys a reputation as a paradise for fishermen, hunters and vacationers. Many hire the services of local Maine Guides, a significant local occupation.

During the Great Depression, in 1933, Congress passed the Emergency Conservation Work Act, which authorized several programs, one of which was the Civilian Conservation Corps (CCC). In May and June of that year the first ten camps in Maine were created, one of which was in neighboring Indian Township, then referred to as the Princeton CCC camp, and located in what was called Nasonville (prior to the 1980 Land Claims Settlement Act). It was known as the Far East Camp because it was the most easterly CCC camp. Eventually there were 28 CCC camps in Maine (and 4,500 nationally). Three others were in Washington County: Beddington, Wesley and Ayers Junction. A typical camp had four barracks with 50 enrollees each. Work programs involved two of America's most critical and renewable resources: forests and people. Specific activities included forest improvement, fire fighting, education and job training. Enrollees had to be between 18 and 25 years of age and were paid \$30/month, \$25 of which had to be sent home. During World War II the Princeton CCC camp was converted into a camp for German prisoners of war. Crews of prisoners were taken by bus to work in the woods in Grand Lake Stream, Oxbow Lake, Anderson Hill and other locations. One day the prisoners went on strike. They were rounded up and made to run (not ride) back to camp.

During World War II the federal government bought a large parcel of land in Princeton and built a large airport as part of a system of airports for the ferrying of planes to Europe. After the war the Town acquired the airport that is now operated by the Princeton Regional Airport Authority.

The Town's first electric power plant was operated from dusk to dawn. Power lines were extended to South Princeton in 1948. During the 1940s and 1950s Princeton had a bustling business center with

several grocery stores, a clothing store, a milliner, a Chrysler/Plymouth dealer, other shops and a telephone office. The operator connected calls by name rather than by number.

Princeton experienced a boom in the late 1970s. The AG food mart was built in 1978 (replacing the Nationwide Store which burned in 1977). In 1970 the Town built a new firehouse and The Northeast Bank opened a branch. The National Guard moved and remodeled its base in 1980 and the Town office was built and dedicated to Dr. Donald Jacob.

The last mill in Princeton, the Passamaquoddy Lumber Mill, closed in 1981. The Passamaquoddy Lumber mill was the original A.M. Nason Mill, which was sold to Northeast Lumber and then to the Dead River Oil Company who operated it as the Passamaquoddy Lumber Mill. In 1983, the Town worked with the state and the Eastern Maine Development District to reopen the mill as Hunt Brothers Lumber, Inc. The mill closed again and has since burned. The site is now a residential neighborhood. Across from the mill, where lumber was once stacked, is now the site of the St. Croix Family Health Center. Although Princeton no longer has a mill of its own, many townspeople work for Woodland Pulp LLC in nearby Baileyville, cut logs for the mill or drive log trucks.

Several significant changes occurred in 1991 that have set the tone for the last two decades. The Town Manager form of government was altered to a Select Board form; the police department was disbanded, with law enforcement being provided by the State, County, and neighboring Indian Township; the Princeton Regional Airport Authority was formed, including Princeton, Calais, and Baileyville.

Several other milestones occurring during the 1990's include:

- The St. Croix Regional Health Center opened in 1992 with a part-time physician and 4 full-time employees (and later relocated and expanded to its present capacity in 1998);
- The State took responsibility of South Princeton Road in 1995; and
- The largest number of high school graduates (19) occurred in 1998.

During the turn of the new millennium, the community center was sold and the Princeton Women's club disbanded. The airport has continued to expand; a new Town office was constructed, and a well was drilled for the water district. A farmer's market was organized and has become quite successful. The Princeton Grange was re-organized; and a renewal of Legacy Square included landscaping and a new veteran's monument. Friends of Princeton formed in 2011, and they have sponsored many various & assorted events & activities since being formed.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Historic and archaeological resources include prehistoric archaeological sites (mainly Native American), archaeological sites from the historical period, and historic buildings and places.

Pre-historic Archaeological Sites

Pre-historical archaeological sites include all sites that contain artifacts from before the first written records. In Princeton, these included all sites prior to the mid-1700s. All prehistoric archaeological sites are associated with Native American communities that lived in the area prior to European settlement. Maine Historic Preservation Commission (MHPC) notes, "Prehistoric sites include camp

or village locations, rock quarries and work shops, and petroglyphs or rock carvings”. According to MHPC (in October, 2012), no prehistoric archaeological sites are known in Princeton. One professional archaeological survey has been completed: for the Route 1 bridge crossing Grand Falls flowage. No sites were found. MHPC recommends that the shoreline of Grand Falls Flowage and Pocomoonshine Lake have professional archaeological survey done in advance of any ground disturbing activity.

Historic Archaeological Sites

Historic archaeological sites are those that include significant archaeological artifacts from the time period after written records began. According to MHPC, historic archaeological sites “may include cellar holes from houses, foundations for farm buildings, mills, wharves and boat yards, as well as shipwrecks.”

There is one identified historic archaeological site known in Princeton, a wreck of the steam freighter “Captain Lewey” (ME 361-001) that operated between 1853-1920.

MHPC notes that no professional surveys for historic archaeological sites have been conducted to date in Princeton. Future archaeological survey should focus on the identification of potentially significant resources associated with Princeton’s agricultural, residential, and industrial heritage, particularly those associated with the earliest Native American and Euro-American settlement of the Town in the 18th and 19th centuries.

HISTORIC BUILDINGS AND PLACES

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). According to MHPC (October, 2012) Princeton currently has no properties listed in the NRHP.

MHPC notes that a comprehensive survey of Princeton's historic aboveground resources needs to be conducted in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.

The 1995 Princeton Comprehensive Plan noted that to increase awareness of Princeton’s rich history, the Princeton Woman’s Club (now no longer in existence) identified over 50 properties that are over 100 years old. They placed signage naming the first occupant and construction date and published a book with photographs and descriptions of the historic buildings. Some of these signs are still in place though many are no longer posted.

An interested group of residents in Princeton is working on establishing a Princeton Historical Society. Such a Society can work with interested property owners to qualify eligible properties in Princeton for listing on the National Register of Historic Places.

Historic Patterns of Development

Historic patterns of development include important information about the development of communities and community life. Moreover, historic downtowns with concentrations of historic homes and businesses contribute to the feel of a community and its sense of place. The historical

pattern of development is clearly evident in the town center of Princeton. Princeton's downtown appearance increasingly contributes positively to the community's identity and helps to support tourism in Princeton.

PRESERVATION OF HISTORIC AND ARCHAEOLOGICAL RESOURCES

The primary mechanisms for historical preservation in Princeton are public and/or private investment in historic properties and streetscape enhancement, and municipal support of privately led historic preservation efforts.

According to MHPC, "the standard of what makes an archaeological site worthy of preservation should normally be eligibility for, or listing in, the National Register of Historic Places. Because the National Register program accommodates sites of national, state and local significance, it can include local values. Because of physical damage to a site and/or recent site age, some sites are not significant."

The Town should continue to promote historic preservation by working with interested property owners to pursue voluntary listing of additional property on the National Register of Historic Places; supporting private effort to preserve historic properties; and making critical public investments in historical preservation, as necessary.

To ensure that significant historical and archaeological resources are not inadvertently lost, the Town should review existing ordinances to ensure subdivision or non-residential property developers look for and identify any historical and archaeological resources. Such development should take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.

PUBLIC OPINION SURVEY

Survey respondents strongly supported protection measures for historic and cultural sites. During the June 2013 Visioning Meeting, churches, the library and the grange, Greenland Point, and Long Lake and Down River Camps, Bellmard and Lakeside Inns, and all historic buildings relative to Princeton, were listed as special places in the built environment.

EXISTING POLICIES

The following table lists policies and implementation strategies for historical and archaeological resources as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Princeton's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Take steps to protect historic and archeological resources.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Action Step/Implementation Strategy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Interpretive Signs: Put up informational signs describing historic highlights of the Town at the beach/boat ramp area, on Town land next to bridge, and at other appropriate locations (Women’s Club has begun this). Urgency rating: Important	<i>This strategy has not been fully implemented; but it remains a worthwhile objective and should be carried forward.</i>
Historic Awareness. Work to increase awareness, especially among young people, of the rich history of Princeton, the surrounding area and the county. Urgency rating: Critical	<i>This strategy is being implemented; it remains a worthwhile objective and should be continued.</i>
National Historic Register. Conduct a survey to identify Town buildings that are eligible for nomination to the National Register of Historic Places. Urgency rating: Not rated.	<i>This strategy has not been implemented; but it remains a worthwhile and important objective and should be carried forward.</i>

Source: *Town of Princeton Comprehensive Plan, 1995*

Policies and implementation strategies relative to historic and archaeological resources in Princeton are presented in *Chapter M. Plan Implementation*. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

C. POPULATION

The purpose of this section is to:

1. Describe the population and household characteristics of Princeton and compare them with similar changes and patterns occurring in the region & state;
2. Determine how population trends will influence the future demand for housing, land, and community facilities; and
3. Predict for the next 10 years the size and characteristics of the population of Princeton and compare with similar projections for the region & state.

KEY FINDINGS

Over the last 30 years, Princeton's total population declined from just under 1000 in 1970 to just over 800 in 2010. The Town anticipates that the population will continue to decline to around 730 residents over the next 10 to 15 years. The trend toward smaller household size coupled with declining population has resulted in a decrease in the number of year round households. This trend is at least in part related to Princeton's aging population. A likely implication of the aging population will be continued demand for in-town housing, including apartments, independent living, and assisted living facilities. Princeton has also seen a decline in school enrollment. This trend is expected to continue and will have important implications for the community.

IMPORTANT NOTE: Current census data contained within this chapter is compiled from the American Community Survey (ACS) 2007-2011 5-year estimate. The ACS 5-year estimates data for rural communities is based on a very small sample, and therefore is subject to often-substantial sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error, whenever possible. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

The Comprehensive Planning Committee and Washington County Council of Governments recognize that existing Census data is often quite inaccurate in its reflection of the community of Princeton. Whenever possible, local planning study data is used in place of Census data. However, in most cases, the only recent data available is the ACS 2007-2011 5-year estimate. Therefore, this data is quoted as current and utilized to make assumptions about local trends, but the understanding exists that a generous margin of error should be allowed for in the ACS 5-year estimate data.

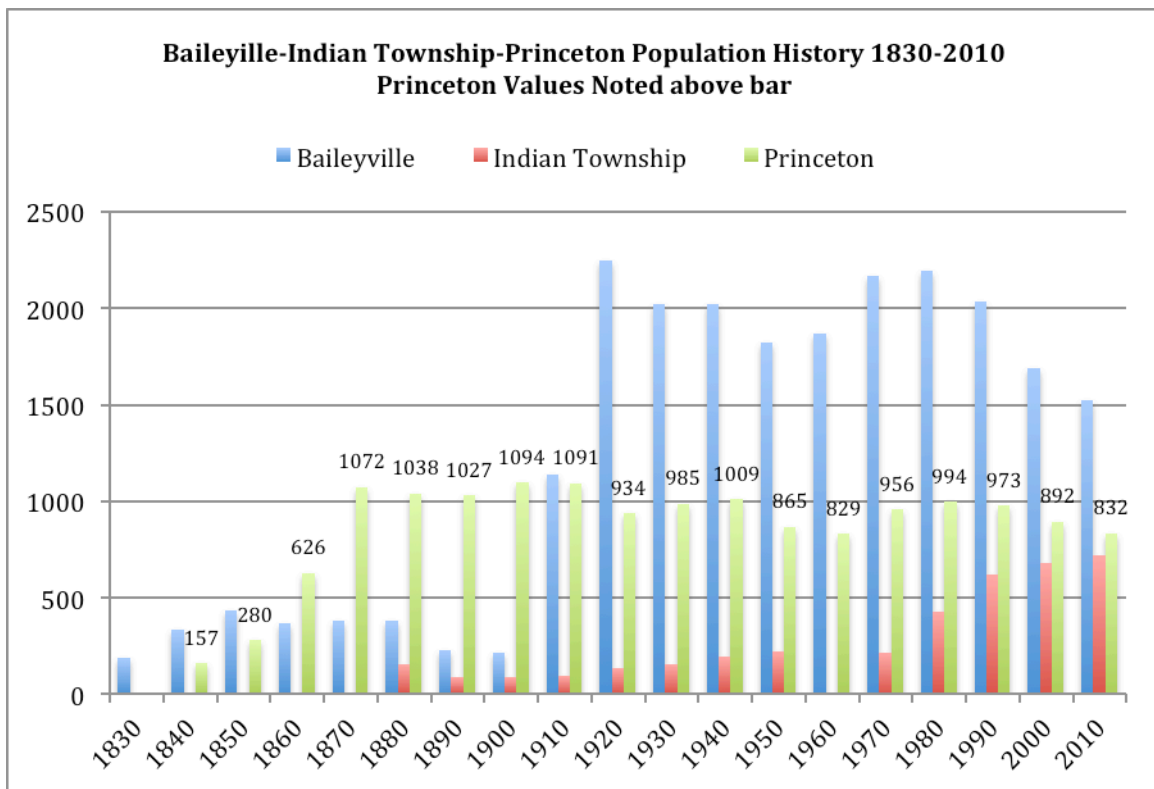
HISTORIC AND PROJECTED POPULATION

As noted in *Chapter B. Historic, Cultural and Archeological Resources*, Princeton's population peaked around the turn of the 20th century. With the decline of logging and the tan bark industry,

Princeton’s population declined in the first half of the 20th century, rebounded during the 1970s and 1980s but has since declined to around 800 individuals.

Population Forecasts

The table below depicts the population forecast for Princeton (as provided by the Office of Policy and Management, Economics and Demographics: OPM-E&D) over the next 12 years. Population predictions prepared by the OPM-E&D predict changes in population for the state, county and town based on demographics and changes in regional population over time. In line with recent trends, the OPM-E&D forecasts that Princeton population will decline from 830 people in 2010 to 730 by 2030. The forecast for a declining population in the community of Princeton for the next 12 years is in line with a forecast for modest decline in the overall population of the State and Washington County over the same time period.



Source: US Census

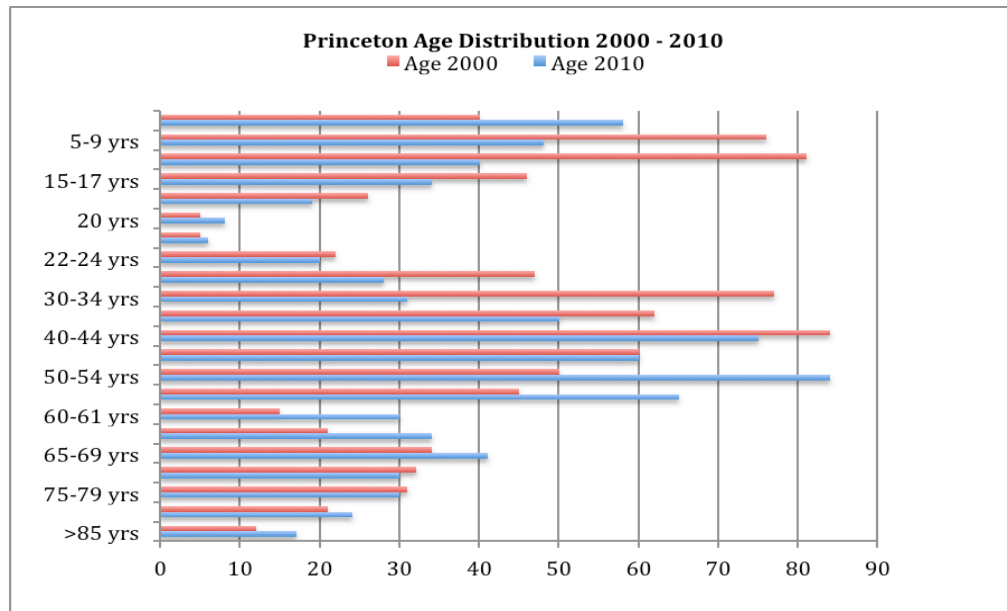
POPULATION PROJECTIONS

Year	Princeton		Washington County		State of Maine	
	Number	% Change	Number	% Change	Number	% Change
2010	830	--	32,798	--	1,327,379	--
2015	807	-2.7%	32,472	-1.0%	1,329,823	0.2%
2020	783	-3.0%	32,083	-1.2%	1,331,607	0.1%
2025	758	-3.2%	31,637	-1.4%	1,330,821	-0.1%
2030	730	-3.7%	31,065	-1.8%	1,325,751	-0.4%

Source: Office of Policy and Management, Economics and Demographics

Age Distribution

As noted, overall population declined in the last 20 years; there were also significant changes in the town’s demographics. The most significant trend in Princeton was a decline in the population under the age of 25 especially among those between 17 and 22. The population is also aging; median age increased from 37 in 2000 to 44.9 in 2010. This is consistent with trends in the county and the state.



Source: 2000, 2010 Census

The decline in the younger population between 2000 and 2010 is mirrored by a decline in school enrollment in Princeton and in neighboring towns. Note however that the 2010 school enrollment figures are based on the 5-year (2006-2010) American Community Survey (ACS). ACS sample sizes are much lower creating a large margin of error that could change the downward trend in enrollment. The increase in the <5years age cohort indicates a positive trend for the elementary school in the next 10 years.

SCHOOL ENROLLMENT (AGED 3 AND UP)							
Town	1990		2000		2006-2010 (5 year estimate)		
	Enrollment	% of total Population	Enrollment	% of total Population	Enrollment	Margin of Error	% of total Population
Princeton	235	24.2%	247	27.7%	215	+/-88	+/-25.9%
Indian Township	234	37.9%	287	42.5%	253	+/-62	+/-35.2%
Baileyville	486	23.9%	423	25.1%	301	+/-66	+/-19.9%
Calais	942	23.8%	803	23.3%	506	+/-101	+/-16.3%
Washington County	8,682	24.6%	8,044	23.7%	6786	+/-331	+/-20.6%
Maine	304,868	24.8%	321,041	25.2%	304531	+/-4619	+/-22.9%

Source: 1990 Census, 2000 Census, 2006-2010 ACS 5-year

Household Size

Nationwide the average household size in the United States has declined steadily over the last 50 years. This trend reflects a number of social and economic changes including smaller family size (e.g. fewer children per household), higher divorce rates, a declining number of multi-generational families living under the same roof, and an aging population. Princeton is no exception to the national trend.

In Princeton the average household size declined from 2.61 in 1990 to 2.31 in 2010. A decrease in household size is often associated with an increase in the number of households as children move out and create their own households. However the number of households in Princeton has steadily declined (from 373 in 1990 to 360 in 2010) likely because total population has declined between 1990 and 2010 by 14.5%.

Princeton Households 1990 – 2010			
	1990	2000	2010
Total Population	973	892	832
Number of Households	373	370	360
Household Size	2.61	2.41	2.31

Source: US Census

In 2010, the average household size in Princeton (2.31) is smaller than the average household size for the State of Maine (2.43). This reflects an increasing elderly population, households with fewer children, and older children moving out of the house and away from the region.

Educational Attainment

Educational attainment statistics look at the highest level of educational attainment for the adult population. Over the last 20 years, the percent of Princeton residents with a college degree or higher has steadily increased from 5.3% in 1990 to 7.7% in 2000 and to 15.5% in 2010. Note, as above, however that 2010 figures are based on a 5-year (2006-2010) American Community Survey estimate with a margin of error that is nearly as large (+/-6.5%) as the total estimate. The trend is going in a positive direction and the values are closing the gap between Princeton residents as compared to Washington County (14.7%) and the state (18%).

The percent of Princeton adults with at least a high school degree is steadily increasing. Estimates from the 2006-2010 ACS are that 88.2% of Princeton residents are high school graduates or higher. This estimate exceeds the estimates (2009-2011 ACS estimates) for Washington County residents as a whole (85.2%) but is still less than the estimate for the state (89.8%). Note that county and state 2009-2011 ACS estimates are not directly comparable to the 2006-2010 municipal estimates— it is essential to be aware of the varying margins of error and the different timeframes on which the estimates are based.

Educational Attainment, Indian Township and Neighboring Communities

Indian Township	1990	2000	2006-2010 (ACS 5 yr est.)	2006-2010 Margin of Error
Percent high school graduate or higher	63.5	76.4	82.2	+/-6.6
Percent bachelor's or higher	3.2	11.7	3.2	+/-2.7
Baileyville	1990	2000	2006-2010 (ACS 5 yr est.)	2006-2010 Margin of Error
Percent high school graduate or higher	78	85.9	87.5	+/-3.5
Percent bachelor's or higher	9.5	13	15.8	+/-4.1
Calais	1990	2000	2006-2010 (ACS 5 yr est.)	2006-2010 Margin of Error
Percent high school graduate or higher	76.8	84.6	84.2	+/-4.9
Percent bachelor's or higher	12.1	11.5	17.3	+/-5.2
Princeton	1990	2000	2006-2010 (ACS 5 yr est.)	2006-2010 Margin of Error
Percent high school graduate or higher	72.4	78	88.2	+/-5.1
Percent bachelor's or higher	5.3	7.7	15.5	+/-6.5
Washington County	1990	2000	2009-2011 (ACS 3 yr est.)	2009-2011 Margin of Error
Percent high school graduate or higher	73.2	79.9	85.2	+/-1.0
Percent bachelor's or higher	12.7	14.7	19	+/-1.1
Maine	1990	2000	2009-2011 (ACS 3 yr est.)	2006-2010 Margin of Error
Percent high school graduate or higher	78.8	85.4	89.8	+/-0.2
Percent bachelor's or higher	18.8	22.9	26.5	+/-0.3

Source: US Census

Seasonal Population

Princeton has a significant seasonal population. Although the US Census does not maintain statistics on seasonal population, the 2010 Census counted 67 seasonal homes in Princeton. The peak period for the seasonal population in Princeton is July and August. The seasonal population during this period includes long-term seasonal residents (who return year after year), weekly renters, and short-term visitors. Local estimates are that on a peak summer week-end the seasonal population is likely around 67 people – 8% of the town's year-round population.

The seasonal population increases demand for certain public services (notably law enforcement, the public library, road maintenance, and services at the Town Office); but has little impact on other public facilities and services. Many long-term summer residents moved to Princeton on a year-round basis when they reached retirement. These “new residents” with long-term ties to the community have a significant positive effect on civic life in Princeton. This trend also contributes to Princeton's aging population. The Town expects that this trend will continue.

Towns	Vacancies for Seasonal/Recreational or Occasional Use				
	1990	2000	% Change	2010	% Change
Baileyville	89	101	13.5%	92	-8.9%
Indian Township	17	21	23.5%	13	-38.1%
Princeton	53	48	-9.4%	67	39.6%
Washington County	4,046	5,374	32.8%	6,329	17.8%
State	8,8039	10,1470	15.3%	11,8310	16.6%

Source: US Census

IMPLICATIONS OF POPULATION CHANGE

Over the next 15 to 20 years, the total population of Princeton is expected to decline to around 730 people. Three significant demographic trends are expected to continue:

- 1) The decline in Princeton's school age population
- 2) Princeton's aging population will continue to increase
- 3) There will be a growing number of seasonal residents.

One significant implication of these demographic changes is on the school system. Some elementary schools in the area have already closed. Declining school enrollment in Princeton and other nearby communities coupled with the closure of additional schools may have significant implications on how K-12 education is delivered in the area. Changes in the public K-12 educational system will have important impacts on the Town, affecting both its fiscal health and community life.

A likely implication of the aging population will be continued demand for in-town housing, including apartment, independent living, and assisted living facilities. The Town will continue to monitor these trends and make appropriate policy decisions based on changes in the population.

D. NATURAL RESOURCES

The Purpose of this section is to:

1. Describe the natural resources in Princeton;
2. Predict whether the viability of important natural resources will be threatened by the impacts of future growth and development; and
3. Assess the effectiveness of existing measures to protect and preserve important natural resources.

FINDINGS

Surface waters in Princeton include streams and several great ponds (lakes). Based on State data, the overall water quality in Princeton's surface waters and aquifers is average. The greatest threat to water quality in Princeton is from non-point source pollution. In order to maintain the high level of water quality presently observed in Princeton, the Town has adopted stormwater run-off performance standards and water quality protection practices for the construction and maintenance of public roads. Princeton has relatively limited groundwater resources.

Princeton has many natural resources, most significantly wildlife habitat. Bald eagle, a species of special concern, and black tern, an endangered species are found in Princeton. Natural resources in Princeton are protected through a variety of federal, state and municipal regulations and through public and private land conservation efforts. Existing regulatory and non-regulatory protection are largely sufficient to protect critical natural resources in Princeton.

Princeton is a small rural town rich in natural resources. Of particular importance to residents are the four lakes: Pocomoonshine, Long, Lewey and Grand Falls Flowage. Pocomoonshine Lake is the largest of the four and lies predominantly within municipal boundaries, extending south into neighboring Alexander. Long Lake, Lewey Lake and Grand Falls Flowage are shared to the north with the tribal community of Indian Township and to the northeast with Baileyville. Canoeing and boating is available from several Town access points and provides a pleasant experience among Maine communities. Pocomoonshine Lake is highly visible from the South Princeton Road. Long Lake is not readily apparent to a traveler along U.S. Route 1 as much of the land is forested. Lewey Lake is to the west and Grand Falls Flowage is found to the east of U.S. Route 1 as the traveler passes from Princeton into the tribal community of Indian Township.

Information on natural resources is necessary to protect environmentally sensitive areas, and to identify opportunities and constraints for development. The natural resources of Princeton contribute greatly to the quality of life. They provide open space, habitat, and recreational opportunities such as fishing, boating, snowmobiling, hunting, canoeing, hiking, and cross-country skiing, as well as other activities.

The goal of this section is to protect the quality and manage the quantity of Princeton's natural resources, as well as to safeguard the agricultural and forest resources that support our economy.

LOCATION AND LAND COVER

Princeton is located in the northeastern part of Washington County, Maine. *See Map 1: Location.* Princeton is situated approximately 90 miles east of Bangor and is bordered on the south by the Alexander, on the east by Baileyville, on the north by the tribal community of Indian Township and on the west by the unorganized territory of Big Lake Township (formerly Township 21). The land area of Princeton includes 41.8 square miles - approximately 26,734 acres. According to interpretation of recent satellite imagery conducted by the University of Maine at Machias GIS Center, approximately 75% of the land in Princeton is forested, including areas that have recently been cut. The remaining land area includes non-forested wetlands (6%), developed areas (3%) and grassland and pasture (3%). Developed areas are concentrated along Main Street and the shores of Long and Lewey Lakes. Princeton also contains just over 3000 acres (12.3%) of open water within its municipal boundaries. *See Map 4: Land Cover.*

Table D-1 LAND COVER BY TYPE

Land Cover Type	Approximate Area (Acres)	Percent (%)
Developed, High Intensity	45	0.2
Developed, Medium Intensity	46	0.2
Developed, Low intensity	20	0.05
Developed, Open space	151	0.6
Cultivated crops	308	1.2
Pasture/hay	483	1.8
Grassland/herbaceous	3	0.05
Deciduous Forest	208	0.8
Evergreen Forest	8,570	32
Mixed Forest	7,972	29.8
Scrub/Shrub	50	0.2
Wetland Forest	1,852	6.9
Wetlands	1,561	5.8
Roads/runways	491	1.8
Unconsolidated	5	0.05
Bare land	1	0.05
Open Water	3,293	12.3
Recent clear cut	411	1.5
Light partial cut	488	1.8
Heavy partial cut	400	1.5
Regenerated forest	376	1.4
Total Area	26,734	100

Source: WCCOG, UMM GIS Center

Note that the amount of cultivated land in Princeton is considerably less than indicated on Map 4 Land Cover. The Comprehensive Plan Update committee observes that the cultivated land, formerly in beans and potatoes, has not been in cultivation for over 30 years. They estimate that

the vast majority of it is currently in pasture or hay. Additionally, the Comprehensive Plan Committee believes that there are many more than 3 acres of open grassland in Princeton.

WATER RESOURCES

Watersheds

A watershed is the land area in which runoff from precipitation drains into a body of water. The boundaries of watersheds, also known as drainage divides, are shown for Princeton on *Map 5: Water Resources*. Princeton is divided among several small watersheds. Much of the land area of Princeton drains toward Pocomoonshine Lake and thence into the East Machias River watershed. The remainder of the land area drains into Long Lake, Lewey Lake and the Grand Falls Flowage, all part of the St. Croix River watershed. The portion of the watershed that has the greatest potential to affect a body of water is its direct watershed, or that part which does not first drain through upstream areas. Development activities, such as house and road construction and timber harvesting, disturb the land that drains to a lake by streams and groundwater; thus these activities can pollute the watershed.

Princeton shares the shoreline of four large lakes with neighboring towns. A small portion of Pocomoonshine Lake is located in neighboring Alexander, Long and Lewey Lakes are shared with the tribal community of Indian Township and Grand Falls Flowage is shared with Indian Township and Baileyville.

River and Streams

Princeton has several miles of perennial streams. To assess what portion of Maine's rivers, streams and brooks meet the goal of the Clean Water Act; MDEP uses bacteriological, dissolved oxygen, and aquatic life criteria. All river and stream waters are classified into one of four categories, Class AA, A, B, and C as defined by legislation. Class AA is the highest classification with outstanding quality and high levels of protection. Class C, on the other end of the spectrum, is suitable for recreation and fishing yet has higher levels of bacteria and lower levels of oxygen. All stream segments in Princeton are identified as class B, indicating that the water quality is "suitable for the designated uses of drinking water supply after treatment; fishing; recreation in and on the water; industrial process and cooking water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired." [1985, c. 698, § 15 (new).]

As defined by Maine's Natural Resources Protection Act, a river, stream, or brook is a channel that has defined banks (including a floodway and associated flood plain wetlands) created by the action of the surface water. Princeton officially has no rivers. The streams and brooks, illustrated on *Map 5: Water Resources*, include:

1. Dog Brook (East Machias River watershed)
2. Allen Brook (East Machias River watershed)
3. Rocky Brook (East Machias River watershed)
4. Anderson Brook (St. Croix River watershed)
5. Pudding Brook (St. Croix River watershed)

6. Unnamed brook (beside the southern-most boat launch at Pocomoonshine Lake) (East Machias River watershed)

Fishery Resources

The Maine Department of Inland Fisheries and Wildlife (IFW) have rated the lakes, ponds, and streams in Princeton regarding their value as fisheries habitat. Each water body is rated as to whether it receives cold water or warm water fisheries management. Coldwater management supports salmonid species such as salmon and trout, while warm water management supports black bass, chain pickerel, and perch. Some lakes have a combination of both cold water and warm water fisheries management.

Pocomoonshine Lake, Lewey Lake, Long Lake and the Grand Falls Flowage are managed as warm water fisheries. The Maine Department of Inland Fisheries and Wildlife currently stocks Pocomoonshine, Long Lake and Lewey Lake with landlocked salmon.

Pocomoonshine Lake, Lewey Lake, Long Lake and the Grand Falls Flowage are open to fishing and boating. Freshwater fish that are found in Princeton include alewife, landlocked salmon, smallmouth bass, white perch, yellow perch, chain pickerel, rainbow smelt and pumpkinseed among others. Pocomoonshine Lake, Grand Falls Flowage and Lewey Lake also have high value smallmouth bass and white perch. Wapsaconhagan Stream is also a high value habitat because of its native brook trout population.

The state recently began stocking larger retired brood landlocked salmon into an already occurring river fishery for smaller drop down salmon below Grand Falls Flowage in the St. Croix River. (IF&W Fish Stocking Reports 2011)

<http://www.maine.gov/ifw/fishing/reports/stocking/index.htm>

Data from Maine IF&W indicates the presence of high value brook trout populations Dog Brook, Allen Brook, Rocky Brook, Anderson Brook and Pudding Brook as well as the unnamed brook located beside the southern most boat launch at Pocomoonshine Lake.

The Town of Princeton will not allow cutting within 75 feet of these brooks to protect against sedimentation and removal of shade cover for maintenance of important trout habitat. If a crossing of these brooks needs to occur structures should be installed 1.2 times the bank full width with the proper BMPs. Choices for replacement crossing structures include (in order of priority) bridges, three-sided box culvert, open bottom arch culvert, or 4-sided box culvert. Corrugated metal culverts should be a last resort. The first three structures are preferred as they utilize the brook's natural stream bottom.

Water Quality

Land use activities that directly affect water quality can significantly alter or destroy the value of these areas for fish. Land clearing or development in the adjacent upland habitat, or "riparian zone", can also degrade a fishery. Riparian habitat functions to protect water quality and fisheries values by filtering out excessive nutrients, sediments, or other pollutants leaching in from upland areas, by maintaining water temperatures suitable for aquatic life, and by contributing vegetation and invertebrates to the food base.

Table D-2 PRINCETON WATER QUALITY CLASSIFICATIONS

Waterway	Waterway Segment	Classification ¹
Long Lake	All tributaries entering upstream from the dam at Calais, the drainage areas of which are wholly within the State.	Class B
Lewey Lake	All tributaries entering upstream from the dam at Calais, the drainage areas of which are wholly within the State.	Class B
Grand Falls Flowage	Between Route 1 (Princeton and Indian Township) and Black Cat Island	Class B
Pocomoonshine Lake	East Machias tributaries From the outlet of Pocomoonshine Lake to a point located 0.25 miles above the Route 1 bridge (note: in neighboring Alexander)	Class A unless otherwise specified Class AA

Lakes, Ponds, Phosphorus and Development

In Maine, ponds over 10 acres in area are considered “great ponds” and are subject to regulatory oversight under applicable state laws and municipal Shoreland Zoning ordinances. Four ponds in Princeton are defined as a “great ponds” (lakes) under Maine State Law: Pocomoonshine Lake, Long Lake, Lewey Lake and Grand Falls Flowage.

The quality of our lakes as recreational resources, gems of natural beauty and fisheries is a result, at least in part, of their phosphorus content. Phosphorus controls the level of algae¹ production in lakes. The abundance of algae in the lake water determines the clarity of the water as well as the amount of well-oxygenated cold water available to cold-water fish species (trout and salmon) in the summer months. Low phosphorus concentrations yield clear lakes with plenty of deep, cold-water oxygen. Higher phosphorus concentrations cause lakes to be cloudy and oxygen may be severely depleted or eliminated from the deep, cold water in the summer months. Very high concentrations cause dense blooms of blue-green algae that turn the water a murky green and accumulate in smelly, decaying scums along the shoreline.

Phosphorus is a very common element typically associated with soil and organic matter. It gets into our lakes in a variety of ways. The rainfall that falls directly on the lake has some phosphorus dissolved in it and groundwater may contribute some phosphorus from septic systems around the shoreline. Most of the lake’s phosphorus comes from stormwater runoff draining from the lake’s watershed to the lake in tributary streams and drainage ways. The amount of phosphorus in the lake depends on what the stormwater runs over on its way to these streams and drainage ways. If the watershed, the land area draining to the lake, is forested, the phosphorus concentration in the lake will be low because the forest is an effective phosphorus sponge, and does not release its phosphorus readily to the stormwater. However, stormwater draining from developed land, whether residential, commercial or industrial, contains a lot of phosphorus. Since the portion of stormwater phosphorus that supports algae growth tends to be associated with small, lightweight soil particles, it is carried very easily and efficiently by stormwater and can be delivered to the lake from anywhere in the watershed. So, generally speaking, the more developed a lake’s watershed is, the higher its phosphorus concentration.

For lakes with developed or developing watersheds, there are two requirements for keeping

¹Algae are microscopic plants, which grow suspended in the open water of the lake or in concentrated clumps around the shallow margins of the lakeshore.

phosphorus low and water quality high. First, existing sources of phosphorus to the lake, particularly from soil erosion in the watershed and from inadequate shoreline septic systems on sandy or shallow soils, need to be minimized. The DEP has developed a manual, the Lake Watershed Survey Manual, to guide volunteers in identifying and characterizing watershed phosphorus sources with the assistance of professionals. DEP also has grant programs available to assist in funding these surveys and in fixing the problems identified by the surveys. Second, new additions of phosphorus to the lake that will result from residential and commercial growth in the watershed need to be minimized.

The Maine DEP and the Volunteer Lake Monitoring Program (VLMP) collaborate in the collection of lake data to evaluate present water quality, track algae blooms, and determine water quality trends. This dataset does not include bacteria, mercury, or nutrients other than phosphorus. Table D-3 provides summaries of the water quality data for those lakes in Princeton where monitoring has occurred.

Table D-3 LAKE CHARACTERISTICS AND WATER QUALITY SUMMARIES

Water Body	Acres	Mean Depth (ft.)/ Maximum Depth (ft.)	Watershed	Water Quality (WQ) Monitoring
Long Lake	608	12/25	St Croix	Collected since 1992; 1 year of basic chemical information and Secchi Disk Transparencies. Water Quality (WQ) considered average and potential for nuisance algal blooms is low.
Lewey Lake	469	n/a	St Croix	Collected since 1984. 3 years of basic chemical information and Secchi Disk Transparencies. Water Quality (WQ) considered slightly below average and potential for nuisance algal blooms is low.
Pocomoonshine Lake	2538	14/40	East Machias River	Collected since 1977 (8 years of data); basic chemical information and Secchi Disk Transparencies (SDT). Water Quality (WQ) considered average and potential for nuisance algal blooms is low.
Grand Falls Flowage	6099	-/44	St Croix	Collected since 1983 (3 years of data); basic chemical information and Secchi Disk Transparencies (SDT). Water Quality (WQ) considered below average and potential for nuisance algal blooms is moderate-high.

Source: Lakes of Maine, 2012 www.lakesofmaine.org.

Lake water quality is considered average Pocomoonshine and Long Lakes, slightly below average on Lewey Lake, and below average on Grand Falls Flowage. Potential for algal blooms is low on lakes except the Grand Falls Flowage where it is considered moderate-high.

Evaluating New Development Proposals in Lake Watersheds

The DEP has developed a method, described in detail in the manual “Phosphorus Control in Lake Watersheds: A Technical Guide for Evaluating New Development”², to evaluate whether

² Phosphorus Control in Lake Watersheds: A Technical Guide for Evaluating New Development - Part A of Chapter 3 in the technical guide describes how the DEP determines phosphorus allocations using the other information included in the spreadsheet. Part B of Chapter 3 describes how to estimate the increase in phosphorus loading to the lake that will result from new subdivision and commercial/industrial type developments. This is the same method

or not a proposed development will add a disproportionate amount of new phosphorus to a lake. It provides a standard that limits the amount of phosphorus that a proposed new development can add to the lake and a means by which the development can be designed and evaluated to insure that it meets the standard for that lake. It principally addresses the long-term increase in stormwater phosphorus that occurs when land is converted from forest or field to residential, commercial or industrial development.

Though the standards in this manual will greatly reduce potential long-term impacts on lake water quality, the standards do not totally prevent contributions of phosphorus from new development. Also, since these standards will likely not be applied to all new phosphorus sources in the lake's watershed, their implementation may not, by itself, be sufficient to prevent a noticeable decline in lake water quality. In order to insure that lake water quality is maintained, new development standards should be applied in conjunction with efforts to reduce or eliminate some of the most significant existing sources of phosphorus in the watershed.

Phosphorus Allocations

Table D-4 provides information for all of the lakes that have at least a part of their direct watershed located in Princeton. The last column of the table indicates an estimated per acre phosphorus allocation, in pounds of phosphorus per acre per year (lb/acre/yr), for each lake watershed in Princeton. This allocation serves as a standard for evaluating new development proposals. It is applied to the area of the parcel of land being developed to determine how much the development should be allowed to increase phosphorus loading to the lake. For instance, a development proposed on a 100 acre parcel in a lake watershed with a per acre allocation of 0.05 lb/acre/yr would be allowed to increase the annual phosphorus loading to the lake by 5 lb (0.05 X 100). If the projected increase in phosphorus loading to the lake from the development does not exceed this value, then it can safely be concluded that the development will not add an excessive amount of phosphorus to the lake.

Threats to water quality

Threats to water quality come from point and non-point discharges. Point source pollution is discharged directly from a specific site such as a municipal sewage treatment plant or an industrial outfall pipe. There are currently no wastewater outfalls in Princeton permitted by the Maine DEP. There are no licensed overboard discharges (OBD) in Princeton.

Non-point source pollution poses the greatest threat to water quality in Princeton. The most significant contributing source comes from erosion and sedimentation as well as excessive runoff of nutrients and particularly phosphorus. In excessive quantities phosphorus acts as a fertilizer and causes algae to flourish or "bloom". Additional contributing factors include animal wastes, fertilizers, sand and salt storage, faulty septic systems, roadside erosion, dirt roads, leaking underground storage tanks, and hazardous substances. It is not known to what extent

that is used to evaluate development applications in lake watersheds that are submitted to DEP under the Site Location Law and the Stormwater Management Law. Many towns also use it to evaluate applications for new development under their Subdivision and Site Review ordinances. Typically, this analysis is performed by the developer's consultant, either an engineer, surveyor or soil scientist, though in some cases it is performed by the developer. DEP can provide assistance to local planning boards in reviewing these submittals as well as to the developer or his/her consultant in performing the analysis.

each of the various sources of non-source point pollution currently affects water quality in Princeton.

Table D-4 PER ACRE PHOSPHOROUS ALLOCATIONS FOR PRINCETON LAKES

LAKE	Direct drainage area in acres	Area not available for development in acres	Area available for development in acres	Growth Factor	Area likely to be developed in acres	LBS. phosphorus allocated to Town's share of watershed per ppb in lake	Water quality category	Level of Protection (h=high (cold water fishery); m=medium)	Acceptable increase in lake's phosphorus concentration in ppb	lbs. per acre Phosphorus allocation
Big Lake	563	210	353	0.2	71	8.48	mod-sensitive	h	0.75	0.090
Crawford Lake	3471	2600	871	0.2	174	37.88	mod-sensitive	m	1.00	0.100*
Grand Falls (includes Long & Lewey Lakes)	2915	500	2415	0.25	604	73.62	mod-sensitive	m	1.00	0.100*
Mud Lake (Upper)	434	434	0	0.2	0	5.07	mod-sensitive	m	1.00	n/a
Pocomo on-shine Lake	12762	7000	5762	0.2	1152	147.95	good	m	1.50	0.100*

* Calculation exceeded maximum allowable phosphorus allocation, so the phosphorus allocation is 0.100

Source: *Maine DEP, 2013*

A long narrow aquifer with potential yields of 10+ gallons per minute traverses across the southeastern corner of Princeton. This aquifer surrounds Wapsaconhagan Stream and much of it has been mined for sand and gravel. Except for blueberry fields scattered along the major roads through town, the majority of these watersheds are forested.

In order to maintain the level of water quality presently observed in Princeton, the Town has adopted stormwater run-off performance standards consistent with the Maine Stormwater Management Law and Stormwater Rules and other applicable state regulations. Stormwater management and sedimentation standards are included as part of the Town's Subdivision Ordinance.

Shorelands and Floodplains

Shorelands are environmentally important areas because of their relationship to water quality, their value as wildlife habitat and travel, and their function as floodplains. Development and the removal of vegetation in shoreland areas can increase runoff and sedimentation leading to an increase in the amount of nutrients and other pollutants that reach surface water. This can lead to algal blooms and degraded water quality. Steep slopes with highly erodible soils are particularly susceptible to erosion. The Shoreland Zoning Ordinance is designed to provide protection to shorelands.

Floodplains serve to accommodate high levels and large volumes of water and to dissipate the force of flow. A floodplain absorbs and stores a large amount of water, later becoming a source of aquifer recharge. Floodplains also serve as wildlife habitats, open space, and outdoor recreation without interfering with their emergency overflow capacity. Flooding can cause serious destruction of property. Activities that increase paved or impervious surfaces and/or that change the watercourse on floodplains increase the quantity and rate of runoff that can intensify flooding impacts downstream.

The Federal Emergency Management Agency (FEMA) for administration of the Federal Flood Insurance Program has identified the 100-year floodplains within Princeton. A 100-year flood is a flood that has 1 chance in 100 of being equaled or exceeded in any 1-year period. Local flood plain areas fall into two major categories: areas prone to flooding and velocity zones or areas susceptible to damage from wind-driven water. One hundred year floodplains, shown on Map 4: Topography, Steep Slopes and Flood Zones, are associated with the extensive wetlands around Pocomoonshine Lake, in the southeastern corner of town and Wapsaconhagan Stream. Flooding has not been a significant problem in Princeton. Princeton adopted a Floodplain Management Ordinance in 2001 that includes construction standards to minimize flood damage within the 100-year floodplain.

Wetlands

The term "wetlands" is defined under both state and federal laws as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support prevalence of vegetation typically adapted for life in saturated soils." Wetlands include freshwater swamps, bogs, marshes, heaths, swales, and meadows.

Wetlands are important to the public health, safety and welfare because they act as a filter, absorb excess water, serve as aquifer discharge areas, and provide critical habitats for a wide range of fish and wildlife. They are fragile natural resources. Even building on the edge of a wetland can have significant environmental consequences. Some wetlands also have important recreational value providing opportunities for fishing, hunting, and wildlife observation.

The Maine DEP has identified wetlands located within Princeton, as illustrated on *Map 5: Water Resources*. These wetlands were identified as wetlands by aerial photo interpretation. Interpretations were confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The Maine DEP has jurisdiction over freshwater and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act and the Mandatory Shoreland Zoning Law provides protection to mapped non-forested wetlands. It is also important to verify wetland extent for specific development proposals as aerial photography interpretation and field spot samples are educated guesses and random samples. Review by wetland professionals should be encouraged when the need arises.

Vernal Pools

Vernal pools are a sub-category of wetlands that are recognized in State Law for their habitat value. A vernal pool is a natural, temporary to semi-permanent water body that occurs in a shallow depression. Typically, vernal pools fill with water during the spring or fall and become dry during summer months.

Not all vernal pools are considered ‘significant.’ Vernal pools are only classified as significant if they support a breeding population of at least one of four indicator species: wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*Ambystoma laterale*), and fairy shrimp (*Eubranchipus sp.*); or if the pool is used by threatened or endangered species. Classification of a vernal pool as ‘significant’ is made in the field based on the documented presence of one or more indicator species. Significant vernal pools are protected as Significant Wildlife Habitat under the Natural Resources Protection Act.

The presence of breeding amphibians in vernal pools contributes significantly to healthy forests ecosystems both as a protein-rich food source for many species; and because of the effect that amphibians associated with vernal pools have on controlling insect species known to attack the roots of maturing timber.

DEP encourages landowners who are unsure as to the status or presence of a vernal pool on their property to seek the advice of a trained wetland or wildlife ecologist early in the permitting process. The classification of vernal pools can change based on the continued absence of indicator species the presence of indicator species in pools where they were previously absent). There are no identified Significant Vernal Pools in Princeton.

Groundwater - Sand and Gravel Aquifers

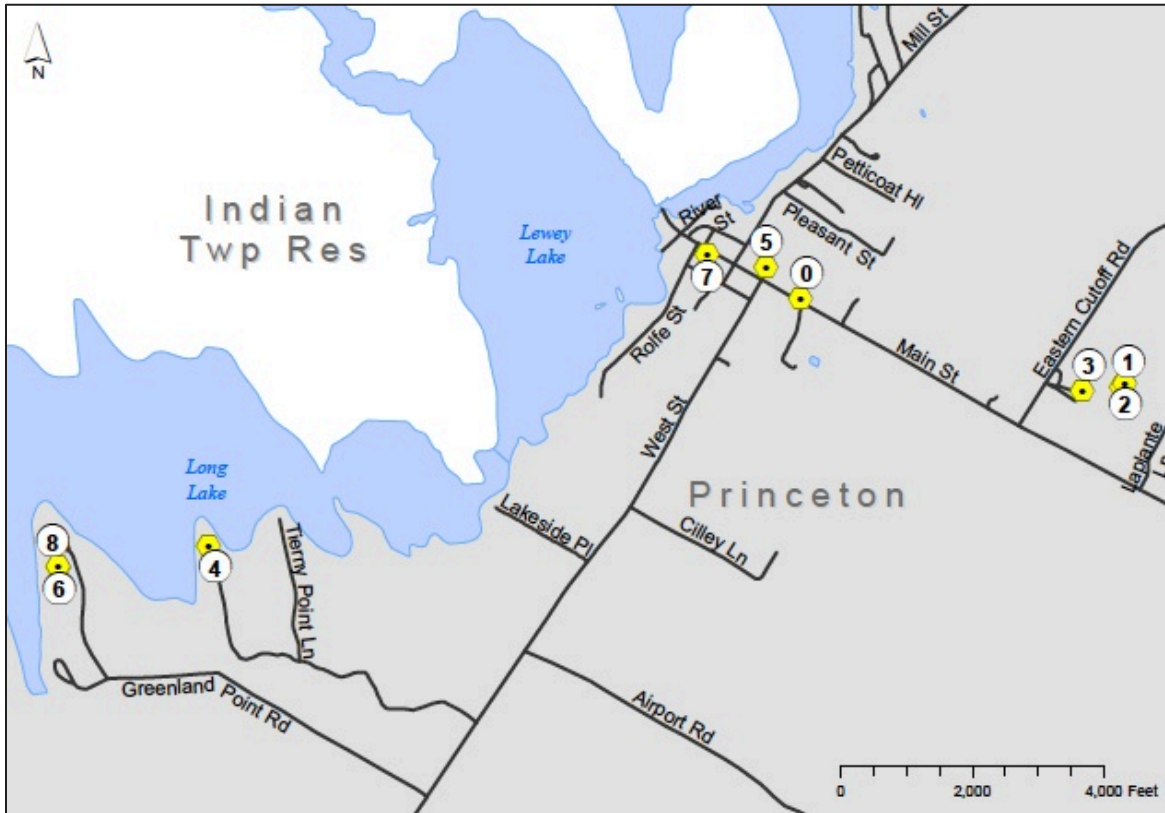
Aquifers may be of two types: bedrock aquifers or sand and gravel aquifers. A bedrock aquifer is adequate for small yields. A sand and gravel aquifer is a deposit of coarse-grained surface materials that, in all probability, can supply large volumes of groundwater. Boundaries are based on the best-known information and encompass areas that tend to be the principal groundwater recharge sites. Recharge to these specific aquifers, however, is likely to occur over a more extensive area than the aquifer itself.

The Maine Geological Survey has identified one sand and gravel aquifers within Princeton, as shown on Map 5 - Water Resources. The aquifer yields 10+ gallons per minute (GPM) and surrounds the Wapsaconhagan Stream. According to the Maine Department of Human Services, Bureau of Health, Division of Health Engineering, Drinking Water Program there are 9 Public Water Supply Sources in Princeton; 5 of which are active.

Table D-5 PUBLIC WATER SUPPLIES IN PRINCETON

Map #	ID	Name	Type of Well	Public Water Supply Type	Status
0	9424101	CIRCLE K #7016	DR WELL	Non- Community	Inactive
1	93810101	MSU 107 PRINCETON ELEM SCHOOL	WELL HD 1	Non-Transient; Non-Community	Active
2	93810102	MSU 107 PRINCETON ELEM SCHOOL	WELL HD 2	Non-Transient; Non-Community	Active
3	95575101	BOUDREAU TRAILER PARK	DR WELL 125'	Community	Active
4	8328101	LONG LAKE CAMPS INC	WELL HD 1	Non- Community	Active
5	92321101	PEABODY ESTATES	DR WELL- 600'	Community	Inactive
6	94736102	GREENLAND POINT CENTER	NEW WELL	Non- Community	Active
7	11281101	PAULAS PLACE	DR WELL 165'	Non- Community	Inactive
8	94736101	GREENLAND POINT CENTER	75' BEDROCK WELL	Non- Community	Inactive

Source: *Maine Drinking Water Program 2012*



Map 5 and the inset above can be used to identify surface sites that are unfavorable for storage or disposal of wastes or toxic hazardous materials. It is important to protect groundwater from pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Protecting a groundwater resource and preventing contamination are the most effective and least expensive techniques for preserving a clean water supply for current and future uses. Possible causes of aquifer and surface water contamination include agriculture, run-off of animal waste, faulty septic systems, road-salt storage and application, leaking above ground or underground storage tanks, agricultural run-off, auto salvage yards, and landfills. In addition to these major sources, things as diverse as golf courses, cemeteries, dry cleaners, burned buildings, and automobile service stations are potential threats to groundwater.

Grant funding to protect against contamination of public drinking waters systems is periodically available through the Maine Department of Environmental Protection's Drinking Water Program. To protect against future contamination the Town should work with the water district to obtain funding to correct the risk of chemical contamination: bromodichloromethane, arsenic, antimony, lead detected; nearest identified source within 150 feet is a baseball field. In addition the Town should work with the Princeton Elementary School to obtain legal control of land within 300 feet of their wells, the cause of a high risk of future acute and chronic contamination. Finally, the Town should support both the St Croix Regional Medial Center and the Boudreau Trailer Park to find funding to obtain legal control of land within 300 feet of their wells. The means of securing this control can come through easements and/or land acquisition.

Table D-6 RISK ASSESSMENT MATRIX FOR PUBLIC WATER SUPPLIES

<i>Risk of contamination due to:</i>	Water System Name Well ID#	Water System Name Well ID#	Water System Name Well ID#	Water System Name Well ID#	Water System Name Well ID#	Water System Name Well ID#
	Long Lk Camps 8328101	Princeton Water District 92388101	Princeton Elem School 93810101	Princeton Elem School 93810102	St Croix Reg Family Med Center 94993101	Boudreau Trailer Park 95575101
Well type and site geology	Moderate	Low	Moderate	Moderate	Moderate	Moderate
Existing risk of acute contamination	Low	Low	Low	Low	High	High
Future risk of acute contamination	Low	Low	High	High	High	High
Existing risk of chronic contamination	-	High	Low	Low	-	Moderate
Future risk of chronic contamination	-	Low	High	High	-	High

Source: Maine Drinking Water Program, 2012

LAND SUITABILITY FOR DEVELOPMENT

Soils

The United States Department of Agriculture (USDA) Soil Conservation Service (SCS) released digital soil classification maps for the first time in Washington County in 2007. Soils in Princeton are of several types: glacial till thinly deposited in the uplands; thick glacial till on northwest slopes and in bedrock depressions; marine silts and clays in the valleys and more sheltered locations, and glacial outwash or ice contact sands and gravels.

Soils in Princeton are depicted on Map 7 – Soils Classification and include soil suitability indices that predict suitability for development based on soil characteristics that influence the cost of construction. Prime agricultural soils are also noted on Map 7.

Soil Potential for Low Density Development (LDD)

Very few areas of Princeton, or indeed of Maine in general, have large tracts of land that are ideal for residential development. The Natural Resources Conservation Service of the USDA has produced a handbook of Soil Survey Data for Growth Management in Washington County. The soil suitability indices on Map 7 – Soils Classification are interpreted from this publication

The rating of soil potential for low-density urban development – provided in the legend on Map 7 - is used to guide the concentration of development in the growth areas in Princeton. Under this

system soil potentials are referenced to an individual soil within the county that has the fewest limitations to development (depth to water table, bedrock etc.). This reference soil is given a value of 100 points. Costs that are incurred to overcome limitations to development are developed for all other soils. These costs, as well as costs associated with environmental constraints and long term maintenance, are converted to index points that are subtracted from the reference soil. The result is a comparative evaluation of development costs for the soils in the county. The overall range is large with values between 0 and 100. These numerical ratings are separated into Soil Potential Rating Classes of very low to very high. Thus in the table a soil with a Very High rating has very good potential for development.

These maps and the data available from the Soil Conservation Service are useful to the Town to predict the sequence of development; develop future land use plans and update zoning. They also indicate areas where streets or sewers may be prohibitively costly and identify where environmentally sensitive land should be protected. Individuals can learn problems or development costs associated with a piece of land and the advantage of one piece of land over another prior to purchase. The information will help answer whether the site can support a septic system, if the basement will always be wet, if there is a high potential for erosion, and the bearing capacity of the soil.

Soil survey maps do not eliminate the need for on-site sampling, testing, and the study of other relevant conditions (for example, pockets of different soils having completely different qualities may be present), but they are an important first step that should precede development decisions.

Highly Erodible Soils

The removal of surface vegetation from large areas of land can cause erosion, which is a major contributor of pollution to surface waters. Highly erodible soils have a potential to erode faster than normal. Soil composition affects its susceptibility to erosion but the combined effects of slope length and steepness are the greatest contributing factors when identifying highly erodible soils.

Most development and intensive land use can and should take place on areas with slopes of less than 15 percent (representing an average drop of 15 feet or less in 100 feet horizontal distance). On slopes greater than 15 percent, the costs of roads, foundations and septic, sewer and other utility systems rise rapidly. Map 3: Topography, Steep Slopes and Flood Zones identify the location of steep slopes in Princeton.

FARM AND FOREST LAND

The U.S. Department of Agriculture defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources, and farming it results in the least damage to the environment. Prime farmland is also often targeted as prime property for low-density residential development. The few soils in Princeton listed as Prime Farmland are concentrated along Route 1, the South Princeton Road and on West Street near the boundary with Big Lake Township. These Prime soils are associated with additional land classified as farmland of statewide significance.

The most significant agricultural activity in Princeton is production of hay and forage. While the soils in Princeton are not ideal for many agricultural uses, they are well suited for hay.

Woodland Productivity

Maine's forests and forest industry still play a vital role in the state's economy, especially in Northern and Eastern Maine. Forested areas provide an abundant and diverse wildlife population for the use and enjoyment of all Maine citizens. About seventy-five per cent of Princeton is forested (see *Map 4: Land Cover* for proportionate land cover areas) with a maritime spruce-fir forest that also includes patches dominated by fir, heart-leaved paper birch and, mountain ash and extensive areas of forested wetlands. There are several designated Tree Farms.

Soils rated with a woodland productivity of medium or above are qualified as prime forestland soils. This designation does not preclude the development of these lands but only identifies the most productive forestland. These soils are rated only for productivity and exclude management problems such as erosion hazard, equipment limitations or seedling mortality. Princeton's important forest and farmland are shown on *Map 4: Land Cover*.

Timber harvesting is an important economic activity in Princeton. It is conducted mostly through selection harvest but also by shelter-wood, and clear-cut harvest methods, see Table D-7.

Table D-7 - SUMMARY OF TIMBER HARVEST INFORMATION, PRINCETON

YEAR	Selection harvest, acres	Shelter-wood harvest, acres	Clear-cut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1991-1995	1155	0	2	1157	2	11
1996-2000	1302	0	0	1302	0	27
2001	100	70	0	170	4	9
2002	139	34	0	173	0	8
2003	42	323	0	365	0	6
2004	107	156	0	263	3	9
2005	333	526	15	874	3	6
2006	103	559	0	662	113	8
2007	303	355	0	658	0	11
2008	754	341	0	1095	6	14
2009	106	6	0	112	0	9
2010	299	0	19	318	0	5

Source: compiled from confidential Year End Landowner Reports to Maine Forest Service, Department of Conservation – Maine Forest Service. 2012 (Note: to protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the town)

Changes in Forestland Ownership and Use

As in other parts of Washington County large industrial forestland holdings have changed hands in the past few years. Close to 10,000 acres of industrial forestland in Princeton formerly owned by Georgia Pacific was transferred to Typhoon LLC and is now restricted by a conservation easement held by the Downeast Lakes Land Trust. The easement includes language that supports public access on the property as well as "best management practices" for forest management. The lands included within the conservation easement are depicted on *Maps 2: Public Facilities and Recreation* and *6: Critical Habitat*.

CRITICAL NATURAL RESOURCES

Princeton is home to a diverse array of terrestrial and avian wildlife. Inland, forested areas provide habitat for an array of common terrestrial mammals including deer, bobcats, beaver and otters. Conservation of wildlife habitat is important for traditional activities such as hunting and fishing. To feed and reproduce, wildlife relies on a variety of food, cover, water, and space. Development often has negative impact on these, resulting in the loss of habitats and diversity, habitat fragmentation and loss of open space, and the loss of travel corridor. Protections for various types of habitat include state and federal jurisdiction over certain activities occurring near critical habitat, as well as local regulations and public and private conservation efforts.

The Maine Natural Areas Program is administered by the State Department of Conservation whose job it is to document Rare and Unique Botanical Features. These include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities as shown in the table below for Princeton.

Wildlife Habitats

The richest wildlife diversity in Princeton is avian. There is Bald eagle (*Haliaeetus leucocephalus*) habitat in the Maine River Wetland Complex in the southwest corner of the town. The endangered Black Tern (*Chlidonias niger*) is also found in this area. There are also extensive areas of waterfowl and wading bird habitat. See Map 6 - Critical Habitat.

Princeton contains two Focus Areas of Statewide significance. The first is known as the Maine River Wetland Complex, an enormous wetland complex encompassing numerous natural community types that extends in a broad mosaic from Pocomoonshine Lake south along the Maine River through Upper and Lower Mud Lakes in Princeton to Crawford Lake in nearby Crawford. Together with additional acres extending south toward Crawford Lake and west along Allen Stream in Big Lake Township, these wetlands form a 4,200-acre peat land network – one of the largest wetland complexes in the Eastern Interior Eco-Region of Maine. Dominant plants are characteristic of riverine, lacustrine and emergent systems in the region. Upland forests within this focus area are mid-successional coniferous and mixed hardwood stands. The extensive wetlands and floating peat mats provide excellent waterfowl and wading bird habitat as well as ideal nesting habitat for the rare black tern documented from Mud Lake in 1996. Much of this area is part of a large conservation easement acquisition by the Downeast Lakes Forestry Partnership.

The second focus area is the Sawtelle Heath, a 930-acre level bog ecosystem, located between the St. Croix River and Route 1 in Baileyville and Princeton. The west side of the peat land drains northward through Pudding Brook and the east side drains southeastward toward Sprague Meadow Brook. The Sawtelle Heath is noteworthy for its size, morphology (it has three noticeably raised and concentrically domed areas), diversity of vegetation types, and abundance of rare plants. Many of the rare plants associated with the heath are characteristic of northern Maine and are near the southern end of their range in Washington County. Others, such as sparse flowered sedge (*Carex tenuiflora*) and showy lady's slipper (*Cypripedium reginae*) are typically associated with cedar swamps and lowlands that are slightly more alkaline. Ecological services of the Sawtelle Heath Focus area include provision of high quality habitat for deer and other wildlife, purification and regulation of water flow, and support for biodiversity through provision

of habitat for rare species. Economic contributions include providing a recreational resource for residents, wildlife habitat for game species and high value forest products. Threats to its ecological integrity include invasive species (eg. purple loosestrife), peat mining, and hydrologic alteration including draining and cranberry conversion.

Significant, Essential and other Animal Habitats - Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened Species in Maine and which may require special management considerations". According to MDIFW, Princeton has one area of essential wildlife habitat three that supports the endangered black tern (*Chlidonias niger*) including nesting territory that is occupied during at least one of the three most recent years and intact for two consecutive years. (See *Map 6: Critical Habitat*.)

Significant Wildlife Habitat, as defined by Maine's Natural Resources Protection Act (NRPA), is intended to prevent further degradation of certain natural resources of state significance. NRPA-defined Significant Wildlife Habitats in Princeton are illustrated on *Map 6: Critical Habitat* and include waterfowl/wading bird habitat, and deer winter areas.

In addition to Essential and Significant Habitat, MDIFW tracks the status, life history, conservation needs, and occurrences for species that are endangered, threatened or otherwise rare. There are two **Rare and Exemplary Natural Communities** in Princeton (depicted on *Map 6 Critical Habitat*) including:

Raised Level Bog Ecosystem (State Rank: S5³)

Flat peat lands in basins with mostly closed drainage, receiving water from precipitation and runoff from the immediate surroundings. Most parts of level bogs are somewhat raised (though not domed), in which case vegetation is almost entirely ombrotrophic (dwarf shrub heath or forested bog). Other parts of the bog are not raised; in this case, vegetation is transitional (in nutrient status) between that of ombrotrophic bogs and minerotrophic fens. In all cases, Sphagnum dominates the ground surface and is the main peat constituent. The surface of the bog is flat and featureless. These bogs are often at least partly treed with black spruce and larch.

Unpatterned Fen Ecosystem (State Rank: S5)

Fens are peat lands in which groundwater or water from adjacent uplands move through the area. As a result, plants are exposed to more nutrients, and the vegetation is typically

³ State Ranks determined by the Maine Natural Areas Program; Global Ranks determined by The Nature Conservancy:
S2 - Imperiled in Maine due to rarity (6 - 20 occurrences or few remaining individuals or acres) or other factors making it vulnerable to further decline.

S3 - Rare in Maine (on the order of 20-100 occurrences).

S4 - Apparently secure in Maine.

S5 - Demonstrably secure in Maine

G1 - Critically imperiled globally because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.

G2 - Globally imperiled due to rarity (6 - 20 occurrences or few remaining individuals or acres) or other factors making it vulnerable to further decline.

G3 - Globally rare (on the order of 20 - 100 occurrences).

G4 - Apparently secure globally.

G5 - Demonstrably secure globally.

E - ENDANGERED: Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.

different and more diverse than that of bogs. Peat is moderately to well decomposed and of variable thickness. The vegetation consists predominantly of sedges, grasses, reeds, and Sphagnum mosses. Bog communities, dominated by heath shrubs, may be present; but though fen and bog vegetation may co-occur, in a fen ecosystem the former is more extensive.

Associated with these rare and exemplary natural communities is one **Rare and Exemplary Plant**:

Showy Ladyslipper (Cypripedium reginae) (State Rank S3)

Rare in Maine, the Showy Ladyslipper requires constant moisture and some sunlight. It is found in clearings or woods edges in often-large colonies. It takes about 15 years to reach flowering age, which explains why they are slow to reappear after colonies have been dug up. (As described in Beginning with Habitat, 2012)

Other Wildlife Habitat

According to MDIFW, Princeton has a three bald eagle nest sites (See *Map 6: Critical Habitat*). Land within 1/4 mile of the bald eagle nest site is important habitat for bald eagles. Although these areas are no longer protected as Essential Habitat, bald eagles nest sites remain protected by the Federal Bald and Golden Eagle Act and some activities around nest sites may be regulated by USFWS. Much of the land surrounding the Bald Eagle nest sites in Princeton is contained within the conservation easement area under stewardship of the Downeast Lakes Land Trust. Bald eagles remain listed as a species of Special Concern in Maine.

In addition to the habitats that have been mapped by IF&W and mentioned above, other notable wildlife habitats in Princeton include large, undeveloped habitat blocks and riparian habitats, and vernal ponds. Larger undeveloped blocks of forest and wetlands provide habitat for wide-ranging mammals such as bobcat and black bear, as well as for rarely seen forest birds and a myriad of other wildlife species. Riparian areas offer habitat for many plants and animals and can also serve as wildlife travel corridors, as well as playing an important role in protection of water quality, as noted in the plan.

Multiple layers of regulatory and non-regulatory protection are in place for most of the significant habitat in Princeton. In addition to state and federal permitting, activities occurring near identified inland wading bird and waterfowl habitat are governed under the jurisdiction of Princeton Shoreland Zoning Ordinance. The Town should consult periodically with biologists from the Maine Inland Fisheries and Wildlife to review the status of the local populations of bald eagles and black terns.

STATE PARKS AND PUBLIC RESERVED LANDS

There are no state parks or public reserve lands in Princeton.

NATURAL RESOURCE PROTECTION

There are a variety of laws and legal incentives that protect the natural resources in Princeton. Those of greatest significance are summarized below.

Pertinent Federal and State Laws:

- Maine Natural Resources Protection Act (NRPA) – which regulates activities in, on, over or adjacent to natural resources such as lakes, wetlands, streams, rivers, fragile mountain areas, and sand dune systems. Standards focus on the possible impacts to the resources and to existing uses.
- Maine Storm Water Management – regulates activities creating impervious or disturbed areas (of size and location) because of their potential impacts to water quality. In effect, this law extends storm water standards to smaller-than Site Law-sized projects. It requires quantity standards for storm water to be met in some areas, and both quantity and quality standards to be met in others.
- Maine Site Location of Development Law – regulates developments that may have a substantial impact on the environment (i.e., large subdivisions and/or structures, 20 acre-plus developments, and metallic mineral mining operations. Standards address a range of environmental impacts.
- Maine Minimum Lot Size Law – regulates subsurface waste disposal through requirements for minimum lot size and minimum frontage on a water body. The minimum lot size requirement for a single-family residence is 20,000 square feet; the shoreland frontage requirement is 100 feet. The requirements for multi-family and other uses are based on the amount of sewage generated.
- Maine Endangered Species Act – regulates the designation and protection of endangered species including disallowing municipal action from superceding protection under the Act.
- The Forest Practices Act - regulates the practice of clear cutting by setting regeneration and clear cut size requirements.

Pertinent Local Laws - At the local level, Princeton has adopted minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act. Surface waters in Princeton are also protected through the Plumbing Code and an interim local Subdivision Ordinance. Princeton last revised its shoreland zoning ordinance in 2001. This Comprehensive Plan recommends the adoption of a Zoning Ordinance to provide further protection to the water resources.

Pertinent Tax Incentive Programs: A variety of programs provide financial incentives for landowners to keep land undeveloped and managed for long term productivity. They include the following:

- Farm and Open Space Tax Law - (Title 36, MRSA, Section 1101, et seq.) encourages landowners to conserve farmland and open space by taxing the land at a rate based on its current use, rather than potential fair market value.

Eligible parcels in the farmland program must be at least five contiguous acres, utilized for the production of farming, agriculture or horticulture activities and show gross earnings from agricultural production of at least \$2,000 (which may include the value of commodities produced for consumption by the farm household) during one of the last two years or three of the last five years. In 2012, Princeton had no parcels enrolled in farmland and open space tax status.

The Open Space portion of this program has no minimum lot size requirements and the tract must be preserved or restricted in use to provide a public benefit by conserving scenic resources,

enhancing public recreation opportunities, promoting game management or preserving wildlife habitat.

- Tree Growth Tax Law - (Title 36, MRSA, Section 571, et seq.) provides for the valuation of land classified as forestland on the basis of productivity, rather than fair market, value.

According to municipal records for fiscal year 2012, Princeton had 36 parcels totaling 16,267 acres in tree growth tax status.

These programs enable farmers and other landowners to use their property for its productive use at a property tax rate that reflects farming and open space rather than residential development land valuations. If the property is removed from the program, a penalty is assessed against the property based on the number of years the property was enrolled in the program and/or a percentage of fair market value upon the date of withdrawal.

PUBLIC OPINION SUMMARY

Respondents highly supported protection measures for scenic areas, water quality, and wildlife habitat. Lakes and deer wintering areas were indicated in written comments as valuable assets of Princeton.

EXISTING POLICIES REGARDING NATURAL RESOURCES

The following table lists policies and implementation strategies for water and critical natural resources as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management from Princeton's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Protect water resources.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Protect important and fragile natural areas and wildlife resources.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Action Steps/Implementation Strategy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Wetlands. Protect wetlands. Urgency Rating:	<i>This strategy is being implemented; it remains a worthwhile objective and should be continued.</i>
Wildlife. Support agencies with the responsibility to manage wildlife which is important both in its own right, as a resource upon which sporting camps depend, and which is enjoyed by many of the area's residents. Urgency Rating: Important	<i>This strategy is being implemented; it remains a worthwhile objective and should be continued.</i>
Natural Areas. Prohibit incompatible development in or adjacent to critical natural areas. Urgency Rating: Important	<i>This strategy is being implemented; it remains a worthwhile objective and should be continued.</i>

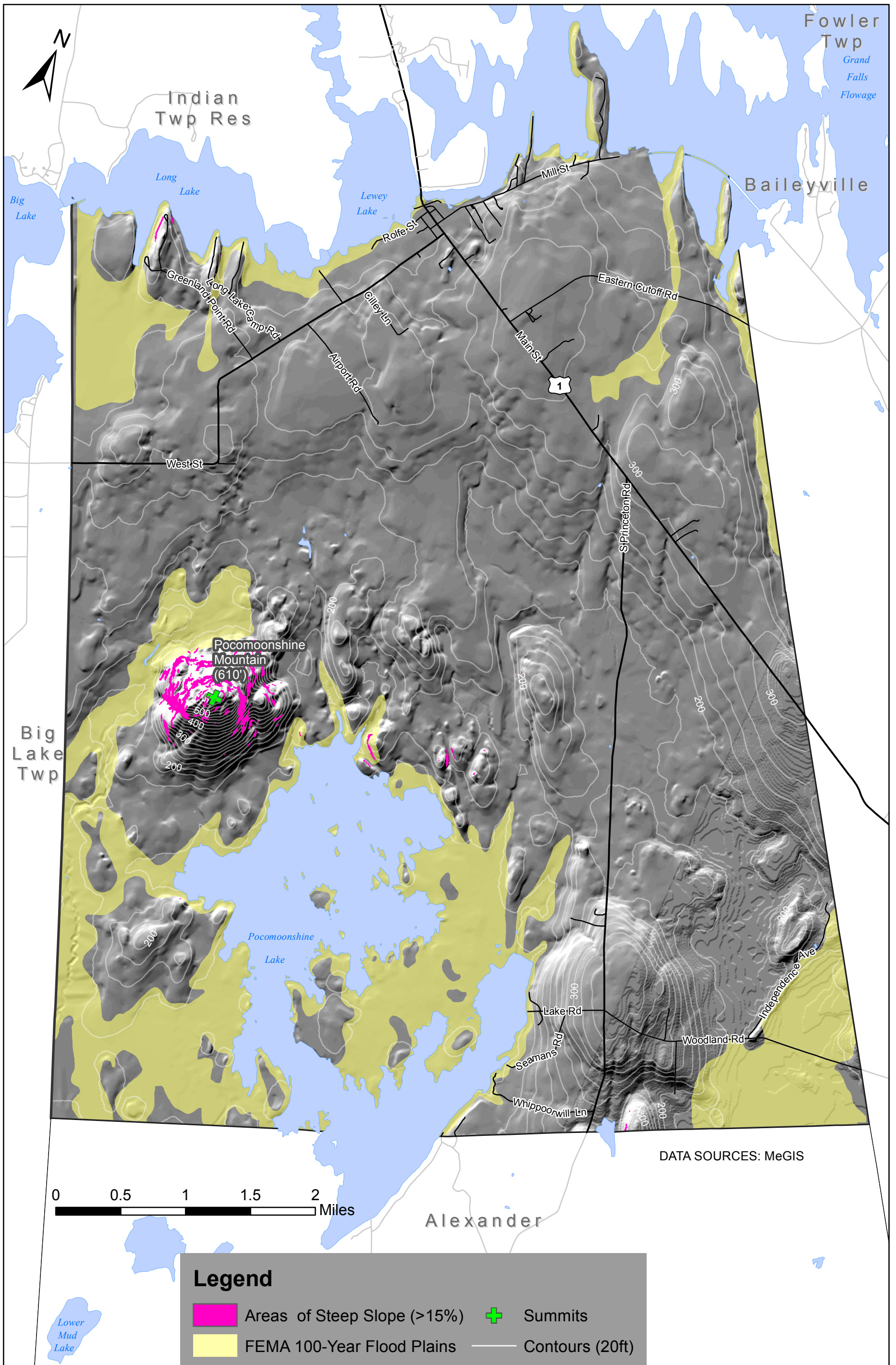
<p>Forest and Agricultural Resources. Encourage sound management practices, inform owners of programs, which tax them on the basis of their use and yield rather than on sale value. Urgency Rating: Important</p>	<p><i>This strategy is being implemented; it remains a worthwhile objective and should be continued.</i></p>
<p>Water Resources. Work to protect the quality of the water in the lakes. Urgency Rating: Not listed in 1995</p>	<p><i>This strategy is being implemented; it remains a worthwhile objective and should be continued.</i></p>

Policies and implementation strategies relative to water and critical natural resources in Princeton are presented in *Chapter M. Plan Implementation*. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

SUMMARY

Princeton currently offers protection to its natural resources with locally adopted shoreland zoning regulations. These ordinance provisions will be updated to be consistent with the requirements of State and Federal Regulations and reviewed for improvement to specifically protect the lakes in Princeton. The Town will continue to cooperate with the many local and regional organizations working to protect the natural resources within and surrounding Princeton including the Downeast Lakes Land Trust and neighboring communities. Regional efforts will focus on aquifer protection, watershed protection, and land conservation.

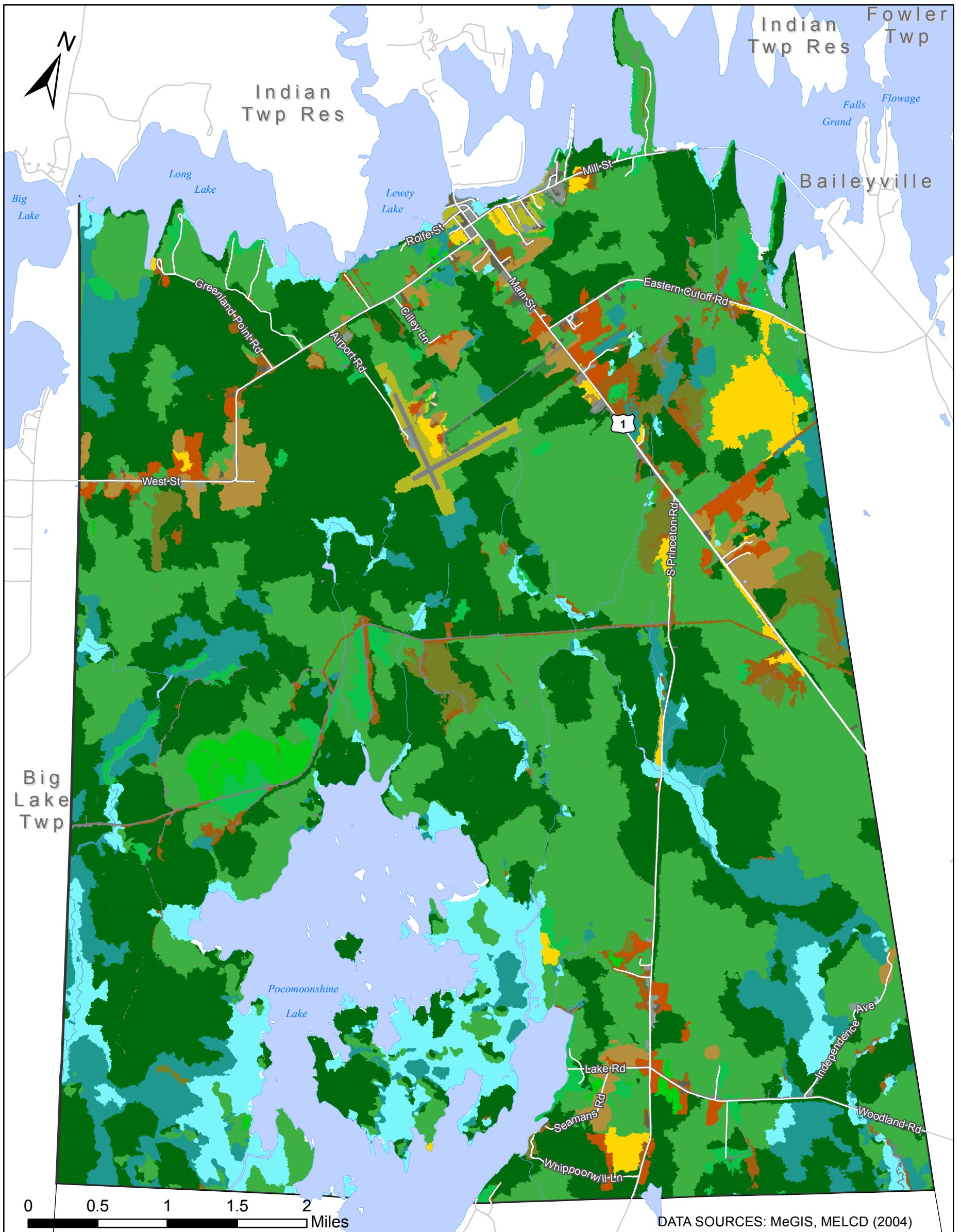
Map 3: Topography, Steep Slopes, & Flood Plains
 Princeton Comprehensive Plan Update (2014)



DATA SOURCES: MeGIS

Map 4: Land Cover

Princeton Comprehensive Plan Update (2014)

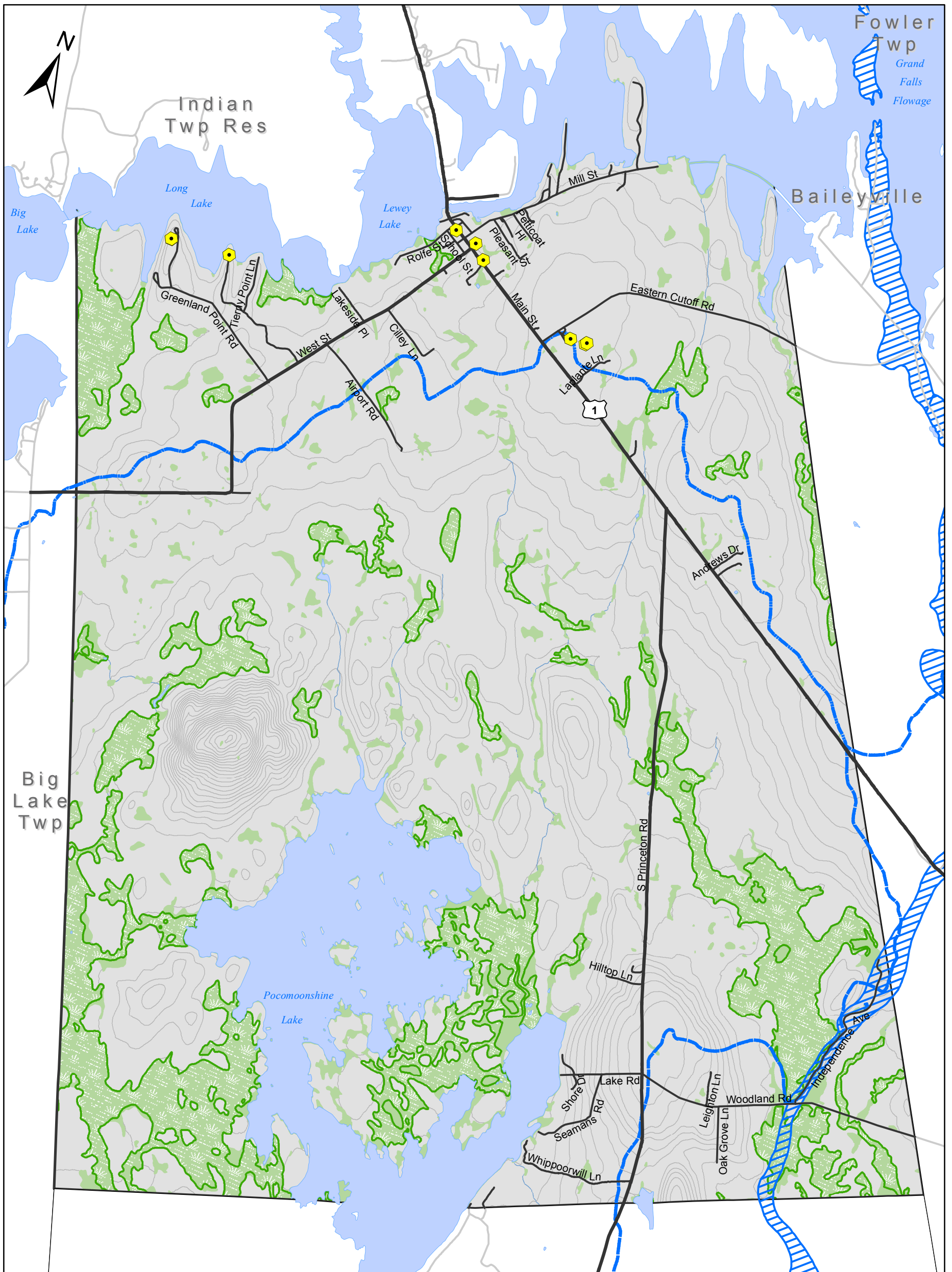


Land Cover Type

2 Developed, High Intensity	8 Grassland/Herbaceous	15 Wetlands	25 Heavy Partial Cut
3 Developed, Medium Intensity	9 Deciduous Forest	16 Road/Runway	26 Regenerating Forest
4 Developed, Low Intensity	10 Evergreen Forest	20 Bare Ground	
5 Developed, Open Space	11 Mixed Forest	22 Blueberry Field	
6 Cultivated Crops	12 Scrub/Shrub	23 Recent Clearcut	
7 Pasture/Hay	13 Wetland Forest	24 Light Partial Cut	

Map 5: Water Resources

Princeton Comprehensive Plan Update (2014)



Legend



- State Roads
- Local Roads
- Perennial Stream
- Public Wells
- ▭ Watersheds
- ▨ Significant Aquifers
- ▨ + 10 gpm Yield
- ▨ Freshwater Wetlands
- ▨ Significant Wetlands
- ▨ Other Wetlands

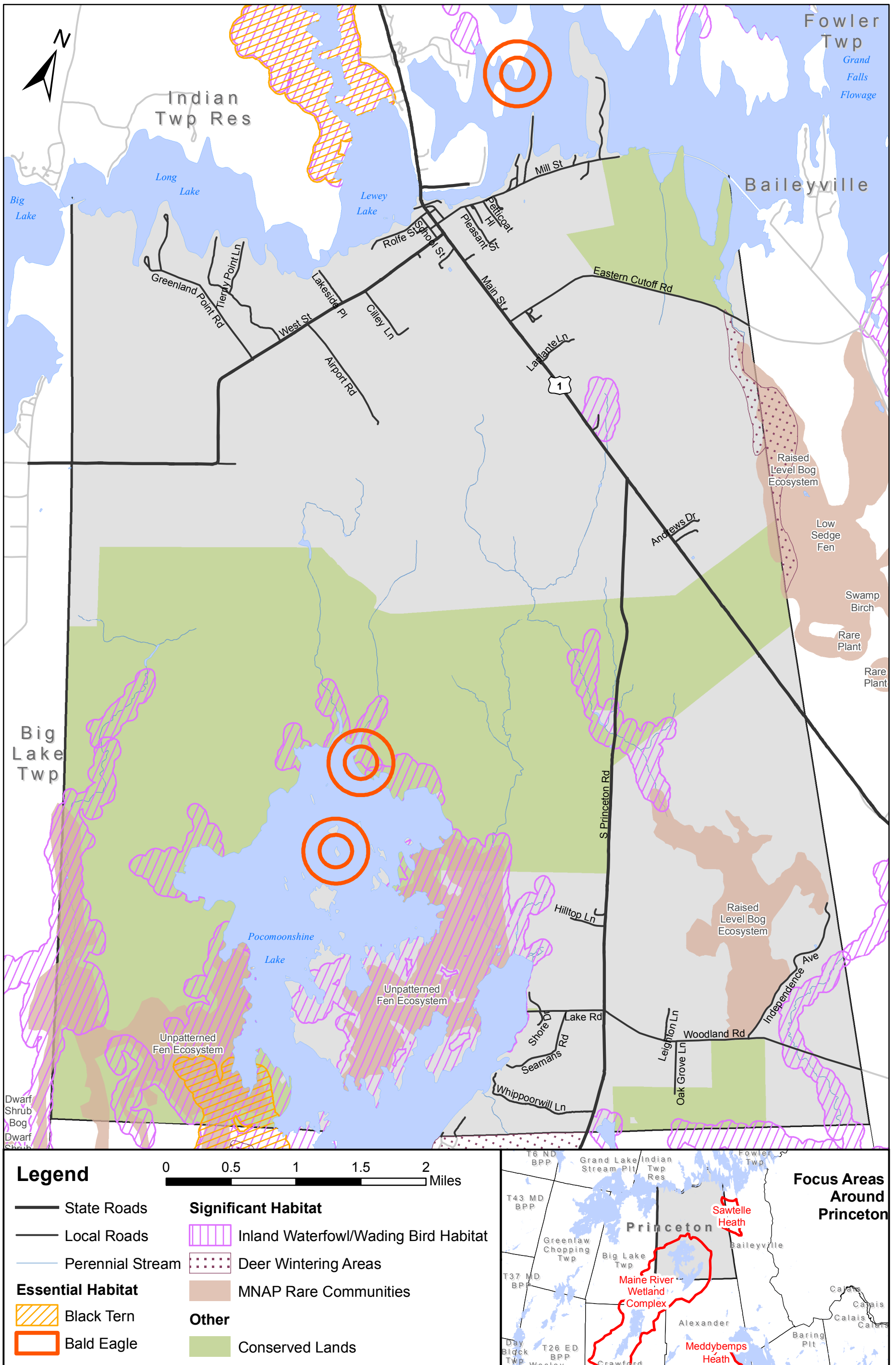
DATA SOURCES: MeGIS, USDA, FWS



Map produced by WCCOG, April 14, 2014
 Washington County Council of Governments
 PO Box 631 * Calais, ME 04619 * (207) 454-0465

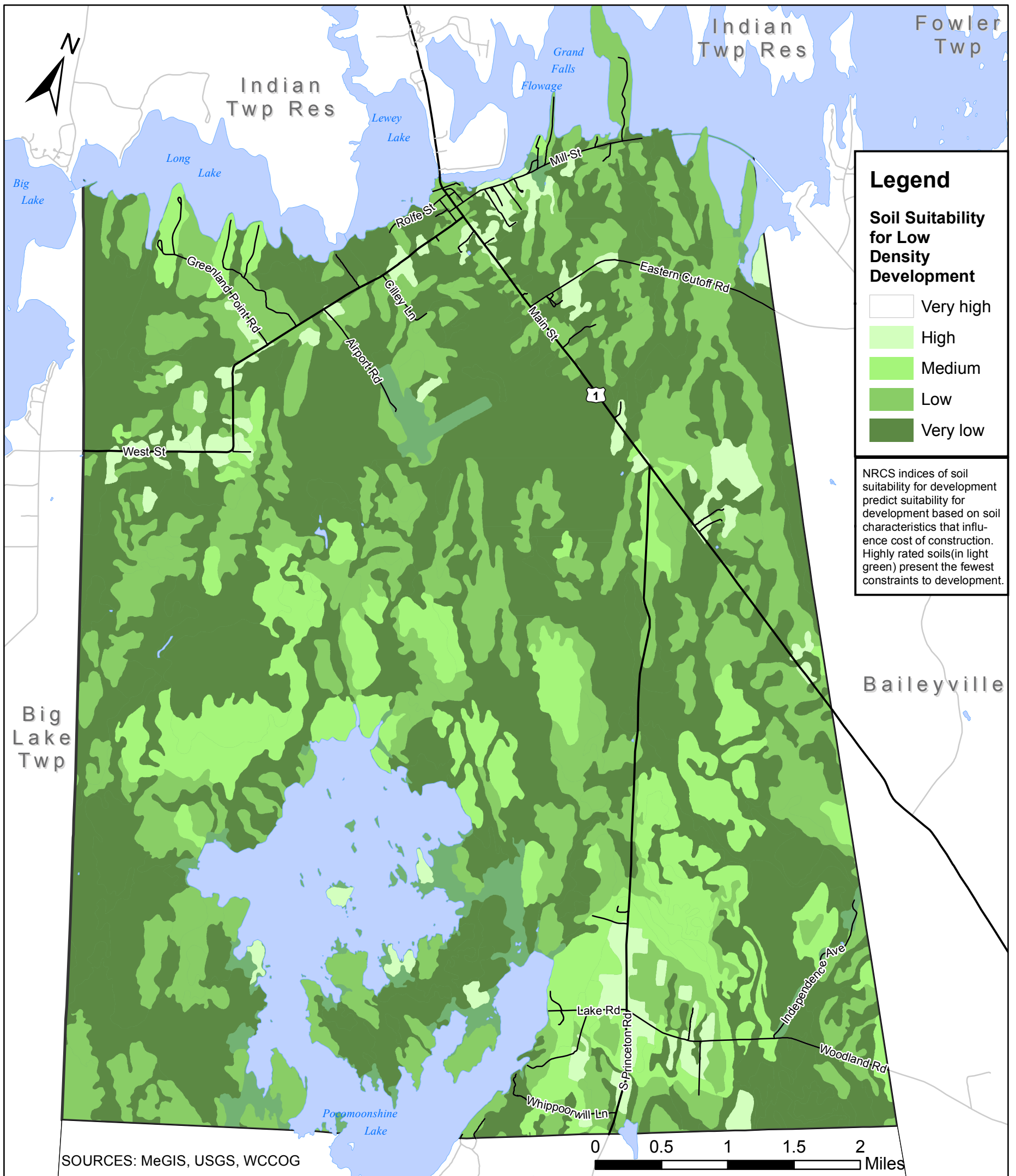
Map 6: Critical Habitat

Princeton Comprehensive Plan Update (2014)



Map 7: Soils Classification

Princeton Comprehensive Plan Update (2014)



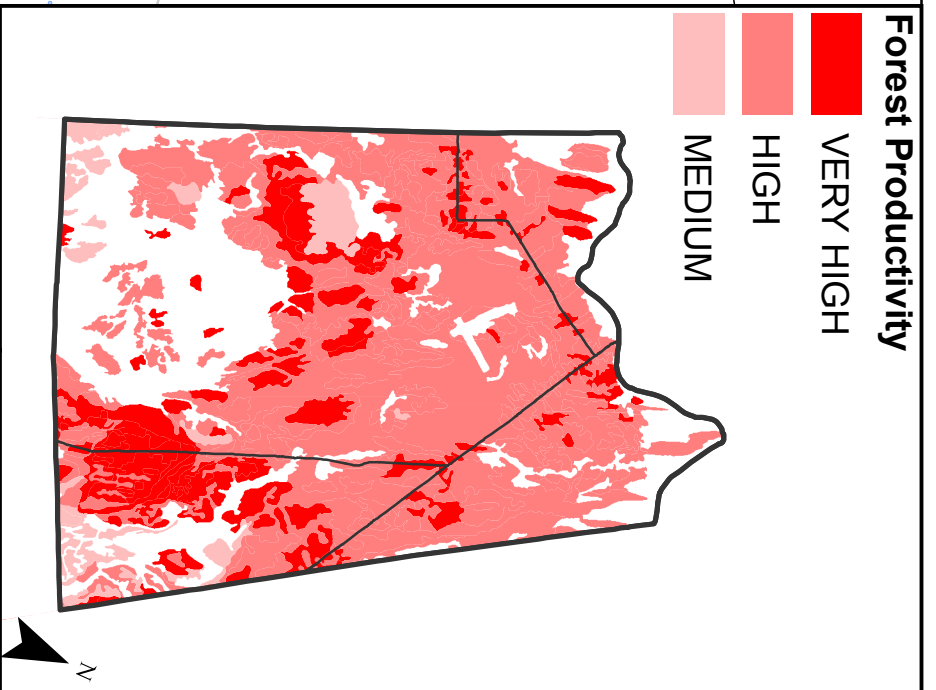
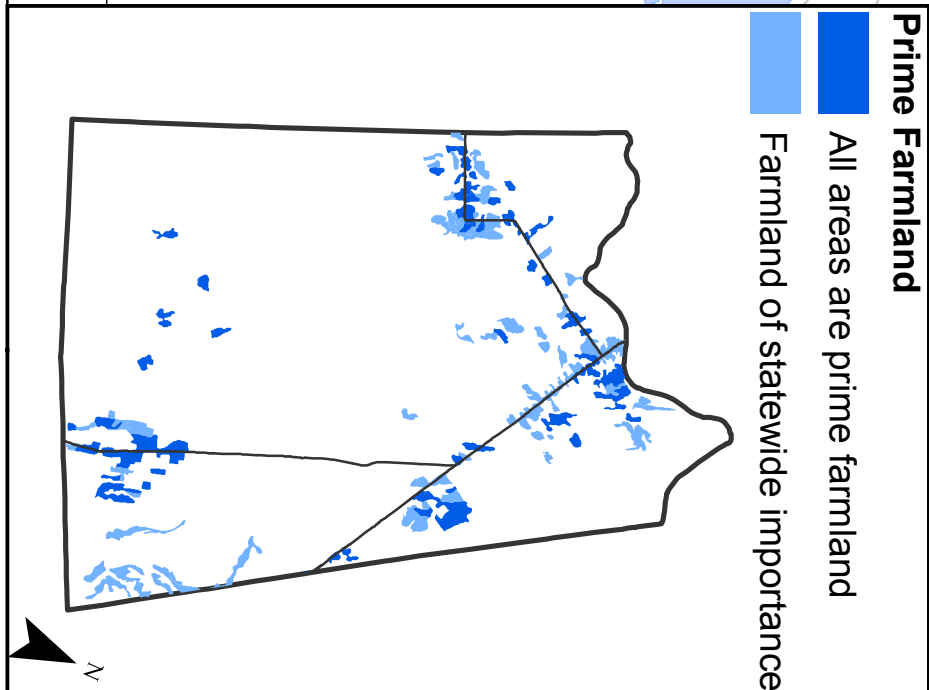
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Soil Suitability for Low Density Development

- Very high
- High
- Medium
- Low
- Very low

NRCS indices of soil suitability for development predict suitability for development based on soil characteristics that influence cost of construction. Highly rated soils (in light green) present the fewest constraints to development.

SOURCES: MeGIS, USGS, WCCOG



E. EMPLOYMENT AND ECONOMY

The purpose of this section is to:

1. Describe the labor force, economy, and economic changes in Princeton and the region;
2. Identify economic links between the Town and region; and
3. Project for the next ten years the outlook for the employment, economic vitality, and economic development of Princeton.

The goal of the section is to inform the development of policies to promote an economic climate in Princeton that improves job opportunities for local residents and encourages overall economic health.

KEY FINDINGS

Natural resource-based industries are critically important to Princeton's economy. Princeton has traditionally relied on the forest for its livelihood. The largest source of employment for residents is the Woodland Pulp LLC in Baileyville. Many others work independently in the forest products industry. Princeton is also a popular seasonal resort community and serves as a bedroom community for the neighboring employment centers of Baileyville and Calais.

Princeton's population grew somewhat rapidly from 280 residents in 1850 until its population peaked in 1870 at 1,072 residents. Since then, the population has steadily decreased to 892 residents in 2000 and 832 in 2010.

IMPORTANT NOTE: Current census data contained within this chapter is compiled from the American Community Survey (ACS) 2007-2011 5-year estimate. The ACS 5-year estimates data for rural communities is based on a very small sample and therefore subject to a range of sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error, whenever possible. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

PRINCETON BUSINESS AND EMPLOYMENT TODAY

Manufacturing jobs have historically provided a base for Washington County residents. But the entire manufacturing sector has declined steadily over the past several decades throughout the nation, the region, and the town. Forestry remains a viable economic activity in the region, and the mill in Woodland is a significant employer of Princeton residents. The Quoddy Lumber Mill in Princeton provided an important source of local employment until its closure in 1981, and a subsequent fire in 1984. The mill is now abandoned, meaning that more people must work outside of Princeton.

In March 2014, Woodland Pulp announced an expansion of its pulp mill in Baileyville into paper manufacturing, an investment that will add 80 new jobs. The company will install two tissue machines at the plant, a capital investment of about \$120 million. The machines will be operated by St. Croix Tissue Inc., an affiliate of Woodland Pulp. Tissue will be made from pulp supplied by Woodland Pulp. The first tissue machine is expected to be operating in the fourth quarter of 2015 with the second expected to begin production in the first quarter of 2016.

For much of the economic base, seasonal fluctuations of employment are significant for self-employed individuals having several jobs over several seasons, most often in blueberry harvesting and wreath brush production. The largest single employer within Princeton is the St. Croix Health Center, Princeton Elementary School, Princeton IGA, and Murray LaPlant, Inc.

Tourism is growing in importance to the economy across the region, and, in recent decades, camp development along lakeshores in Princeton is spurring growth and demand for recreational use of the land and water. More visitors and seasonal residents come to Princeton, and stay longer than in the past. Properties formerly used seasonally are being converted to year round residences and new year-round construction is occurring as well. This trend supports employment in construction, well drilling, site work, landscaping, caretaking and other services.

LABOR FORCE AND EMPLOYMENT STATISTICS

The labor force is defined as all persons who are either employed or are receiving unemployment compensation. The distribution of those aged 16 and above who are in or out of the workforce for Princeton and Washington County.

LABOR FORCE STATUS: 2007-2011						
Labor Force Status: 2007-2011	Princeton			Washington County		
	Number	Percent of Total	Margin of Error (+/-)	Number	Percent of Total	Margin of Error (+/-)
Persons 16 years and over	689	100%	13%	27,266	100%	0.2%
In labor force	463	67.2%	6.4%	15,266	56%	1.2%
Civilian labor force	457	66.3%	6.7%	15,200	55.7%	1.2%
Employed	403	58.5%	7.1%	13,541	49.7%	1.4%
Unemployed	54	7.8%	5%	1,659	6.1%	0.6%
Armed Forces	6	0.9%	1%	66	0.2%	0.1%
Not in labor force	226	32.8%	6.4%	12,000	44%	1.2%
Percent unemployed	-	11.8%	7.2%	-	10.9%	1.2%

Source: American Community Survey 2011 5-year estimate

Princeton has a lower percentage of residents who are not in the workforce than does the county. Table 4 also shows that, during the period of 2007 to 2011, approximately 11.8% of Princeton's workforce was unemployed, while countywide about 10.9% of the labor force was unemployed.

In 1990, Princeton's labor force was at 439 individuals, 383 of whom were employed, and the unemployment rate was 9.2%. Between 1990 and 2000, Princeton's labor force had decreased to 430. At the same time, the unemployment rate had fallen to 6.6%, while Princeton's population

declined by 81 persons. Since 2000, Princeton's population has declined further, while its labor force has slightly increased to about 463 individuals for the period of 2007-2011, and the unemployment rate has also increased to approximately 7.2%.

In Washington County, the labor force increased between 1990 and 2000 while the population remained substantially the same, and the unemployment rate dropped from 10.8% in 1990 to 9% in 2000. Between 2000 and 2011, both the population and the estimated labor force stayed about the same, while the unemployment rate increased, from 9% in 2000 to 10.9% for the period of 2007-2011.

EMPLOYMENT CHARACTERISTICS: 2007-2011						
INDUSTRY	Princeton			Washington County		
	Number	Percent of Total	Margin of Error (+/-)	Number	Percent of Total	Margin of Error (+/-)
Employed persons 16 years and over	403	100%	-	13,541	100%	-
Agriculture, fishing, and forestry occupations	48	11.9%	6.6%	1,544	11.4%	1%
Construction	29	7.2%	2.9%	1,034	7.6%	0.9%
Manufacturing	40	9.9%	4.3%	922	6.8%	0.8%
Wholesale Trade	0	0%	5.4%	223	1.6%	0.5%
Retail Trade	78	19.4%	7.1%	1,889	14%	1.3%
Transportation, Warehousing, and Utilities	7	1.7%	2.5%	599	4.4%	0.8%
Information	0	0%	5.4%	193	1.4%	0.4%
Finance, Insurance, and Real Estate	5	1.2%	1.2%	433	3.2%	0.6%
Professional, Science, Management and Administration	25	6.2%	4.6%	520	3.8%	0.6%
Education, Health and Social Services	120	29.8%	7.4%	3,579	26.4%	1.5%
Arts, Entertainment, and Recreation	9	2.2%	2.2%	961	7.1%	1.3%
Other Services	12	3%	2.8%	754	5.6%	0.8%
Public Administration	30	7.4%	4.2%	890	6.6%	0.8%
CLASS OF WORKER	Number	Percent of Total	Margin of Error (+/-)	Number	Percent of Total	Margin of Error (+/-)
Total Workers	403	100%	-	13,541	100%	-
Private wage and salary workers	287	71.2%	7.2%	8,489	62.7%	1.8%
Government workers	87	21.6%	7.2%	2,800	20.7%	1.5%
Self-employed workers	29	7.2%	3.5%	2,215	16.4%	1.4%
Unpaid family workers	0	0%	5.4%	37	0.3%	0.2%

Source: American Community Survey 2011 5-year estimate

The majority of Princeton residents worked for private companies (71.2%) between 2007 and 2011. The top three sectors of employment for Princeton are 'Education, Health, and Social Services', 'Retail Trade', and 'Agriculture, Fishing, and Forestry' occupations, in that order of importance. 'Manufacturing' occupations serve as the fourth largest source of employment.

Washington County, as a whole, is supported by the same top three sectors, with 'Agriculture, Forestry, and Fishing' being the second most important and 'Retail' being third, but the fourth most important employment sector in the County is 'Construction' occupations.

A relatively low percentage of Princeton residents were either self-employed (7.2%) compared to the county as a whole (16.4%). Many Princeton residents with wage-based employment earn additional income through seasonal self-employment. The number of self-employed workers in the Census likely undercounts those in this category. Among those who are self-employed, many are employed in natural resource- and construction-based industries. Self-employment and home-based business could be expanded to play a larger role in the local economy, allowing more residents to work in the community where they reside. Therefore, it is very important that the Town of Princeton continue to support small local- and home-based businesses.

Between 2002 and 2010, the number of Princeton residents finding jobs within their hometown increased. However, many Princeton residents work in surrounding communities. Approximately the same numbers of people commute to Calais as work in Princeton, with Alexander being the third greatest location of employment of Princeton residents.

WHERE PRINCETON RESIDENTS WORK[#]				
	2002		2010	
	Count	Percent of Total	Count	Percent of Total
Total All Jobs	300	100.0%	395	100.0%
Princeton	58	19.3%	90	22.8%
Calais	62	20.7%	89	22.5%
Baileyville	48	16.0%	66	16.7%
Machias	3	1.0%	16	4.1%
Bangor	8	2.7%	15	3.8%
Eastport	2	0.7%	9	2.3%
Marshfield	0	0.0%	8	2.0%
All Other Locations	58	19.3%	72	18.2%

Source: <http://onthemap.ces.census.gov/>

In Princeton, as in Washington County as a whole during the period of 2007 to 2011, the majority of workers reported commuting to work by private vehicle (89% in Princeton as compared to 73% in the county as whole). The second largest segment of the workforce either commutes by carpool or works at home, and the third largest commutes by other means. Approximately the same numbers of people in Princeton walk to work as work at home. With a mean travel time to work of 17.4 minutes Princeton residents are traveling less than the Washington County average (19.2 minutes) and their commuting times have decreased in the past decade (mean commuting time to work in Princeton in 2000 was 21.4 minutes).

The information contained within this table is compiled from American Community Survey Data (ACS). The dates given in the source website (referenced above) are 2002 and 2010. However, because ACS data is compiled from 1, 3, and 5-year survey periods, the exact survey date range of the data is not known.

COMMUTING TO WORK: 2007-2011						
	Princeton			Washington County		
	Number	Percent of Total	Margin of Error (+/-)	Number	Percent of Total	Margin of Error (+/-)
Workers 16 years and over	390	100.0%	-	12,939	100.0%	-
Drove alone	337	86.4%	6.3%	9,584	74.1%	1.8%
In carpools	27	6.9%	5.3%	1,560	12.1%	1.3%
Using public transportation	0	0%	5.6%	62	0.5%	0.3%
Walked	12	3.1%	2.0%	614	4.7%	0.9%
Using other means	0	0%	5.6%	154	1.2%	0.4%
Worked at home	14	3.6%	3.9 %	965	7.5%	1.4%
Mean Travel time to work (minutes)	17.4	-	-	19.2	-	-

Source: American Community Survey 2007-2011 5-Year Estimate

Similarly, a great number of people who work at the businesses in Princeton are commuting into Princeton from other locations, mainly from nearby Calais, Alexander, and Baileyville.

WHERE PRINCETON WORKERS RESIDE: 2010 ⁺		
	Count	Percent of Total
Total Jobs in Princeton	399	100%
Princeton	90	22.6%
Calais	52	13.0%
Baileyville	38	9.5%
Indian Township	22	5.5%
North Washington UT	15	3.8%
Danforth	11	2.8%
Pembroke	11	2.8%
Crawford	6	1.5%
Machias	6	1.5%
All Other Locations	110	27.6%

Source: <http://onthemap.ces.census.gov/>

EMPLOYERS

The State of Maine Department of Labor reports that there are 23 local employers in Princeton. The Princeton Comprehensive Plan Committee and the Sunrise County Economic Development Council have added several local employers to the data provided, for a total of 58 employers in Princeton. While Princeton is a smaller community, the list of employers under-represents actual employment because many residents in Princeton are self-employed and operate home-based businesses, particularly in agriculture-, construction-, and forestry-based industries.

⁺The information contained within this table is compiled from American Community Survey Data (ACS). The date given in the source website (referenced above) is 2010. However, because ACS data is compiled from 1, 3, and 5-year survey periods, the exact survey date range of the data is not known.

PRINCETON BUSINESSES	
Employers	Industry
Al Mather Wood Turner	Retail
Aunt Minnie's Ice Cream	Retail
Bellmard Inn	Service
Beauregards Farm	Farm
Bireto Works	Service
Brittany Island Guide Service	Service
Brown's Redemption	Service
Cathy's Kids Daycare	Service
Cilley's Used Cars	Retail
Circle K	Retail
Dance Expressions	Service
Diffin's Bait	Retail
Down River Camps	Service
Double A's Carpentry	Construction
Early Bird Farm	Farming
4-H Club	Non-profit
Foster's on the Run	Retail
Freshie's	Retail
Friends of Princeton	Non-profit
The Garden Farm	Farming
Girl Scouts	Non-profit
Grand Falls Outfitter	Service
Green Jeans-Farm	Farm
Greenland Point	Non-profit
The Hideaway	Service
Hanson and Sons	Construction
Harmon's Farm & Forestry	Forestry
Home Front Farm	Agriculture
Irving Gas	Retail
Kevin's Clippers	Service
HCNC Home Computers Needing Care	Service
Imon Roussell's Income Tax Service	Office
Knapps Photographic	Retail
Lewey's Island Masonic Lodge #138	Non-profit
Long Lake Camps	Service
Lots of Tots	Service
The Lakeside Country Inn and Cabins	Service
Machias Savings Bank	Finance
Marshall Farm	Farm
Murray LaPlant Inc.	Forestry
Old School House Restaurant	Retail
Peabody Estates	Housing
Pokey Mountain Guide Service	Service
Pokey Mountain Workshop	Service
Princeton Baptist Church	Non-profit
Princeton Congregational Church	Non-profit
Princeton Elementary School	Education
Princeton Fire Department	Service
Princeton Farmer's Market	Non-profit
Princeton Foodmart	Retail
Princeton Grange #293	Non-profit

PRINCETON BUSINESSES	
Employers	Industry
Princeton Municipal Airport	Transportation
Princeton Pathfinders Snowmobile Club	Non-profit
Princeton Public Library	Service
Princeton Rod and Gun Club	Non-profit
Princeton Transfer Station	Service
Princeton Variety-Ace Hardware	Retail
Sonlight Sewing	Service
Steven's Tractor Service	Service
St. Croix Regional Family Health Center	Medical and Health
Thyme to Paint	Retail
Three Generations Carpentry	Construction
Tri-State Equipment	Service
Town of Princeton Post Office	Service
Town of Princeton Town Office	Government
Vern Wentworth Loam and Gravel	Service
Vicki's Beauty Shop	Service

Source: Maine Department of Labor, 2013, Princeton 2013 Comprehensive Plan Committee

INCOME

Median household income is a standard measure of income within a community. Median household income is the income earned by the household in the center – median – of the income distribution. This means that 50% of households in Princeton earn more than the median and 50% of them earn less than the median.

In 1999, the median income in Princeton was \$29,306 dollars – 11.7% above the median income in Washington County and 21.3% below the median income for the state. In 2000, Princeton's median household income increased to 19.9% above the median income of Washington County, and decreased to 7.9% below that of the state. Between 2007 and 2011, the median household income increased 9.5% above its level in 2002. The median income for Washington County increased by 25.6% during this time, and that of the state increased by 27.4%. Currently, the median income for Princeton is approximately 7% higher than that of the county and 19.8% lower than the state.

MEDIAN HOUSEHOLD INCOME: 1999-2011				
	U.S. Census		ACS 5-Year Estimate	Margin of Error (+/-)
	1999	2002	2007-2011	2007-2011
Princeton	\$29,306	\$34,639	\$37,946	\$7,947
Washington County	\$25,869	\$28,087	\$35,272	\$1,431
Maine	\$37,240	\$37,592	\$47,898	\$418

Source: U.S. Census, American Community Survey 2011 5-year Estimate

The reported household income distribution from 2007-2011 shows that Princeton's relatively low median income compared to the state can be attributed to the relatively high percentage of

households with reported incomes below \$15,000. Likewise, its higher median income compared to the county can be attributed to its relatively higher percentage of households reporting income greater than \$50,000. The per capita income in Princeton is 0.9% more than in Washington County, which may be a reflection of the larger number of dependent children in the 5-9 years age category (see *Chapter C. Population*).

INCOME DISTRIBUTION 2007-2011						
	Princeton			Washington County		
	Number	Percent of Total	Margin of Error (+/-)	Number	Percent of Total	Margin of Error (+/-)
Households	373	100	-	14,111	100	-
Less than \$10,000	35	9.4%	5.5%	1,464	10.4%	0.9%
\$10,000 to \$14,999	25	6.7%	0.5%	1,363	9.7%	1.1%
\$15,000 to \$24,999	71	19.0%	7.5%	2,266	16.1%	1.3%
\$25,000 to \$34,999	44	11.8%	6.1%	1,926	13.6%	1.0%
\$35,000 to \$49,999	50	13.4%	5.4%	2,388	16.9%	1.2%
\$50,000 to \$74,999	69	18.5%	7.7%	2,482	17.6%	1.2%
\$75,000 to \$99,999	42	11.3%	4.3%	1,201	8.5%	0.8%
\$100,000 to \$149,999	37	9.9%	5.0%	774	5.5%	0.7%
\$150,000 to 199,999	0	0.0%	5.9%	180	1.3%	0.4%
\$200,000 or more	0	0.0%	5.9%	67	0.5%	0.2%
Median household income (dollars)	\$37,946	-	\$7,047	\$35,272	-	\$1,431
Per capita income (dollars)	\$19,705	-	\$3,070	\$19,527	-	\$544

Source: American Community Survey 2011 5-year estimate

Sources of income for residents of Princeton come primarily from wages and salaries with a larger contribution of public assistance income compared to Washington County as a whole. Wage and salary income includes total earnings received for work performed, i.e. wages, salary, commissions, tips, piece-rate payments, and cash bonuses earned before tax deductions were made. Wage and salary employment is a broad measure of economic well-being but does not indicate whether the jobs are of good quality. In the survey period between 2007 and 2011, 7.2% of Princeton residents report self-employment income compared to 16.4% in the county as a whole (see Table E-2). However, as indicated above, self-employment in Princeton is likely higher than what is reported in the 5-year estimate.

Fewer residents in Princeton collect social security income than do residents of the county. Social Security income includes Social Security pensions, survivor's benefits and permanent disability insurance payments made by the Social Security Administration, prior to deductions for medical insurance and railroad retirement insurance from the U.S. Government. There are proportionately more Princeton residents receiving public assistance than in Washington County as a whole. Public assistance income includes payments made by Federal or State welfare agencies to low-income persons who are 65 years or older, blind, or disabled; receive aid to families with dependent children; or general assistance. In sum, the income types for Princeton show a higher percentage of wage and salary income and public assistance income than is seen for the county as a whole, and a lower percentage of residents with social security and retirement income.

INCOME TYPE: 2007-2011						
	Princeton			Washington County		
	Number	Percent of Total	Margin of Error (+/-)	Number	Percent of Total	Margin of Error (+/-)
Households	373	100%	-	14,111	100%	-
With wage and salary income	298	79.9%	6.3%	9,898	70.1%	1.2%
With Social Security Income	123	33%	7.8%	5,407	38.3%	1.2%
With Supplemental Security income	18	4.8%	3.4%	1,044	7.4%	0.9%
With cash public assistance income	22	5.9%	4.1%	710	5%	0.6%
With Food Stamp/SNAP benefits	91	24.4%	7.9	3,156	22.4%	1.2%
With retirement income	59	15.8%	5.7%	2,940	20.8%	1.3%

Source: American Community Survey 2011 5-year estimates, U.S. Census

In 2010, the average poverty threshold for a family of four persons was \$22,050 in the contiguous 48 states (U.S. Department of Health and Human Services). In 2000, 22% of Princeton's households had incomes below the poverty level. By 2010, the estimated number of families in Princeton living below poverty level decreased to 16.9% of all families. Princeton has more families and individuals living below poverty than does Washington County as a whole (14.5% of families in the county live below the poverty level), except that in Princeton fewer individuals in the 18-64 years age range live below the poverty level.

POVERTY STATUS: 2007-2011				
	Princeton		Washington County	
	Percent of Total	Margin of Error (+/-)	Percent of Total	Margin of Error (+/-)
All families	16.9%	8.2%	14.5%	1.4%
With related children under 18 years	27.4%	13.9%	25.7%	3.1%
With related children under 5 years only	0%	59.8%	23.4%	6.1%
Married couple families	18.8%	9.6%	7.8%	1.1%
With related children under 18 years	30.1%	16.8%	13.3%	2.8%
With related children under 5 years only	0%	59.8%	5.1%	4.4%
All people	22.2%	8.7%	20.4%	1.6%
Under 18 years	36.9%	17.9%	30.1%	3.9%
Related children under 18 years	36.9%	17.9%	29.5%	3.9%
Related children under 5 years	36.7%	25.6%	32.4%	5.5%
Related children 5 to 17 years	36.9%	18.2%	28.6%	4.3%
18 years and over	17.5%	6.4%	17.9%	1.2%
18 to 64 years	17.4%	6.9%	19.5%	1.5%
65 years and over	18.4%	16.1%	12.7%	1.5%

Source: American Community Survey 2011 5-year Estimates

COMMUNITY ECONOMIC DEVELOPMENT PRIORITIES

Tax Incentives

Princeton does not have any existing TIF districts or other tax incentives but is very interested in exploring incentives of any kind to attract and encourage small business development.

PUBLIC OPINION SURVEY

Survey respondents strongly supported the encouragement of growth, including new commercial, retail, and industrial development, and affordable housing. Compared to 1995, support for encouragement of growth has roughly doubled in support of both commercial and residential growth. Additional written comments included preference for development that preserves the small-town ambiance and is not harmful to the environment.

Respondents also generally favored the development of incentives, building codes, and land use ordinances to guide development, insure safety, and encourage maintenance of properties (see section F below for these charted survey results). Compared to 1995, support for the development of land use ordinances and building codes stayed approximately the same, with 74% in favor of building codes and 84% in favor of land use ordinances (compared to 75% and 80% in 1995.)

EXISTING ECONOMIC DEVELOPMENT POLICIES AND STRATEGIES

The following table lists policies and implementation strategies for employment and the economy as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Princeton's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

POLICIES AND IMPLEMENTATION

Employment and Economic Land Use – From 1995 Comprehensive Plan	
Goal: Promote an economic climate that increases job opportunities and overall economic well-being. Princeton will have an educated population ready to enter the work force. Enhance and support existing businesses in Princeton and promote new business that is compatible with existing rural community values and patterns of development.	
Policy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Support creation of jobs in Town.	<i>This strategy continues to align with local priorities. It should be continued.</i>
Encourage growth and prosperity of existing businesses.	<i>This strategy continues to align with local priorities. It should be continued. It should be modified to encourage community participation. Explore economic growth incentives Town/chamber/SCEC.</i>
Guide growth and development – not just let it happen.	<i>This strategy continues to align with local priorities. It should be continued.</i>
Action Steps/Implementation Strategy – from 1995 Princeton Comp Plan	Comment – in 2013 Update

Focus Economic Growth. Focus activities to encourage economic growth upon: Urgency Rating: Important	<i>This strategy continues to align with local priorities. It should be continued.</i>
a. Attracting a lumber mill, small lumber operation, or other source of jobs to the Town, perhaps on the land around the Airport, so people here now can work closer to home and so that young people can work in Town instead of having to move away to find jobs.	<i>This should be modified—several small mills have come in, change focus to airport area, airport development, refer to community survey</i>
b. Promoting tourism.	<i>This strategy continues to align with local priorities. It should be continued.</i>
c. Supporting expansion of existing retail establishments and attracting new ones of different types.	<i>Some expansion has occurred: grocery store, several new types of businesses have been attracted, farmers, and a bakery. This strategy continues to align with local priorities. It should be continued.</i>
d. Supporting expansion of existing sporting camps that are so important the area's economy, and encouraging development of additional ones.	<i>Some expansion has occurred. This strategy continues to align with local priorities. It should be continued.</i>

SUMMARY

Princeton is a small community primarily dependent on local and regional sources of employment. The top three sectors of employment for Princeton are 'Education, Health, and Social Services', with 'Retail Trade' second, and with 'Agriculture, Fishing, and Forestry'. The median household income in Princeton is somewhat higher than that for residents of Washington County as a whole. The largest percentage of residents earn between \$15,000 and \$24,999 per year. More residents are finding work within town limits than in the past, and are traveling shorter distances to work. Living in a rural area limits employment opportunities and increases the costs of commuting to the service centers where many of the newly created jobs are located.

Princeton's local government should strive to encourage and maintain appropriate development that will better employ residents. Growth should be channeled to areas of Princeton capable of handling development while incurring minimal cost to the municipality.

F. HOUSING

The purpose of this section is to:

1. Describe the characteristics and changes of the housing stock in Princeton;
2. Identify the relationship between housing characteristics and demand in Princeton and the region; and
3. Predict the size, characteristics, and affordability of housing needed to meet the demands of the future population

FINDINGS

Princeton's housing contains single-family and multi-family homes, mobile homes and stick-built homes, and owner-occupied and rental units, including senior housing. Statistically, there is an adequate supply of existing housing in Princeton (27% vacancy), and in surrounding communities, and future population projections indicate that this vacancy rate will adequately cover the amount of housing needed in Princeton over the next decade. However, despite an apparent supply of housing, Princeton and surrounding communities lack adequate housing.

Some existing housing in Princeton and the surrounding region is substandard, related in part to the age of existing housing stock. Approximately 66% of *occupied* homes in Princeton were built prior to 1980, 40% were built prior to 1970, and more than 27% were built prior to 1940. Some homes have not been properly maintained, contributing to the deterioration of older homes. Homeowners face significant repair costs due to the degree of repairs needed in these older, long unmaintained structures. Some homeowners may not have enough resources to complete the significant repairs that existing housing requires, and regional housing programs fall well short of having the capacity to deal with existing needs. Many homes have deteriorated to the point that they are no longer habitable, and vacant, falling-down structures create an entirely different housing issue—that of unsafe and unsightly abandoned buildings that no one can afford to remove, let alone replace.

Elderly or disabled people on fixed incomes, or low-income families with young children and limited resources often occupy these older, poorly maintained, substandard homes. These housing units are more likely to have failing heating and plumbing systems, leaking roofs, no insulation, exposed lead paint, mold, and indoor air and water quality issues.

An insufficient number of Section 8 vouchers are available in relation to need; it can be difficult to find housing that meets the standard for a voucher. Landlords often don't accept vouchers because of the requirements to upgrade the housing (also related to age of housing stock/cost of housing maintenance) and it can be difficult to find housing in proximity of work, causing further issues for low-income persons, some of whom may not have a reliable vehicle for a longer commute.

Some of these needs can be addressed through rehabilitation of existing housing stock; however, new housing designed for elderly, fixed-income, and low-income residents is needed over the next decade. Princeton should actively and immediately address substandard housing issues. Such action should include partnering with the Washington Hancock Community Agency (WHCA), in addition to exploring potential public/private partnerships to rehabilitate/replace housing stock.

IMPORTANT NOTE: Current census data contained within this chapter is compiled from the American Community Survey (ACS) 2007-2011 5-year estimate. The ACS 5-year estimates data for rural communities is based on a very small sample and therefore subject to a range of sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error, whenever possible. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

HOUSING UNITS

During the period of 2007-2011, the total number of housing units in Princeton was 507. From 2000 through the American Community Survey (ACS) estimate period of 2007-2011, the number of housing units in Princeton grew by up to 3.9 %. This represents a potential net gain of up to 19 housing units (during the 1990s 21 housing units were added). The percentage growth in housing units across the State and Washington County was more than double than took place in Princeton.

As noted in *Chapter C. Population*, Princeton experienced a 6.7% decrease in population from 2000 to 2010, while the number of housing units potentially increased by as much as 3.9%. If Princeton continues to gain housing at the same rate as over the last decade, Princeton could see up to 20 new homes by 2020, with a larger percentage of those homes expected to be located on waterfront lots. Existing municipal services are adequate to accommodate the anticipated level of growth. Population projections by the Office of Policy and Management (see *Chapter C. Population*) forecast a continued population decline by approximately -12% by the year 2030.

Although the number of new housing units needed may not increase, the total number of housing units that will need to be replaced or significantly rehabilitated will increase as existing housing stock continues to age. Additionally, as the population ages, the type of housing needed will shift, from single-family homes to more assisted- or community-living type units.

TOTAL NUMBER OF HOUSING UNITS						
	1990	2000	% Change	2007-2011	% Change	Margin of Error
Princeton	467	488	4.5%	507	3.9	+/-54
Washington County	19,124	21,919	15%	22,994	4.9	+/-226
Maine	587,045	651,901	11%	718,914	10.3	+/-264

Source: US Census, American Community Survey 2011 5-year estimate

HOUSING STOCK

Nationwide, Maine ranks first in the percent of housing stock built prior to 1940 (29%). In Princeton, over 27% of housing units were built prior to 1939. The high proportion of older housing stock includes historic homes that contribute to the character and sense of place in Princeton. Older housing stock becomes an issue without regular maintenance; simple issues become too significant for low and moderate incomes, and many homeowners do not have the income to upgrade furnaces, windows, waterlines, and septic systems; add insulation; or remove mold or lead paint.

YEAR STRUCTURE BUILT						
	Princeton		Margin of Error	Washington County		Margin of Error
2005-2011	13	2.6%	+/-19	460	2.00%	+/-86
2001 to 2004	36	7.6%	+/-20	1,050	4.6%	+/-121
1999 to March 2000	0	0%	-	344	1.49%	-
1995 to 1998	31	6.26%	-	1,197	5.20%	-
1990 to 1994	24	4.84%	-	1,604	6.97%	-
1980 to 1989	100	20.20%	-	3,203	13.92%	-
1970 to 1979	115	23.23%	-	4,038	17.55%	-
1960 to 1969	40	8.08%	-	1,856	8.06%	-
1940 to 1959	40	8.08%	-	2,503	10.88%	-
1939 or earlier	135	27.27%	-	7,174	31.18%	-
Total housing stock	495	100%	-	23,001	100%	-

Source: U.S. Census, American Community Survey 2011 5-year estimate

Structure Type

The distribution of housing types is an important indicator of affordability, density, and community character. Single-family homes represent the majority of available housing. During the ACS estimate period from 2007-2011, over 74% of homes in Princeton were single-family homes, while mobile homes made up approximately 17% of the community's housing stock and multi-unit housing (e.g. apartments) made up approximately 8% of available housing.

HOUSING UNITS IN STRUCTURE										
Unit Type	Princeton					Washington County				
	2000	%	2007-2011	%	Margin of Error	2000	%	2007-2011	%	Margin of Error
One-unit	317	65.36	379	74.75	+/-60	17,080	77.92	18,561	80.72	+/-349
Multi-unit	42	8.66	42	8.28	+/-122	1,931	8.81	1,748	7.60	+/-417
Mobile Home	126	25.98	86	17	+/-30	2,786	12.71	2,685	11.67	+/-192
Other	0	0	0	0	+/-74	122	0.56	0	0	+/-74
Total units	485	100	507	100	+/-53	21,919	100	22,994	100	+/-226

Source: U.S. Census, American Community Survey 2010 5-year estimate

Mobile homes provide affordable home-ownership options for many residents. The share of mobile homes in Princeton is slightly greater than in the rest of Washington County. The Maine State Housing Authority estimates that the number of mobile homes in Princeton decreased by approximately 56 units between 2000 and the 5-year ACS estimate period of 2007-2011 (a decrease of -44.4%) while 77 new single family homes were added (an increase of 24.3%). In Princeton, mobile homes and trailers are located on individual lots and in mobile home parks throughout the community. There is no public water capacity to support a new mobile home park. If a new park were installed, the developer would have to provide an independent water source.

HOME OCCUPANCY

Home ownership is an indicator of the overall standard of living in an area. A high rate of owner-occupied housing is typical of rural communities like Princeton. In 2000 Princeton had a high owner-occupancy rate (82.70%); during the period from 2007-2011, the owner-occupancy rate had increased to approximately 86.6%, while the renter-occupancy rate decreased to approximately 13.4%. Princeton's home ownership rate is in-line with the state average. According to the Census, Maine's statewide home ownership rate stood at 71% in during the period from 2007-2011.

HOUSING OWNERSHIP, PRINCETON					
	2000		2007-2011		Margin of Error
Occupied housing units	370	100%	365	100%	+/-57
Owner-occupied housing units	306	82.70%	316	86.6%	+/-56
Renter-occupied housing units	64	17.30%	49	13.4%	+/-30

Source: US Census, American Community Survey 2010 5-year estimate

VACANCY RATE & SEASONAL HOUSING

Princeton has a relatively high/stable vacancy rate of 27.27%. This is largely accounted for in the large number of seasonal homes in Princeton. In 2010, there were 135 homes identified as vacant by the Census, 67 of which (49.62%) were vacant for seasonal or recreational use (US Census). Approximately 33% of homes are vacant for reasons other than being for rent, for sale, or seasonal. Many of these "other" vacant homes are simply abandoned, left to deteriorate, causing not only safety hazards but also creating unsightly neighborhoods and a general sense of community decay.

Over the last decade, Princeton saw continued conversion of seasonal homes for year-round use. Overall, this is seen as a positive trend. It has little impact on demand for municipal service and new residents contribute to the community in variety of ways.

POPULATION, HOUSEHOLDS AND HOUSING UNITS, PRINCETON					
	1990	2000	% Change	2010	% Change
Total Housing Units	467	488	4.5	495	1.4
Occupied Housing Units	373	369	-1.1	360	-2.4
Vacant Housing Units	94	118	25.5	135	14.4
For Rent	5	19	280	13	-31.6
For Sale	9	14	55.6	10	-28.6
Vacant for seasonal use ¹	53	48	-9.4	67	39.6

Source: U.S. Census Bureau, Decennial Census

HOUSING ISSUES

Substandard housing

The most significant housing issue in Princeton is substandard housing due to unmaintained older housing stock. Over 66% of homes in Princeton were built prior to 1980, and over 27% were built prior to 1940. Older homes are more likely to have substandard heating and plumbing systems, poor insulation and significant repair issues associated with the roof, foundation and siding. Other concerns include indoor air and water quality (mold, radon, lead, combustion products, bacteria,

¹ Percentage expressed as a percent of vacant housing.

arsenic, etc.) These issues concern households with children and elderly occupants, and those with a lack of local support networks. The Town of Princeton should continue to work closely with the Washington Hancock Community Agency (WHCA) to address substandard housing issues.

Other housing issues include:

- An aging population, which prefers to age at home, often in large, aging homes with high heating costs and significant repair issues; and
- Inadequate quality of rental housing that is not affordable.

SELECTED HOUSING CHARACTERISTICS						
	Washington County		Margin of Error	Princeton		Margin of Error
Total housing units 2007-2011	22,994	100%	+/-226	507	100%	+/-54
Occupied Housing Units	14,111	61.36%	+/-335	373	75.61%	+/-48
Lacking complete plumbing facilities	320	1.39%	+/-77	0	0.41%	+/-74
Lacking complete kitchen facilities	205	0.89%	+/-71	0	0.82%	+/-74
No telephone service	491	2.13%	+/-97	3	0.61%	+/-5

Source: U.S. Census, American Community Survey 2010 5-year estimate

Senior and Assisted Living Housing

Princeton's mix of housing stock includes senior housing, currently limited to Peabody Estates. Senior housing includes both subsidized and non-subsidized housing. According to the Maine State Housing Authority there were 2 units of subsidized senior housing in Princeton in 2013.

There are limited housing options for seniors in many Washington County communities. Nearby options include Peabody Estates in Princeton and Woodland Manor in Baileyville, The Pines in Indian Township, and approximately 7 facilities in Calais. The existing supply of senior housing and assisted living facilities within Princeton is currently felt to be inadequate for local demand.

With an aging population countywide, the demand for senior housing and assisted living facilities will likely grow over the coming decade. Currently, Princeton residents must leave town in order to find senior and assisted living facilities. Princeton acknowledges the need to support the development additional senior housing to meet the future need. New senior housing would be most appropriate near services including public water, post office, library and medical services.

HOUSING AFFORDABILITY

The affordability of housing is of critical importance for any municipality. High costs are burdensome to individuals, governments, and the economy. Excessively high housing costs force low and moderate-income residents to leave the community, thereby reducing labor force size.

Many factors contribute to the challenge of finding affordable housing, including local and regional employment opportunities and the effects of migration. Those Mainers most often affected by a lack of affordable housing include older citizens facing increasing maintenance and property taxes, young couples unable to afford their own home, single parents trying to provide a decent home, low income workers seeking an affordable place to live within commuting distance, and young adults

seeking housing independent of their parents. Many people in Washington County, including those who have full-time jobs, do not have enough income to afford to rent or own decent housing.

Definitions of Affordability

Affordable housing means decent, safe, and sanitary living accommodations that are affordable to very low, low, and moderate-income people. The State of Maine defines an affordable owner-occupied housing unit as one for which monthly housing costs do not exceed approximately 30% of monthly income. An affordable rental unit is defined as one that has a rent not exceeding 30% of the monthly income (including utilities). The kinds of housing that are affordable at these income levels are often small homes on small lots and can include manufactured housing, multi-family housing, government-assisted housing, and group and foster care facilities.

Housing affordability statistics are calculated annually by Maine State Housing Authority (MSHA) at the Labor Market Level. According to the MAHA, in 2009, the median home price in the Calais Labor Market Area (LMA), which includes Princeton, was calculated to be \$44,000. In 2009, the income needed to afford the median home price was calculated to be \$15,243 – less than half the median home income for Princeton during the period of 2007-2011 (\$37,946—see Economy, chapter E) and less than half of the median income for the Calais LMA in 2009 (\$32,117).

Based on these figures the Maine State Housing Authority (MSHA) gave the Calais Labor Market Area a Homeownership Affordability Index of 2.11 in 2009 – indicating that housing was generally affordable for families earning the median income. (Nonetheless, MSHA notes that 23.6% of residents would be unable to affordably purchase the median priced home).

On the rental side, in 2012 MSHA determined that the average rental costs for a 2 bedroom home were \$683 (including utilities) in Washington County. The income needed to afford the average rent across the LMA in 2009 was \$34,622 - \$14,456/year more than the median household income among renters in the LMA (\$20,166), but \$3,324 less than the median home income for Princeton during the period of 2007-2011 (\$37,946—see Economy, chapter E).

Based on these figures the Maine State Housing Authority gave the Calais Labor Market Area a Rental Affordability Index of 0.58 – indicating that rental housing was unaffordable for families earning the median income in 2009. Updated information about rental affordability is not available.

Affordability and the Growth Management Act

A minimum policy required by the Maine Growth Management Act is for every municipality “...to seek to achieve at least 10% of all housing built or placed during the next decade be affordable.”

During the 1990’s, Princeton added 21 housing units according to the US Census. The American Community Survey estimates that 7 additional units were added since 2000. At that level of development, Princeton would meet the requirement of the Act if the Town sought to provide approximately 1 to 2 low-income units per decade. The Town does not require building permits for non-shorefront homes, nor does it maintain records on actual sale prices or move-in costs associated with new construction. However, the Town is aware of a number of mobile home placements within the last decade. As such the Town believes it has met the affordability requirements.

Affordable Housing Remedies

While meeting the letter of the Growth Management Act has not proved difficult for Princeton, there is a desire by residents to maintain and provide affordable housing, as needed. In the past, affordable housing remedies in Washington County have been implemented at the regional level with the participation of community action agencies, housing developers and local governments.

GROWashington-Aroostook is a regional planning process focused on job creation, modern infrastructure, and healthy, affordable communities in Aroostook and Washington counties. Supported by a Sustainable Communities Regional Planning Grant from a unique partnership between 3 federal agencies (Housing and Urban Development - HUD, Department of Transportation - DOT, Environmental Protection Agency - EPA)

The sustainable housing component of GROWashington-Aroostook includes work-plan tasks with the desired outcome of addressing housing needs within the region, especially those related to increasing availability of affordable housing for low and moderately low income households; and to increase the median household income and stem population loss.

The Sustainable Housing Work Team’s efforts to address housing challenges in Washington County are focused on:

- Documenting the gap between housing needs in Washington County and the funds available to address them - only 2% of the documented housing needs can be addressed with available funds;
- Describing the existing programs to address housing issues and evaluating those that have the greatest leverage to address problems given a dire lack of funds; and
- Developing policy and best practices recommendations to address the catastrophic gap between need and public funds with emphasis on public-private partnerships

Over the course of three public meetings the Sustainable Housing Work Team assembled a summary of existing programs that address housing issues in Washington County. This summary document organizes existing, proposed and best practices in terms of their value and reach. The programs are grouped according to whether they are Housing and Coordination Programs, Repair/Retrofit Programs, and Programs for Low Income Residents and the combined high cost of housing and transportation (and home heating). Most of the existing programs are available to Princeton residents.

Program	Value and Reach
<i>Housing and Coordination Programs</i>	
	•
Healthy Homes Initiatives	<ul style="list-style-type: none"> • Brings all repair programs together • Coordinated, comprehensive, and holistic approach to preventing disease and injuries resulting from housing-related hazards and deficiencies Key focus areas are lead poisoning prevention (lead dust, chips, and soil); asthma prevention (moisture, dust and dust mites, insect and/or animal droppings, mold); indoor air quality (carbon monoxide poisoning); and well water systems (arsenic, lead, copper, uranium, radon)
Mighty Women - Social Capital team	<ul style="list-style-type: none"> • Exploring development of homeless shelter • Attempting to measure homeless population

Next Step’s Shelter	Nationally the cause of homelessness for 63% of women is domestic violence; Next Step partners with WHCA to provide transitional housing to enable a long term housing solution
Homeless Prevention & Rapid Re-Housing	Prevented homelessness through case management and stabilizing client(s) with housing & financial assistance over a 6-month period. Money is not currently available.
Home to Stay (Maine State Housing Authority)	Targeted to individuals and families that meet certain homeless eligibility status. An initiative to transform the current shelter system to a rapid response system that provides housing stability services to persons who are experiencing homelessness. Housing relocation and stabilization services will assist individuals or families to move as quickly as possible into permanent housing and achieve stability by supporting and promoting their participation in housing placement, increasing income, providing credit and budget counseling and resource coordination. Next Step Domestic Violence Project currently applying to participate.
Rental Assistance (MSHA)	Section 8 Vouchers/Moderate Rehab Program provides subsidy to reduce monthly housing costs up to 30% of household income. Funding is limited and applicants are placed on a waiting list. The Section 8 Rental Voucher Program increases affordable housing choices for very low-income households by allowing families to choose privately owned rental housing. The public housing authority (PHA) pays the landlord the difference between 30 percent of household income and the PHA-determined payment standard-about 80 to 100 percent of the fair market rent (FMR). The rent must be reasonable. The household may choose a unit with a higher rent than the FMR and pay the landlord the difference or choose a lower cost unit and keep the difference.
Habitat for Humanity	<ul style="list-style-type: none"> Designates a residence for rehabilitation based on criteria about the family; Property owner puts in ‘sweat’ time on the rehabilitation process in exchange for the donated work by volunteers Work on limited number of properties
At Home Downeast - Aging in Place (WHCA)	<ul style="list-style-type: none"> Available to all income levels; Age eligibility criterion; Member based, volunteer supported Program looks different in every community but has similar guiding principles Part of health care system by providing medicines (or ensuring they are taken), nurse visits, ensuring appointments are kept, some transportation; referral service Addresses isolation as it is strongly supported by volunteers and the community Aging in Place is recommended nationally in Housing America’s Future: New Directions for National Policy, Bipartisan Policy Center, Economic Policy Program – Housing Commission, Feb 2013 (post to www.gro-wa.org) Includes home safety assessments – carpets, stairs, handrails, but not yet water or air. Staff: Program Manager, Office Assistant, Steering Committee (community volunteers, typically 65-70 years old), younger volunteers (manual work, assist with technology) Membership is by fee with sliding scale; often paid for by the adult children of members. Funding also from donations and grants
Repair/Retrofit Programs	
Tank and Pipe Replacement	Replaces oil tanks that are leaking, rusty, or un-stable at no cost to the homeowner. Requirements: <ul style="list-style-type: none"> Client must have a current LIHEAP fuel application. Client must own and live in the home. Single family, owner occupied homes or mobile homes only
Neighbors Helping Neighbors (Maine Sea Coast Mission)	Home Repair. Volunteer groups in summer (250 volunteers with 14 mission groups in 2012) join with the local community action program and others that provide weatherization and other home repairs to complete major projects. Projects range from painting and basic carpentry to major repairs such as a roof replacement.

<p>Home Repair Network Funding source: CDBG Housing development and repair; decreasing \$\$</p>	<p>May be used for a variety of home rehab needs, such as heating and electrical repairs, lead paint mitigation, roof and structural repairs, repair or replacement of substandard or failed septic systems, and other health and safety improvements.</p> <ul style="list-style-type: none"> • Client must be at or below 80% median income based on the funding source. • Home must be an existing and habitable structure. • Client must own and live in the home. • Single-family homes only. • Single-wide or double-wide trailers must be built after 1978 located on owned or leased land. In the case of lease land, the lease must be provided for assistance. • Property cannot have restrictions or encumbrances that would restrict the marketable nature of the owner's interest. • All tax liens must be cleared before a loan or grant can be approved. <p>Property owner must be unable to provide/obtain financing for improvements.</p>
<p>Lead Hazard Control</p>	<p>Provides up to \$16,000 to eligible homeowners and up to \$10,000 per unit to eligible landlords of lower-income tenants for lead safety improvements. Making homes lead safe may involve paint removal or stabilization, and window and door replacement.</p> <p>Requirements: Eligible clients or 2/3 of tenants must be at or below 80% median income and the home must be built before 1978.</p> <ul style="list-style-type: none"> • Owner occupied homes must have a child under the age of six living in the home. <p>Rental units two+ bedrooms; tenant must be income eligible or the unit must be vacant.</p>
<p>Weatherization (funding now at pre-2008 levels)</p>	<p>Provides assessment of air leakage, the heating system, moisture problems, and health and safety issues. Weatherization improvements may include insulation, air sealing, moisture controls, and health and safety measures.</p> <p>Requirements:</p> <ul style="list-style-type: none"> • Client must have a current LIHEAP fuel application and live in the home. • Priority is given to households with senior citizens (over 60), children under two years of age or a person with a disability that makes them hypothermia- vulnerable. <p>Priority is also given to households with the highest fuel consumption.</p>
<p>YouthWorks</p>	<p>House painting +</p>
<p>Private donations</p>	
<p>Voluntourism</p>	
<p><i>Programs for Low Income Residents Associated with Combined high cost of Housing and Transportation (and home heating)</i></p>	
<p>Helping Hands Garage http://www.whcaca.org/vehicle-purchase/</p>	<p>Helps income-eligible people and others obtain vehicles. Program purchases used, often high mileage vehicles; find and repairs any problems</p> <ul style="list-style-type: none"> • Customers can contact us to request a type of vehicle they are looking for and we work to obtain it for them from our sources • Minimal markup on vehicles; Reasonable interest rate loans; Easy payment terms <p>Affordable courses on: Budgeting, Insurance, Vehicle Maintenance, and Child Safety Seat Use</p>
<p>Family Futures Downeast</p>	<p>Teaches living skills</p>
<p>Low Income Home Energy Assistance Program (LIHEAP)</p>	<p>Helps pay home heating costs based on % of federal poverty levels; guidelines change each year so clients need to reapply each year. LIHEAP pays a portion of home heating costs, but not all. When LIHEAP benefits run out Energy Crisis Intervention Program (ECIP) funds may be available for emergencies. To qualify: household must be below 1/8 tank of oil or about to be disconnected. Can provide up to \$400 of emergency heating assistance in life threatening situations only once/year and current, approved LIHEAP clients.</p>

<p>Central Heating Improvement Program (CHIP)</p>	<p>Repair or replace dangerous, malfunctioning, or inoperable heating appliances or systems that pose a threat to the health and safety. Households with no heat are the highest priority. <i>Requirements:</i></p> <ul style="list-style-type: none"> • Client must have a current LIHEAP fuel application on file and live in the home. • Proof of home ownership required, i.e. a copy of the deed or a copy of property taxes. <p>A licensed heating technician must inspect the heating system at the owner's expense and a letter of condemnation or a written description of necessary repairs must be submitted to WHCA.</p>
<p>The Heating and Warmth (THAW) fund</p>	<p>Funds raised from the community (tax-deductible contributions) assist people who may be just outside the LIHEAP program eligibility requirements or who have exhausted all other options to heat their homes; no income eligibility requirements</p> <ul style="list-style-type: none"> · For (LIHEAP) ineligible purposes, such as furnace repairs, utility bills and service reconnections. · A typical THAW fund recipient gets a 100-gallon emergency delivery of heating fuel. · \$500 will help a family through an emergency heating crisis.
<p>Fuel Assistance (ME Sea Coast Mission)</p>	<p>Emergency fuel assistance. Links homeowners to the housing repair ministry for weatherization of their houses and trailers to reduce future fuel costs</p>
<p>Senior Companions (ME SeaCoast Mission and UMaine Coop Extension)</p>	<p>Serves older adults, adults with disabilities or terminal illnesses, offers respite for caregivers. Assists adult clients in basic, essential ways: companionship/friendship, simple chores, providing transportation, and adding richness to their lives; also coordinates with Food Pantries.</p>
<p>Eastern Area Agency on Aging</p>	<ul style="list-style-type: none"> • Emergency meals for free and sells meals at \$4/meal; • Provide several hundred Amish heaters to low income families; • Homeowners have fears that if they improve their house then their taxes will go up; • Many wont apply for benefits because they fear loss of their homes; EAAA spends a lot of time debunking these misperceptions <p>Clients are looking for a safe, affordable handy person to do manual labor (raking, shoveling)</p>

(Developing data analysis, program review and policy recommendations can be downloaded from the GROWashington-Aroostook website (<http://gro-wa.org/sustainable-housing.htm#UiZY27x4l0k>) and are incorporated into the discussion above and ensuing housing policies.)

PUBLIC PARTICIPATION SURVEY

Responses and comments regarding housing in the 2013 survey suggested that abandoned and dilapidated homes should be removed or renovated before focusing on construction of new homes. Comments included a desire for removal/repair/reuse of existing structures, cleanup of the exterior of homes and yards, and encouragement/enforcement of maintenance in the town’s center.

EXISTING POLICIES REGARDING HOUSING

The following table lists policies and implementation strategies for housing as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Princeton’s 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Housing

Policy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
No policy found	
Action Steps/Implementation Strategy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Protect Existing Homes. Adopt a Town-wide land use regulation ordinance to protect individual homes from economic and social de-valuation by encroachment of undesirable land uses, being careful not to unduly (remove) restrict the rights of individuals to use their land as they see fit. Urgency Rating: Critical	<i>This policy continues to align with current priorities. Support was given by survey respondents to develop minimal and appropriate building codes and land use ordinances. This policy should be continued.</i>
New Apartments. Restrict new apartments to four or fewer units. Buildings with more units would be inappropriate in this Town of single-family homes. Urgency Rating: Important	<i>No building codes or ordinances to support this. Remove this, several new apartments built since 1995.</i>
Senior Housing. Encourage development of more senior citizens housing. Urgency Rating: Longer Range	<i>This policy continues to align with current priorities. It should be continued. CRITICAL</i>
Property Maintenance. Encourage better maintenance of ill-kept properties that reflect badly not just on their owners, but also on the entire town. Urgency Rating: Important	<i>This policy continues to align with current priorities. It should be continued. Important.</i>
Maintain Affordability of Homes. Urgency Rating: Important	<i>Economic development must be encouraged in order to increase wages concurrently with housing costs. This policy continues to align with current priorities. It should be continued.</i>
a. Continue to not discriminate against mobile homes or other types of manufactured houses.	<i>This policy continues to align with current priorities. It should be continued.</i>
b. Take care in the preparation of Town-wide land use regulations to permit construction of housing that can be priced reasonably enough that Princeton’s young people can afford to stay here.	<i>This policy continues to align with current priorities. It should be continued. Read: “Insure that Town-wide regulations permit construction of housing that can be priced reasonably enough that Princeton’s young people can afford to stay here when they start their families.”</i>
Fix-up Program. Make it clear that good maintenance does not raise taxes. Urgency Rating: Important	<i>Support and promote incentives and programs that assist homeowners with home maintenance and repair. This policy continues to align with current priorities. It should be continued.</i>

Source: Town of Princeton Comprehensive Plan, 1995

Policies and implementation strategies relative to population in Princeton are presented in *Chapter M. Plan Implementation*. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

G. TRANSPORTATION

The purpose of this section is to:

1. Describe Princeton's roadway and transportation systems in terms of extent, capacity, and use;
2. Assess the adequacy of those systems in handling current use demands;
3. Assess the conditions of existing pedestrian and transit facilities and services; and
4. Predict major transportation improvements needed to address identified deficiencies and accommodate the projected demand for transportation in Princeton and Washington County.

FINDINGS

Transportation linkages in Princeton consist of US Route 1 and, via the South Princeton Road, to Route 9. Route 1 enters the town from the Baileyville municipal boundary and traverses the northeastern corner of the town in an area of limited residential near the proposed Princeton industrial park. Route 1 passes through the town center and then continues north into neighboring Indian Township as you cross the bridge over the Grand Falls Flowage. Princeton and the entire region are reliant on Routes 1, 9, and 6 as the primary means of transportation movement. Overall, roadways in Princeton are in good condition.

ROADS INVENTORY

Many roads in Princeton originated in the early days as pathways or carriage trails. These roads followed the easiest routes and were not concerned with sight distances, sharp corners, the weight load of trucks, or intersection design. Over the years some roads were improved to accommodate increased traffic, higher speeds and larger vehicles. In the last decade, the Maine Department of Transportation (MaineDOT) has assisted municipalities with further improvements, through its Local Roads Assistance Program, to meet state and national safety design standards.

There are more than 22.08 miles of public roadway in Princeton. This includes 4.86 miles of state highway (Route 1), 8.71 miles of state aid road (South Princeton Road and West Street) and 8.51 miles of town roads. There are 14.5 miles of private roads in Princeton.

Roads can be divided into three classifications by function: arterial, collector, and local.

1. Arterials are roadways that serve long distance, high-speed through-traffic between communities, and are maintained by the state. The most important travel routes in the state, state highways, are arterials. Interstate highways may function as arterials. Arterials are major roadways, which serve long distance through-traffic. Access to adjacent land is often provided.
2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and often are maintained in part by the

state. Collector roads are roadways, which connect local streets to arterials, and generally provide access to adjacent land.

- Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas and usually carry low volumes of traffic.

A listing of all public roads within Princeton with their classification, length, maintenance responsibility and overall condition can be found in Table G-1, their geographic location is shown on (Map 9 Princeton Transportation).

Table G-1: Roadway Public Road Inventory				
Road Name	Jurisdiction Classification	Length (miles)	Condition	Surface
U. S. Route 1	State Major/Urban Collector	4.86	Fair (truck tire ruts) to Good	Paved
	Total State Roads	4.86		
South Princeton Road	State Aid Minor Collector	4.91	Fair to Poor	Paved
West Street	State Aid Minor Collector	3.8	Poor	Paved
	Total State Aid Roads	8.71		
Airport Road (from West Street)	Local	0.87	Excellent	Paved
Averill Road	Local	0.1	Excellent	Paved
Clapham Street	Local	0.06	Excellent	Paved
Cross Street	Local	0.06	Good	Paved
Depot Street	Local	0.2	Good	Paved
Eastern Cutoff Road	Local (check length of local vs private ownership)	1.9	Good	Paved
Lake Road	Local	0.62	Excellent	Paved
Mill Street	Local	1.0	Good	Paved
Park/Rolfe Street	Local	0.43	Good	Paved
Petticoat Hill Street	Local	0.23	Good	Paved
Pleasant Street	Local	0.33	Good	Paved
River Street	Local	0.14	Good	Paved
Seamans Road	Local	0.22	Excellent	Paved
School Street	Local	0.20	Good	Paved
Westwind Heights	Local	0.17	Excellent	Paved
Willow Street	Local	0.05	Excellent	Paved
Woodland Road	Local	2.13	Good	Paved
	Total Local Roads	8.51		
	Total All Public Roads	22.08		

Source: MEGIS E911 Data; Princeton Comprehensive Plan Update Committee

Table G-2: Private Roads Inventory			
Road Name	Length (miles)	Condition	Surface
Andrews Dr.	0.26		
Apple Orchard Ln.	0.07		
Blackcat Point Dr.	0.82		
Breezy Knoll Dr.	0.08		
Bumpy Dr.	0.08		
Call Of The Loon Ln.	0.23		
Cilley Ln.	0.52		
Colonel Doane Ln.	0.16		
Commercial Ln.	0.09		
Dads Ln.	0.14		
Down River Camp Dr.	0.25		
Edgerly Dr.	1.18	Good	Gravel
Fullerton Ln.	0.16		
Greenland Point Rd.	1.31	Fair to Poor	Gravel/dirt
Hayward Ln.	0.15		
Hilltop Ln.	0.27		
Jerusalem Rd.	0.15	Fair	Dirt
Lakeside Pl.	0.31		
Laplant Ln.	0.32	Fair to Good	Gravel
Leighton Ln.	0.25		
Long Lake Camp Rd.	1.13		
Marie Ln.	0.06		
Nason Dr.	0.15		
Newman Ln.	0.2		
Oak Grove Ln.	0.94		
Round About Dr.	0.2		
Seavey Ln.	0.05		
Shore Dr.	0.13	Good	Gravel
Slipps Point Rd.	0.52		
The Hideaway Ln.	0.17		
Tierney Point Ln.	0.41		
Tupper Ln.	0.04		
University Of Me Forestry Rd.	0.52		
Whipporwill Ln.	0.98		
Whitetail Ln.	0.47		
	14.5 total miles		

MAINTENANCE AND CONSTRUCTION OF PUBLIC ROADS

Overall, the roadways in Princeton are in good to very good condition. Road maintenance, capital improvement projects on local roads, and winter plowing is contracted privately.

Princeton has received funding from the State through the Urban Rural Initiative Program (URIP) for capital improvements to local roads and State Aid/Minor Collector projects. Over the past 5 years, the Town of Princeton has completed ditching, replacing culverts, and resurfacing numerous Town streets. The approximate mileage of the streets repaired in that time period is 3.7 miles. Non-capital projects (e.g. plowing, sanding, and maintenance) are funded through local taxation and the local excise tax.

The Maine DOT Local Roads Center provides a “Road Surface Management for Maine Towns” training program, including Road Surface Management System (RSMS) software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, it is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and “defend” their road maintenance budgets. The system is generic and provides an objective tool that a municipality can “customize” with its own repair techniques and local costs.

Rather than using this software, the Board of Road Commission (the Selectmen) have completed implementation of a 10-year plan for road maintenance and capital improvements. Princeton’s local roads are in good to very good condition as a result. The Board intends to review the local road inventory and establish another 8-10-year cycle for needed maintenance and improvements.

TRANSPORTATION PLANS

MaineDOT prepares a Six-Year Plan to guide development within a fiscally constrained Biennial Capital Work Plan. Biennial Capital Work Plans based on the Six-Year Plan are issued every two years. The most recent Six-Year Plan was issued in 2009 covering the period 2010-2015. The BTIP’s are issued every fiscal biennium. MaineDOT, other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies.

The Town of Princeton actively participates in regional transportation planning efforts. Princeton provides input to MaineDOT regarding local transportation investment priorities for inclusion in Six-Year Plans and Biennial Capital Work Plans. There are three projects located in Princeton in the 2012-2013 Biennial Capital Work Plan as described are below.

Project Type	Location	Description	Status in 2013
Reconstruction	Princeton Municipal Airport	Design runway improvements, replace edge lighting systems and fencing	complete
Planning Study	Princeton Municipal Airport	Environmental Assessment on Master Plan Projects	complete
Bridge Replacement	Princeton, Indian Township	Princeton – Passamaquoddy bridge (#2688) over Grand Falls at Princeton-Indian Township town line	complete

The Town of Princeton supports and is actively engaged in regional transportation efforts in Washington County. Regional transportation plans that address transportation facilities in Princeton include the 2007 long range planning report, Strategic Investment Plan for Corridors of

Regional and Economic Significance, the Multi-Modal Corridor Management Plan for the Downeast Coastal Corridor (2009), and the Multi-Modal Corridor Management Plan for the Coastal Canadian Corridor (2011). These plans both identify Route 1 and Route 9 as part of a Corridor of Regional Economic Significance to Transportation (CREST). The CREST designation is in line with the Highway Corridor Priorities Map issued with the Capital Work Plan for FY2012/2013. Intended to guide MaineDOT capital investments, this document establishes six levels of priority for state investment based on the traffic volume carried by various roads and their importance to state and regional economic development goals.

Priority One highways include the interstate and key principal arterials (e.g. Route 1 in Aroostook County, the “Airline” (Route 9), Route 2 west of Newport and Route 302). These roads include 7% of total lane miles in Maine, but carry 40% of all vehicle miles-traveled (VMT). There are no Priority One Roads in Princeton. Priority Two highways include non-interstate, high-value arterials. In Princeton this includes Route 1. Priority Three highways include all other arterials and the most significant major collector highways of which there are none in Princeton. All other roads in Princeton are Priority Four or less.

TRAFFIC VOLUMES AND PATTERNS

MDOT estimates the average annual daily traffic volume (AADT) of most state and state aid roadways. Traffic counts taken every few years help the state calculate changes in traffic volume so that road improvements can be designed and built to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. They help describe the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks.

The table below shows average annual daily traffic (AADT) volume counts for the most recent years (2006, 2007 & 2009) for which data is available. Annual average traffic volumes are determined by placing an automatic traffic recorder at a given location for 24 or 48 hours; the 24 or 48 hours are then factored for seasonal variation. The volumes shown below represent both through-traffic and local activity (data points locations are shown on *Map 9 Transportation*).

TRAFFIC VOLUMES FOR SELECTED LOCATIONS (AADT 2006, 2007, 2009)			
Location Description	AADT 2006	AADT 2007	AADT 2009
US 1 SE/O South Princeton Rd	2620	2500	2,610
US 1 (Houlton Rd) SE/O West St.			5,080
US 1 (Houlton Rd) NW/O South Princeton Rd			3,300
South Princeton Rd S/O US 1			540
South Princeton Rd SE/O Lake Rd.			610
South Princeton Rd NW/O Lake Rd.			580
West St. NW/O Airport Rd.			880
Lake Rd W/O South Princeton Rd			120
Eastern Cutoff Rd NE/O Route 1			330
Airport Rd. SE/O West St.			70
Rolfe St SW/O Route 1			23

Source: Maine Department of Transportation, 2013

As may be expected, AADT data show the highest traffic volume on state highways. The highest observed traffic volume was on Route 1 within the town center with an average annual daily traffic count of 5,080 vehicles in 2009. Outside of the town center the AADT on Route 1 drops to 3,300 reflecting the lesser amount of daily activity of local trips. The Town does not consider traffic delays to be excessive or burdensome in any part of Princeton.

TRANSPORTATION FACILITIES AND SERVICES

Traffic Control Devices

There are no traffic lights in Princeton. It is not anticipated that any additional traffic control devices will be needed in Princeton during the next several years.

Shoulders

The width and condition of shoulders varies considerably in Princeton. In places there are well-maintained, paved shoulders (e.g. Route 1). Other high-volume roadways however have no shoulders at all, or shoulders that are narrow, soft or with sharp drop-offs.

Paved shoulders make the road safer, particularly on higher traffic volume roadways. They allow an area that is more useful for temporary maintenance of vehicles, provide increased opportunities for faster vehicles to pass slow-moving vehicles, offer safer opportunities for pedestrian travel, and allow easier and safer travel for the increased numbers of bicyclists touring the town. The Town should work with MaineDOT to ensure paved shoulders are included as part of highway improvements along all State-Aid roads.

Pedestrian Facilities

There are virtually no sidewalks throughout Princeton's town center. The few sidewalks that exist near the former school in the town center are in very poor condition. A sidewalk is needed on the east side of Main Street from the Machias Savings Bank to the Bridge over Grand Falls Flowage. Main Street through the town center has a 40 MPH speed limit that reduces to 25 MPH but there is no safe area for pedestrians on either side of the road. There are multiple residential areas, businesses and services that need safer pedestrian access throughout Princeton.

Currently, Princeton regulations do not require sidewalks in new developments or subdivisions. The Princeton Pathfinders snowmobile club is active in the town and region (International Trail System) and maintains trails with two grooming machines.

Trails

Regionally connected trails include both ATV and snowmobile trails. Princeton Pathfinders helps to maintain these trails. One public "trail" is located on Pokey Mountain (although it is actually a road, some vehicles could make it up, and it is perhaps best suited for hikers or ATVers). The road up the mountain is passable. The view could be greatly improved with some tree removal in the future, but is good for the time being. The road is steep, and there are no signs indicating the road's location. Another trail, located at the Elementary School, is open to the public, although students and the Girl Scouts mainly use it. This trail is not long, roughly 2/3 of a mile, and was reportedly maintained in 2012 by a group of volunteers.

Culverts and Bridges

The Board of Road Commission is responsible for inspecting and maintaining culverts and bridges. Three bridges are located in Princeton, all of which are the responsibility of the State. The town has three bridges.

BRIDGES IN PRINCETON			
Bridge/Culvert Name (Br#)	Location	Owner	Feature Under
Woodland Street 5599	0.4 mile SE of Jct. of Woodland Road and Independence Ave.	State DOT	Anderson Brook
South Princeton Road 3723	2.3 miles south of Jct. of South Princeton Rod and Route 1	State DOT	Dog Brook
Princeton 2688	0.4 Mi. NW Jct. West St.	1 State DOT	Grand Falls Flowage

Source: Maine DOT, 2012

In addition to major culverts there are a number of small culverts under town roads. The town has standards for driveway culverts along town roads and assumes responsibility for the replacement and repair of properly installed driveway culverts. Standards will be upgraded yearly to allow for greater flow of water associated with an observed increase in the intensity of rain events. Culvert replacement is normally included as part of the town's road maintenance budget. Other culverts in town are in generally good condition.

In 2010 Princeton reconstructed Eastern Cutoff Road with new ditching and culverts to improve drainage. However, Maine DOT has not improved drainage at the junction of Route 1 and Eastern Cutoff Road resulting in drainage back towards the town road.

Parking Facilities

Within the town center there is a mix of public and private parking. There is public parking associated with public buildings including the Town Office Complex, the Public Boat Landing, ball diamond, Post Office and the Library. The Elementary School has sufficient parking.

Outside of the town center, parking is associated with individual land uses and the availability of parking is not a significant issue of concern.

Public Transportation

Princeton has limited public transportation options. West's Bus Service offers daily round trip service from Calais to Bangor with in-town stops along Route 1 (starting in Calais). The Washington Hancock Community Agency (WHCA) provides scheduled van and door-to-door on demand transportation for clients referred to them by the State of Maine Department of Human Services.

WHCA transportation is mainly provided for medical appointments, child visitation, and sheltered workshops. However, WHCA transportation is also available for members of the general public on a space-available basis. Most of the longer trips are for medical services: shorter trips are to local doctors, pharmacies and groceries. WHCA also coordinates a volunteer driver service for the same transportation needs as noted above.

There are currently no taxi operators and no dedicated public transit facilities in Princeton.

Although public transportation options are limited, the combination of available services through WHCA and West's Bus Service is somewhat responsive to the needs of the community, particularly income eligible residents and the elderly. Princeton participates in regional planning efforts through Washington County: One Community and WHCA to develop additional transportation options.

Airport Facilities¹

Princeton Municipal Airport is governed by the Princeton Regional Airport Authority, a cooperative agreement between Princeton, Baileyville and Calais, and serves the entire northern part of Washington County. The Airport Authority maintains and develops the airport for use by businesses and the general public, military, state agencies, border patrol, and Life Flight.

Princeton Municipal Airport started as four old farms owned by Bailey, Pike, Lovering and Mercier. Paul Plaisted bought all four farms and built a huge barn in 1925, delivering milk to Princeton residents and the CCC camps. In the early 1940's, the federal government bought 420 acres to build an airport. The original purpose of the airport was mainly a parking place for airplanes that would not fit on Dow Army Airfield (now Bangor International Airport). Workers from the W.P.A cleared the land, the government installed drainage, two runways and a lighting system. A rotating beacon was installed in Pike Field and the field was in operation.

After WWII was over, the airport and surrounding land was given to the residents of Princeton and called Princeton Municipal Airport (PNN). Over the years there have been flying schools, regularly scheduled commercial flights, rental cars, many charter flights and consistent use by private pilots.

Princeton Municipal Airport covers an area of 420 acres and has two asphalt-paved runways. Current use of the Princeton Municipal Airport includes business flights, recreational use, medical emergency flights, flight training, Air National Guard training flights and tourist use. The facility has been upgraded over the years with new pavement, new snow removal equipment with a storage building for it, a fuel tank for pilots, weather reporting equipment, and a new aircraft parking apron. Local contractors and volunteers perform maintenance.

There are currently 9 aircraft based at the airport and there are approximately 2,500 aircraft operations a year. Future use of the airport and its surrounding land is expected to compliment and facilitate regional economic development in Washington County.

The Maine DOT has identified this airport in its 2012-2013 Biennial Capitol Work Plan. The Plan identifies reconstruction: design runway 15-33 safety area improvements, including replacing an edge lighting system and fencing, with an identified cost of \$154,000.00. At the writing of this plan, federal funding has been secured in the amount of \$566,000.00 for construction of partial parallel taxiway "B."

Other regional airports include:

1. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no beacon or fueling services. Last rated by the state in poor condition.

¹ Summary derived from various sources, including an essay by David Carle, the Princeton Regional Airport Authority, and Vernon Wentworth.

2. Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services. Beacon and fueling services. Last rated by the state in good condition.
3. Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. Last rated by the state in good condition.
4. Machias Valley Airport has a 2909-foot runway and is used by private plane owners and in an emergency, by air ambulance services. Beacon, but no fueling services. Last rated by the state in good condition.

There is also a local airport in St. Stephen, New Brunswick. The nearest international airport, Bangor International Airport, is located in Bangor, 85 miles from Princeton, and offers both chartered and scheduled passenger flights to a number of points within Maine, nationally and internationally. Freight operations are limited, with most cargo carried on scheduled domestic flights. Major shippers such as Federal Express and UPS and other smaller couriers provide service. An international airport is also located in St. John, New Brunswick.

Rail Facilities

There is currently freight rail service serving the mill complex in neighboring Baileyville. The former Calais Branch corridor is currently being managed as the Downeast Sunrise Trail, a multi-use recreational trail.

Ports

There are no port facilities in Princeton. The nearest port facilities are in Eastport (45 miles) and Searsport (~140 miles).

Multi-Modal Facilities

There are currently no park-and-ride or multi-modal facilities in Princeton.

LAND USE AND ENVIRONMENTAL CONSIDERATIONS

Princeton does not have a Land Use Ordinance or a Subdivision Ordinance to implement local land use decisions that affect safety, congestion, efficiency and interconnectivity of the transportation system.

Multi-roadway uses

There are few conflicts due to multiple uses of roadways in Princeton. The downtown is clearly defined with a 25 mile per hour speed limit that is somewhat adhered to.

Access Management

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. While arterial highways represent only 12% of the state-maintained highway system, they carry 62% of the statewide traffic volume. Maintaining posted speeds on this system means helping people and products move faster, which enhances productivity, reduces congestion-related delays and environmental degradation. By preserving the capacity of the system we have now, we reduce the need to build

costly new highway capacity such as new travel lanes and bypasses in the future.

MDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Due to the low volume of traffic in Washington County, there are no roads in the retrograde arterial category. However Route 1 is a designated mobility corridor and comes under stricter access management standards.

To maintain and improve traffic flows, the Land Use section of this plan and future Land Use Ordinances will include access management performance standards that are in accordance with current law.

Environmental Concerns

Habitat fragmentation can result from roads and other transportation facilities and is likely occurring in Princeton. Poorly maintained culverts and water crossing structures can physically block fish passage and/or result in increased flow velocities that cause excessive channel scouring, bank slumping and flows that limit fish and aquatic invertebrate passage in streams and which can lead to local extinctions of fish species. Current practice calls for a doubling in the size of culverts when they are replaced to allow for fish passage and allowance for flooding clearance.

The Town has not assessed existing water crossing structures (culverts, bridges, etc.) for their potential as barriers to fish and aquatic species passage. As part of on-going maintenance, the Road Commissioners should determine the extent to which existing structures act as barriers to fish and aquatic species passage and incorporate this information into plans for the repair and/or replacement of these structures.²

MDIFW recommends, when repairing and replacing culverts, to do so with structures with a span of 1.2 times the bank's full width to comply with the Army Corps of Engineers category 1 permit requirement. In addition MDIFW recommends using bridges, three sided box culverts and open bottom arch culverts instead of pipe style culverts because they utilize the brook's natural stream bottom and provide fish spawning and nursery habitat. The Town of Princeton will implement these recommendations where feasible.

Noise-Related Concerns

There are few hills on which trucks cause noise problems due to use of engine assisted brake mechanisms. However some complaints are received from property owners as trucks slow down before entering the town center. A sign requesting that trucks do not use "jake" brakes could help with this problem. Implementing a town rule would be helpful in controlling the noise.

Impacts on Scenic, Historic and Cultural Resources

Historic resources are concentrated primarily in the town center and protected by the 25 mile per hour speed limit signs.

² For more information of the effects of roads on streams visit:
http://www.maine.gov/doc/mfs/fpm/water/docs/stream_crossing_2008/MaineStreamCrossingsPoster.pdf.

DANGEROUS INTERSECTIONS AND STRETCHES OF ROADS

Maine DOT documents public safety reporting on maps and in statewide collision data. These data determine High Crash Locations, defined as places where eight or more collisions occur within a given three-year period. Given the relatively low traffic volume in Princeton, Maine DOT did not identify any High Crash Locations in Princeton from 2009 through 2011 (the most recent survey period for which data is available).

Princeton: Type of Crash, 2006-2010

Type Crash	2006	2007	2008	2009	2010	Total
Deer	2	3	6	2	2	15
Head-on / Sideswipe	0	1	1	0	0	2
Intersection Movement	1	0	2	0	0	3
Moose	1	0	0	0	1	2
Object in Road	0	0	1	1	0	2
Other	0	0	1	0	0	1
Rear End / Sideswipe	1	0	1	1	1	4
Rollover	0	0	0	0	0	0
Went Off Road	8	7	13	5	4	37
Total	13	11	25	9	8	66

Source: Maine Department of Transportation

Statewide collision data show that there were 66 collisions in Princeton during the five-year period from 2006 to 2010. The most common type of traffic accident during this time period were vehicles running off the road (37 occurrences) followed by vehicle collisions with deer (15 occurrences). Other types of traffic accidents occurred in lesser numbers as a result of rear end/sideswipe collisions (4 occurrences), intersection movement collisions (3 occurrences), head-on/sideswipe (2 occurrences) and collisions with moose (2 occurrences).

MaineDOT also uses crash-location data to identify leading crash locations (following). All of the leading crash locations in Princeton occur on state highways or at the intersection of state highways and local roads. The data below reveals three roadways where most of the lead crash locations are located.

PRINCETON ELEMENT CRASH LOCATIONS, 2006-2010			
Road or Route	Total Crashes	Begin Location Description	End Node Description
Woodland Rd	2	Non-Int WOODLAND RD	TL - Baileyville, Princeton
Woodland Rd	1	Int of LAKE RD S PRINCETON RD WOODLAND RD	Non-Int WOODLAND RD
Greenland Point Rd	1	End of GREENLAND POINT RD	Int of GREENLAND POINT RD WEST ST
Clapham St	1	Int of CLAPHAM ST, SCHOOL ST	Int of CLAPHAM ST MAIN ST MILL ST
Pleasant St	1	Int of MILL ST, PLEASANT ST	End of PLEASANT ST

Rte 1 (Main St)	1	Int of MAIN ST, RIVER ST	TL Indian Twp Res Princeton
Rte 1 (Main St)	3	TL Baileyville Princeton	Non Int MAIN ST
Rte 1 (Main St)	6	Non Int MAIN ST	Int of MAIN ST S PRINCETON RD
South Princeton Rd	4	Int of MAIN ST S PRINCETON RD	Non Int S PRINCETON RD
Rte 1 (Main St)	6	Int of EASTERN CUTOFF MAIN ST	Int of MAIN ST WESTWIND HTS
Rte 1 (Main St)	1	Int of MAIN ST WESTWIND HTS	Int of MAIN ST, WEST ST
South Princeton Rd	3	Non-Int S PRINCETON RD	TL Alexander Princeton
South Princeton Rd	7	Non Int S PRINCETON RD	Int of LAKE RD S PRINCETON RD WOODLAND RD
West St	4	TL - Big Lake Twp, Princeton	Int of GREENLAND POINT RD WEST ST
West St	2	Int of GREENLAND POINT RD WEST ST	Int of AIRPORT RD WEST ST
West St	1	Int of AIRPORT RD WEST ST	Non Int WEST ST
Rte 1 (Main St)	13	Int of MAIN ST S PRINCETON RD	Int of EASTERN CUTOFF MAIN ST

Source: MaineDOT

PRINCETON CRASH LOCATIONS 2006-2010	
Total Crashes	Node Description
1	Int of DEPOT ST MAIN ST
1	Int of LAKE RD, SEAMANS RD
1	Int of AIRPORT RD WEST ST
1	Int of CROSS ST, DEPOT ST
1	Int of SCHOOL ST WEST ST

Source: MaineDOT

There are several locally identified traffic hazard areas that may need consideration. The following table describes the safety issues in each problem area and suggests possible solutions.

LOCALLY IDENTIFIED TRAFFIC HAZARD AREAS			
Intersection/Road	Safety Issue	Cause of Safety Issue	Possible Solutions
Woodland Road	guardrail needed in swampy area	no guardrail / if automobile leaves road, could be a hazard	install guardrails where needed
Rt # 1 / Main Street - From the bridge to Machias Savings Bank	pedestrians in roadway shoulder area	lack of sidewalks	build sidewalks in heavy pedestrian traffic areas
West Street - from Main Street to Big Lake Township	hazards - potholes, rough pavement, frost heaves, narrow shoulders	deteriorating road bed	rebuild West Street

REGIONAL COORDINATION

Alternative Corridor/Bridge, Ayers Junction

Regional discussion of enhanced regional transportation connectivity has included a proposed bridge and alternative corridor to provide a through route from Eastport to Route 9 and Calais via Ayers Junction. This proposal was supported by the cities of Eastport and Calais, in the 2004-2006 Updates to their Comprehensive Plans. Subsequent review determined that the final undeveloped connection to Route 9 (through the Town of Crawford) is infeasible. There are continuing analyses under discussion by the Port of Eastport to improve road and rail connectivity to the Port of Eastport. These alternatives would improve access to the mills in Baileyville and to the international border in Calais while reducing conflicts among commercial and visitor traffic.

Achieving this vision of an alternative bridge and corridor will require much consultation and cooperation with surrounding communities and the Maine DOT. Princeton supports an initiative to discuss long-term strategies that support economic diversification and development within the industrial and tourism sectors of eastern Washington County.

East-West Highway

One of the largest possible improvements to Princeton's transportation situation regards the possibility of an East-West Highway. The Maine Legislature has at least twice voted that, should a modern, high-speed highway serving traffic across Maine on the east-west axis be built, that the eastern terminus is to be Calais, the site of the largest United States-Canadian border crossing in Maine. This new, modern, border crossing is located approximately 15 miles from the Princeton town line, just inside Calais. Any new highway would almost certainly pass through Baileyville, just to the south of Princeton, to get to that border crossing. The Baileyville Town Council, in two formal votes, has supported the idea of a new or significantly improved east-west highway.

The same legislation designating the new commercial border crossing at Calais as the eastern terminus of an east-west highway has also designated Route 9 as the location of such a highway in the event that a publicly built highway becomes the final goal. If a privately financed highway becomes the method of delivery of a highway, Baileyville and the commercial border crossing at Calais would become the eastern terminus.

As of the time of this Plan, the de-facto east-west highway in eastern Maine is Route 9, with its eastern terminus located in Baileyville, just south of Princeton. Regardless of whether or not a new highway is, built the Town of Princeton should continue to advocate for continued improvements to Routes 1, 9, and 6, and the South Princeton Road northerly from Route 9.

PUBLIC OPINION SURVEY

Survey respondents strongly agree that sidewalk investments should be made. Support for sidewalk investments has doubled since 1995. Written comments include statements that people

would walk more if a safe place were provided. People generally express satisfaction with civic services, including road maintenance and repair, winter plowing and sanding, and street lighting. Many written complaints were included regarding West Street and winter plowing.

One open-ended survey question specifically focused on issues with safety between bicycle/pedestrian/ATV/snowmobile users. Survey responses were mixed, but 43 respondents comments that there were issues, while only 19 responded no, and one responded not sure. Problems include a lack of sidewalks for safe pedestrian use; ATV use of pedestrian trails; a need for bicycle trails for children; property damage and trespassing resulting from ATV and snowmobile use; speed and noise associated with ATV use; pedestrians using the street thereby making automobile travel dangerous; bikers and pedestrians not paying attention to automobile traffic; lack of access to services for ATV users; and lack of adequate trails for ATV/snowmobile users. (See *Chapter K. Survey Results*).

EXISTING POLICIES REGARDING TRANSPORTATION

The following table lists town policies and implementation strategies for transportation as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Princeton's 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Policy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Support highway improvements.	<i>This policy continues to align with local priorities and state-level goals. It should be continued. Consider 8-10 year plan.</i>
Support Princeton Regional Airport improvements.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Actions Steps/Implementation Strategies – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Roads. Prepare and implement a five-year road maintenance and improvement plan. Urgency Rating: Important	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Sidewalks. Construct sidewalks along Route 1 from the bank to the bridge. Urgency Rating: Important	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Regional Airport. Urgency Rating: Important	<i>Create business model to compliment Airport master plan.</i>
Continue support of the Princeton Regional Airport Authority.	<i>This policy continues to align with local priorities and state-level goals. It should be continued.</i>
Support the inauguration of scheduled air service.	<i>This strategy has not been fully implemented; but it remains a worthwhile objective and should be implemented.</i>
Complete the road from Route 1 to the Airport.	<i>This strategy has been implemented.</i>

Policies and implementation strategies relative to Public Facilities in Princeton are presented in *Chapter M. Plan Implementation*. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

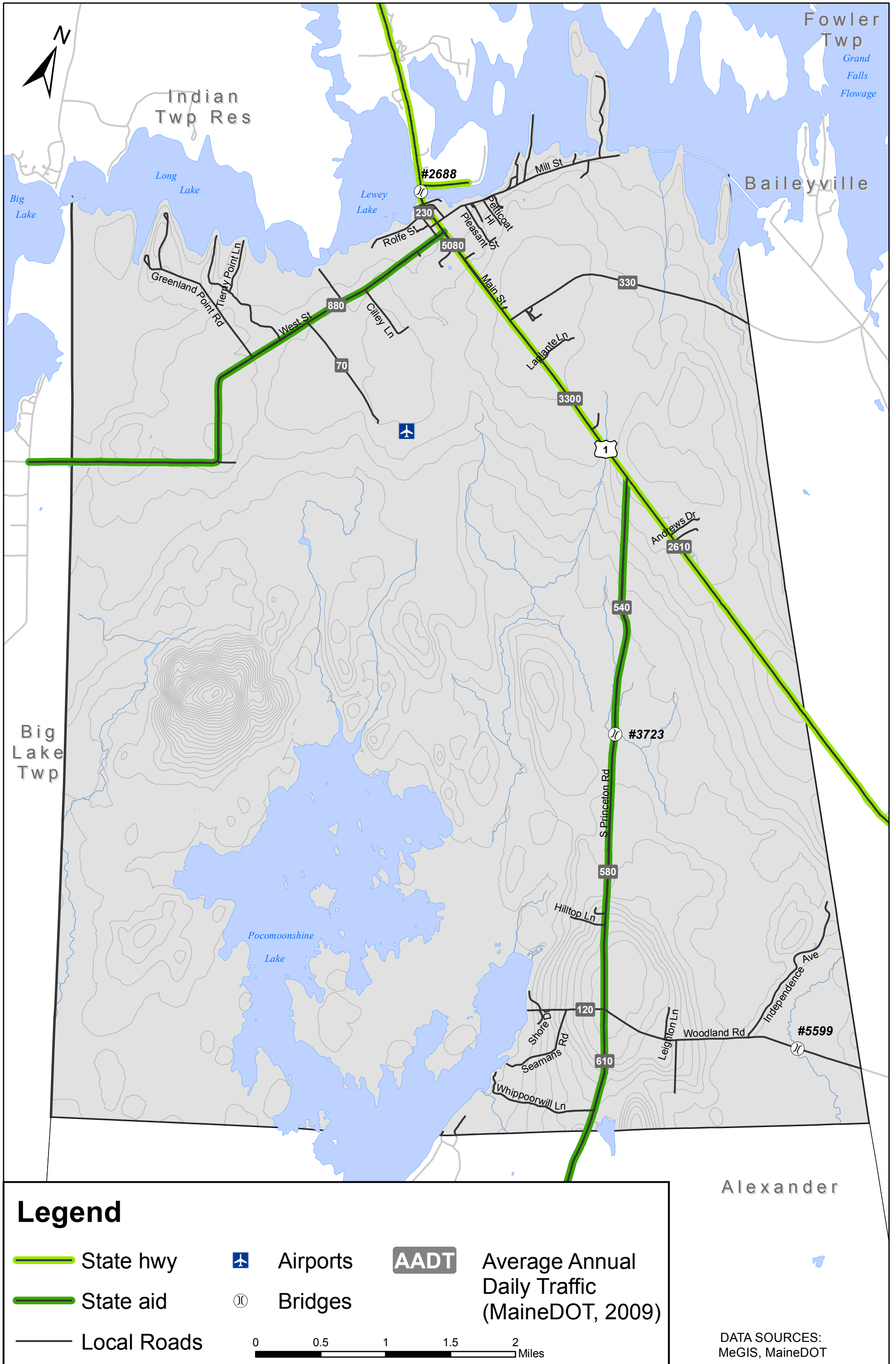
SUMMARY

Transportation linkages in Princeton consist of US Route 1 and, via the South Princeton Road, to Route 9. Our town is reliant on its road network as the primary means of transportation movement. Therefore, local roads should provide safe, reliable access to work, school, stores, and residences. Overall, the roadways in Princeton are in good condition. Maintenance of roads was rated as one of the highest priorities for public investment in the survey of residents. Since MDOT has jurisdiction over most main roads in Princeton, the town will continue to communicate and cooperate with that department.

Princeton will continue to work with its neighbors and the region to maintain a safe and efficient transportation network.

Map 8: Transportation

Princeton Comprehensive Plan Update (2014)



H. PUBLIC FACILITIES AND SERVICES

The purpose of this section is to:

1. Describe Princeton's public facilities and systems in terms of their extent, capacity, and use;
2. Assess the adequacy of those systems in handling current demands;
3. Predict whether public facility or service system additions and improvements will be needed to accommodate the demands of the projected population; and
4. Estimate the general costs of providing the needed public facility and service system additions and improvements.

KEY FINDINGS

The Town of Princeton maintains a variety of public facilities and services including a volunteer fire station, a Town office, a transfer station, a public library and Town square and the Andrews Field. A part of Princeton is served by public water. The Town regularly contributes to capital reserve accounts as a way to plan for and manage the cost of replacing of municipal equipment and facilities. Most municipal facilities are in good condition sufficient for the current and anticipated needs of the population, however, the fire station, tennis courts and ball field need significant repair, and the library needs expansion.

Budgetary information is presented in *Chapter I. Fiscal Capacity*. The locations of key public facilities are shown on *Map 2: Public Facilities*. All projected investment in public facilities can be accommodated within designated Growth areas as outlines in *Chapter L. Land Use*.

GENERAL GOVERNMENT

The government of Princeton consists of a five-member Board of Selectmen. The Town Manager system was abandoned in 1992 for budgetary reasons. The Town has functioned effectively and successfully under the Selectmen system since then. Town administrative functions are located on Depot Street. A town website, princetonme.com, is regularly maintained.

Both long- and short-term boards and committees assist the Select Board.

Current long-term Boards and Committees include:

- Board of Appeals
- Budget Advisory Committee
- Fire Department
- Library Board
- Planning Board
- Board of Selectmen
- Water District Trustees
- Airport Committee

Current short-term or special projects Boards and Committees include:

- Comprehensive Plan Update Committee
- Fire Station Replacement Committee
- Library Expansion Committee

In addition to these committees, the Town appoints 1 Assessor. The Town also elected 3 Directors of the Princeton Water District and 5 members to the School Committee.

Princeton employs a certified Code Enforcement Officer, a certified Plumbing Inspector and is fully compliant with Title 30A Sec. 4451. The Building Permit Ordinance and Shoreland Zoning Map were last updated in 1993.

Princeton's Planning Board consists of four members. Monthly meetings are held to review subdivisions and site plans for any development proposals. The Planning Board also reviews shoreland-zoning issues for compliance with state and local regulations.

The three-member Board of Appeals hears grievances, variance requests, and administrative appeals.

The responsibilities of Town government are divided into the following departments:

Function	Responsible party
Education	Superintendent/School Board
Fire	Fire Chief/Board of Selectmen
Ambulance	Board of Selectmen
Public Works	Board of Selectmen
Roads & Highways	Board of Selectmen
Solid Waste & Recycling	Board of Selectmen

MUNICIPAL BUILDINGS, FACILITIES AND SERVICES		
Building/Facilities	Condition	Notes
Town Office	B	
Library	C	Needs expansion & foundation
Fire Station	D	Severe water issues, leaks, mold. Reconstruction in process.
Sand & Salt Shed	A	
Boat Launch (Route 1)	D	Needs paving.
Tennis Court and Baseball Field	D	Needs maintenance, resurfacing. Tennis court is beyond repair, field and court used for farmer market and festivals now.
Princeton Elementary School trail	C	Needs maintenance
Cemeteries	B	Needs maintenance
Public Landing (Lake Road)	B	Some litter in water

- A - Relatively new facility, lifetime expected in excess of 20 years (with proper maintenance)
 B - Facility is older and has been well cared for, but may need renovations in 10-20 years
 C - Older facility that may not be in the best of shape & may need improvements in 5-10 years
 D - Old facility that needs replacement or considerable maintenance/renovation in 2-5 years

GENERAL

Town Administration

The Princeton Town Office operates out of a new building (constructed in 2000/2001) located at 15 Depot Street. The Town employs a Treasurer, Town Clerk and one office staff person. It is open 5 days a week (Mon-Fri). A storage building adjacent to the Town Office houses the recycling collection. New stairs ADA compliant stairs were constructed in 2012. A security camera monitors Legacy Square, the fire station, and Town Office.

Princeton Public Library

The Princeton Public Library, started in 1943 by the Princeton Women's Club, is housed in the former Youth Club building (which once stood on West Street across from the cemetery and was relocated to Main Street and renovated by the National Guard in 1979). A four-member committee administers the library. The library employs one part-time librarian.

The 32 x 32 facility has over 10,000 volumes. The library serves Princeton as well as surrounding communities. The library is part of the Washington County Public Library Consortium, and is connected to the Interlibrary Loan system, the Maine List Serve, and the Maine Memory Network. In addition to traditional lending, the Library offers free high-speed wireless access, one public use laptop and one desktop computer, access to Ancestry.com for genealogy research, and a variety of community and youth oriented events. The Town supports the Library with an annual appropriation of around \$12,713.

The library building was updated with new siding in 2000, and with a new roof, windows, and lighting in 2006/2007. The library is too small for current use, and needs to be expanded. A grant for \$50,000 was received to renovate the library in the summer of 2014. An expansion to the library and renovation of the bathroom to be handicap accessible will be completed through this grant. Updated heating, windows, and insulation are now on the Library's "wish list" for the future.

Animal Control

Princeton does not have an animal control facility, however, they do contract with an Animal Control Officer on an on-call, stipend basis. Captured animals are held at the Animal Control Officer's home until either the owner can be located or a shelter located with room for the animal. Baileyville's animal shelter is in terrible repair; other relatively nearby shelters are located in Houlton, Bangor, Calais, and Cherryfield. Princeton is considering partnering with Lincoln Animal Shelter. Baileyville is also negotiating animal shelter upgrades, and may be another potential regional partner.

PUBLIC WORKS

Salt and Sand Shed

Princeton constructed a Salt and Sand Shed for indoor storage of municipal sand and road salt in 2004. The Town stores 1800 cubic yards of sand/salt in the facility. Upgrade and

maintenance will be met through the regular budget; no capital investment in the Salt Shed is anticipated over the planning period.

Solid Waste Management

The Town closed its landfill on Eastern Cut-off Road in 1994, and a transfer station was constructed adjacent to the site of the former landfill. Solid waste is shipped to the landfill at Lawrence Station in New Brunswick, Canada.

Princeton's current solid waste budget is \$59,340 per year. Roadside pickup is offered town-wide once weekly. The Town maintains a capital reserve account for the eventual replacement of the current collection equipment. The landfill is open only on Sunday.

Organized recycling started in Princeton in 1992. Collection bins located at the Transfer Station are available to the public 1 day a week. Recyclables are transported to a plant in Massachusetts for sorting, storage, and sale. Princeton receives a share of the proceeds when its recyclable commodities are sold. Princeton's recycling rate has fluctuated over time. The recycling building was constructed in 2007. In 2011, the recycling rate was 6.29%, with 6 tons of materials being recycled and 460 tons of municipal solid waste landfilled.

Water Supply

In 2009/2010, the Town operated Princeton Water District connected over 40 customers to its newly created public water supply. The Water District provides water in Princeton at a volume of 1.74 million gallons per year. The District has one active well located at the West Street ball diamond. The water district is currently undergoing a survey to determine if expansion is necessary.

RECREATION

Public Parks

The baseball diamond at West Street was restored in 1999/2000. The Brewer Andrew Sports Field was upgraded in 2000/2001. In 2012, Legacy Square was upgraded with a war memorial, benches, landscaping, and lighting. The Town is currently exploring the potential of resurfacing the tennis courts and constructing a new playground.

Public Boat Launches

Improvements were completed to boat launches at both Lewey Lake and Pocoomoonshine Lake in 1995. In 2002/2003, the State requested increased access to Pocoomoonshine Lake Road and the rebuilding of Pokey Lake Boat Landing with better access and expanded parking. Inland Fish & Wildlife completed the work in 2004/2005.

Public Landing

The public landing was improved in 1995, and the area next to the lake was cribbed, filled with loam, and seeded.

Public Trails

Regionally connected trails include both ATV and snowmobile trails. Princeton Pathfinders helps to maintain these trails.

One public “trail” located on Pokey Mountain (although it is actually a road, some vehicles could make it up, and it is perhaps best suited for hikers or ATVers). The road up the mountain is passable, considering it has not been maintained in some time. The view could be greatly improved with some tree removal in the future, but is good for the time being. The road is steep, and there are no signs indicating the road’s location.

Another trail, located at the Elementary School, is open to the public, although students and the Girl Scouts mainly use it. This trail is not long, roughly 2/3 of a mile, and was reportedly maintained in 2012 by a group of volunteers.

CEMETERIES

The Town maintains two cemeteries, and is actively seeking funds to upgrade both cemeteries. West Street cemetery was expanded in 1998.

PUBLIC SAFETY

Police

Princeton voted to eliminate its police department in 1992. The State Police and the Sheriff’s Department now provide police protection. In general, the system is satisfactory, however, residents have expressed concern about adequate response time. Unlawful activity has not shown an increase since the department was eliminated, and, according to the County Sheriff’s report, the degree of unlawful activity seen in Princeton is about average for a community of Princeton’s size.

Fire Department

The Princeton Fire Department, located adjacent to the Town Office, is a volunteer fire department with a Fire Chief, who receives a monthly stipend and 19 stipend fire fighters. The Princeton Fire Department coordinates with other volunteer fire departments in neighboring communities; and has mutual aid agreement with all of Washington County. The fire departments are undergoing extensive training in Princeton and with neighboring communities. On-going activities include giving fire safety talks at elementary schools; and bringing gift baskets Princeton’s elder population.

The Princeton Fire Department owns and maintains:

- Brush truck
- Two pumper trucks
- One hose truck

The Fire Department was awarded a grant and purchased an automatic external defibrillator and thermal imaging camera in 2002/2003. Engine #2 was replaced with a pumper truck in 2004/2005. A new pumper-tanker was purchased in 2008/2009. A new brush truck with a 250 gallon water tank and 2 5-gallon foam tanks was purchased in 2013. A 76-hour hands-on Basic Fire School training was held in 2012/2013.

The Fire Department building was constructed in 1970 and was repainted in 2003/2004. The building is in deteriorating conditions and needs full replacement. The building is below grade and water leaks into the building from the surface, through the roof, and creates considerable mold, and is difficult to heat. (A grant was applied for in 2014 to construct a new Fire Station.) Additional municipal capital investment in the Fire Department building will be required. An engineer has been hired to design the new fire department.

Ambulance

The Passamaquoddy Tribal Government served Princeton's emergency needs until 2011/2012, when the Town changed their contract for ambulance service to Downeast EMS, located on Main Street in Baileyville. The ambulance and rescue squads consist of 3.5 full-time and 3 part-time personnel trained and certified as Intermediate Level Emergency Medical Technicians. 24-hour coverage is provided to Indian Township as well as to several neighboring mutual aid towns. The Ambulance and Rescue department is housed at the Fire Department.

Downeast EMS currently owns and maintains the following ambulance and rescue equipment:

- 12 Lifepak 4 Defibrillator units
- 12 Pacetek Pulse Oxymeter Vital Signs Monitor
- 5 new ambulances

The Passamaquoddy Tribal Ambulance and Calais Fire Department are mutual aid partners.

Emergency Management

The Washington County Emergency Management Agency offers Washington County communities a central source for emergency preparedness information and training, and works with communities to help deliver vital services in case of a large-scale emergency. Although Princeton has some basic emergency information available to the public, they do not have a detailed local emergency management plan to assist citizens with immediate or long-range emergency management tactics. The Comprehensive Planning Committee has expressed a desire to explore the formation of a more localized emergency-management planning group that would:

- Provide a centralized command center in case of a large-scale emergency in the Princeton/Baileyville/Indian Township/Grand Lake Stream region.
- Revise and update their emergency plans.
- Distribute information to residents on general safety issues.

PUBLIC EDUCATION

The Princeton Elementary School operates within AOS 90, which includes fifteen other schools from Washington, Penobscot, and Aroostook Counties. As with many schools in the region, the population of school-aged children in Princeton is declining (see *Population*).

Elementary School

The Princeton Elementary School (pre-K-8) is perhaps one of the more attractive schools in Washington County. The school is in good condition. There are currently 117 students primarily from Princeton and Grand Lake Stream. The school site is 30 acres, giving ample room for playfields, expansion, and inclusion of a high school if the need ever arises. The playground was expanded in 2005/2006. The ball fields and playgrounds are in good condition. A 2/3-mile long public nature trail, constructed by volunteers during the summer of 1994 and funded by donations from local companies and individuals, needs maintenance.

In Princeton as in other communities in the area, the school budget has increased considerably in recent years even as enrollment falls. As teachers resign or retire, new faculty members have been hired. In the face of increasing budget pressure, changes in the delivery of pre-K-12 education in Princeton are possible. Changes may include recruitment of students from other communities. The Town should work proactively with the School District to plan for changes in the delivery of education in the district and find ways to maintain and improve its schools in a cost effective manner.

High School

The first “free high school” occupied the first floor of the Masonic Temple building. Until 1968 Princeton maintained its own high school. Most students now attend Baileyville’s High School located in Woodland, while some students choose to attend the Calais High School to take advantage of a greater variety of course offerings.

Washington Academy is located in East Machias and composed of seven buildings on a 45-acre campus. It is a private school that hosts students from the region and beyond (including international) who attend daily or as boarders living on campus. It includes many classrooms, computer labs, performing arts stage, a cafeteria, library, gym complex music classrooms, and an Industrial Technology Building that contains the Marine Trades Program, Industrial Arts, and Computer Networking and Repair.

Calais High School has a 500-student capacity, and was remodeled in 2004. In 1989, the Calais Regional Vocational Center was opened at the High School. The facilities are in excellent condition. It has a complete range of classrooms, shops, gymnasium, computer lab, home economics room, and cable TV broadcasting facilities.

Home Schooling: according to the Maine Department of Education, in 2001 at least 3 Princeton children were schooled at home. The School Committee is supportive of this and offers the use of the school facilities (gymnasium, computer lab, and other resources).

Vocational, Technical and Higher Academic Schools

The Washington County Vocational Institute was established in 1969 and became the Washington County Community College in 2003. The Calais campus is situated on 400 acres of land overlooking the St. Croix River. Washington County Community College is one of seven institutions in the Maine Community College System. Thirty-six of WCCC's 38 catalog programs are located in Calais, training students for employment in several diverse occupations - from construction and mechanical trades to food service and business studies. Several of these programs articulate into degree programs at other colleges and universities. The College has the capacity for 500 full-time students, while the Continuing Education Division serves an additional 400 part-time students at sites throughout Washington County. Enrollment in 2005 was 454 students.

The University Of Maine At Machias (UMM) is a 1,000-student branch of the University of Maine System offering Bachelor and Associate degrees in a wide range of subjects including business education and administration, recreation management, biology, environmental studies, English, and history. Many of its students are “non-traditional” (older persons returning for their degrees). Inter-active TV links the University to all the other branches of the system. Associate degrees in Science, Business Administration, Liberal Arts, and other subjects may be earned without entering a “traditional” university classroom. Also offered are non-credit classes as part of the Sunrise Senior College. ITV is funded by a grant and administered through the University of Maine in Augusta. The University campus also provides a life long learning center including a fitness complex, pool, gym and daycare open to the community.

The Boat School is the nation's oldest boatbuilding school. Situated on an ocean-front campus in Eastport, it offers a comprehensive marine trades training program. It is fully accredited and offers one and two year certificate & diploma programs in Boat Building and Composites Technology. Graduates are qualified for the following positions: Boatbuilding (Wood & Composite), Marine Joiner, Mold Maker, Lofting Technician, Marina Technician, Composite Technician, Hull Surveyor Assistant, Systems Installer, Job Estimator, Boat Repairer, Shipwright, Service Manager, Yard Manager, Straddle Lift Operator, Cabinetry Technician, Fiberglass Boat Repair Technician, Marine Painter and Marine Mechanical System Technician.

The Boat School also offers professional development training for workers in Maine's marine trades. These include one, two and three day programs that cover topics such as Marine Painting, ACMA Composite Technician Certification, Straddle Lift & Marine Fork Lift Operations and safety Training, Rigging, Engine Alignment and ShopBot CNC Training. Week-long summer programs are also offered.

PUBLIC HEALTH

Princeton has a public health officer and actively participates in public health coordination through the Maine Center for Disease Control (formerly Bureau of Health) regional coordinators office, as appropriate. There are no known public health concerns at this time.

Established in 1991, the **St. Croix Regional Family Health Center**, now located in a new building on Mill Street, provides a range of out-patient health-care services including prenatal care, mental health and group counseling services, including a 24-hour medical advice helpline and a Telemedicine link with providers in Bangor and Washington County. This facility is a vital service to senior citizens and low-income families with children. The Center's primary service area includes the 14 communities from Vanceboro to Alexander. Princeton residents and those in surrounding communities also travel to Calais, Machias, Ellsworth and Bangor to access other health care and medical services.

In 1994 the Center received a \$410,000 grant from the Maine Department of Health and Human Services toward the cost of constructing a new facility designed specifically to meet the needs of its client base. The Center is equipped for dental but as of the writing of this plan has not yet contracted a dental provider.

New services and technologies at the Health Center include a Women's Health Resource Library; state of the art computer systems; standardized policies and procedures; Pandemic Flu planning; and became involved in county, state, and federal emergency planning. The Health Center joined the Health Disparities Collective and the New England Telecommunications Consortium, and opened a satellite office in Calais in 2006/2007. The Health Center purchased a power supply generator and converted to an electronic medical record system in 2010.

Calais Regional Hospital (CRH) (<http://www.calaishospital.com>) serves a population of approximately 14,000 from Topsfield to the North, Wesley to the West and Eastport to the south. CRH is the largest employer in Calais, employing close to 250 people. Calais Regional is licensed by the State of Maine as a Critical Access Hospital and as such is licensed for 15 acute care beds and 10 swing beds and has a 24-hour physician staffed emergency department. The hospital maintains a working relationship with Life Flight, Calais Fire Department, and Downeast Ambulance Service for transporting trauma patients to major hospitals.

Services offered at the Hospital include clinics in cardiology; ophthalmology; prosthetics-orthotics; blood pressure; and wound care. A variety of support groups are available for individuals and family members dealing with diabetes, cardiovascular disease and breast cancer.

Out-patient services include laboratory procedures, physical therapy, occupational therapy, aquatic therapy, osteoporosis management and prevention, radiology, including fixed unit CT scan, mobile MRI and nuclear medicine, bone density testing, ultrasound exams and mammography, chemotherapy, day surgery, cardiac/pulmonary rehabilitation, nutritional counseling, home health care, and respiratory care procedures. A multi-specialty courtesy staff of 30 physicians and a variety of allied medical specialists compliment the 15 members of the Hospital's active medical staff. CRH opened a replacement facility in 2006.

Healthways is a not-for-profit community agency dedicated to providing comprehensive quality health care to the residents of Washington County Maine and Campobello Island, New Brunswick. Healthways is a federally qualified community health center. Healthways

operates the Regional Medical Center at Lubec and a clinic at 879 US Route 1 in East Machias. Another office in Machias offers mental health services and substance abuse counseling. Sunrise County Homes Care Services, also operated by Healthways, provides in-home care services for qualified clients.

Eastport Memorial Nursing Home provides care for 26 residents. EMNH is one of the very few independent not-for-profit nursing facilities operating in Maine. It has a high occupancy rate attesting to the need for such a facility in Eastport and Calais.

The **Discovery House** (<http://www.discoveryhouse.com>), opened in 2005, provides an outpatient center for substance abuse on Beech Street in Calais and serves 300 clients. Its mission is to provide comprehensive services for persons affected by addiction-through community awareness, quality and holistic clinical services-in an efficient, safe and fiscally sound environment.

Eastport Healthcare, Inc. provides a range of health care services from the Rowland B. French Health Center on Boynton Street. These include: primary medical and dental care, psychiatric care, mental health counseling, substance abuse counseling, podiatry, physical therapy, nephrology and infectious disease care. Clinics managed by staff or consulting physicians include: diabetic, pulmonary and cardiology.

The healthcare center continues to search for viable and positive ways to address health care disparities in rural Washington County. A new wing was added in 2002. This facility is as vital to the city's economic and social health as it is to the physical health of its citizens. Without it, some residents would have to move away in order to receive the care they need. As with only a few systems, dental care is supplied on a sliding scale.

Maine Coast Memorial Hospital, located in Ellsworth, is a 64-bed fully accredited community hospital healthcare center. They offer extended services at two major clinical centers in Gouldsboro and Southwest Harbor and four rehabilitation centers. The Active Medical Staff consists of 31 practitioners who provide a comprehensive range of medical, surgical, obstetrical, orthopedic, and ophthalmic service to the community. Outreach programs like support groups and on-going health classes are also offered.

Eastern Maine Medical Center, <http://www.emh.org>, A 411 bed facility and one of only three trauma centers in the state, is located in Bangor, 100 miles to the west. Their 300 physicians provide primary care hospital services, as well as specialty and intensive services. There are other medical facilities available in Bangor, including St. Joseph's Hospital. Extreme trauma cases are handled in the community through a working relationship between "Life Flight" out of Eastern Maine Medical Center in Bangor, Calais Regional Hospital, and the ambulance service.

Sunrise County Homecare Services has offices in Machias, Lubec and Calais. They provide and coordinate home care services such as visiting nurses; home health aides; physical, occupational and speech therapy; senior companions; homecare telemedicine, medical social work; and homemaker services.

Downeast Hospice (Website - www.calaishospital.org) is an all-volunteer, non-profit program licensed by the state of Maine, serving residents of Washington County. Support services are provided to the terminally ill and their families, as well as to those people who are experiencing grief.

Downeast AIDS Network (<http://downeastaidsnetwork.homestead.com>) is a grassroots, community-based organization funded by federal grants, the State of Maine, United Way of Eastern Maine, the Regional Medical Center of Lubec and private contributions.

MAIL DELIVERY

The Princeton Post Office (04668) is located at 20 Main Street. Although many residents have a post office box, part of the mail is delivered through a rural carrier for home delivery.

PUBLIC UTILITIES AND SERVICES

Princeton is served by Eastern Maine Electric Cooperative (EMEC), which provides electricity to over 28,000 residents of eastern and northern Maine over 1,701 miles of lines. EMEC's primary office is located in Calais. Fairpoint provides telephone Service. US Cellular and AT&T provide cellular Service in Washington County.

Television, Cable, and Radio

WLBZ - Channel 2 (NBC affiliate) Bangor
 WABI - Channel 5 (CBS affiliate) Bangor
 WVII - Channel 7 (ABC affiliate) Bangor
 Maine PBS- Channel 12 (PBS affiliate) Bangor
 WQDY/ALZ (1230 AM & 92.7 FM) Calais
 (95.3 FM) Machias
 WCRQ (102.9 FM) Calais
 WMED (89.7 FM) (NPR affiliate) Calais
 DirectTV – out of state
 Time Warner
 Dish Network – out of state

Newspapers

Bangor Daily News (daily)
 Calais Advertiser (weekly)
 Downeast Coastal Press (weekly) Cutler
 Ellsworth American (weekly)
 Lubec Light (monthly)
 Machias Valley Observer (weekly)
 Quoddy Tides (twice-monthly) Eastport

Internet Providers

There are a number of Internet service providers with local access numbers. DSL, cable and wireless technology is also currently available providing some high-speed access within Princeton by Time Warner, Fairpoint, Axiom, and Pioneer. Pioneer is bringing fiber optics onto West Street.

Community Television

The Baileyville Community Access Television (BaCat) is a public, community, educational and governmental channel located on cable television. The channel is broadcast from the F. Doug Jones Municipal Building and is managed by the channel operator. Programming for

the channel is a result of volunteers and staff taping various community events. Videos are borrowed from public organizations or public libraries for airing on cable television.

CULTURAL AND COMMUNITY EVENTS

Princeton hosts various community events, including:

- Litter Bug Pickup (Friends of Princeton)
- Barrels of Flowers on Main Street (Friends of Princeton)
- Princeton’s History—A Maine Memory Network Project
- Princeton Farmers Market
- Princeton Flea Market (Friends of Princeton)
- Princeton Reunion
- Sundaes for Seniors (Friends of Princeton)
- Princeton Summer Festival
- Tea/Hat Social (Friends of Princeton)
- Pumpkin Display (Friends of Princeton)
- Tree Lighting (Friends of Princeton)

Many residents attend festivals and events at nearby communities. The local school serves as a social center for the community hosting events throughout the year including holiday concerts and drama club events.

COMMUNITY SERVICE GROUPS AND ORGANIZATIONS

Princeton is fortunate to have a number of private groups with public civic service objectives. Some of these groups include:

- Princeton Grange #293
- Masonic Temple
- Princeton Rod and Gun Club
- Greenland Point Conservation Camp
- Princeton Pathfinders Snowmobile Club
- Friends of Princeton
- Princeton Pioneers
- Brownies and Girl Scouts of America
- Sunshine Club

PUBLIC OPINION SURVEY

Survey respondents expressed strong satisfaction with Town Office staffing, facilities and services, but the margin was much narrower for satisfaction vs. dissatisfaction regarding recreation and community facilities. A number of respondents stated they were “not sure” about their level of satisfaction regarding recreation programs and activities. Perhaps this response indicates that community members are not aware of or do not utilize available recreation programs and activities. Responses were almost evenly weighted between those

who were satisfied and those who were not satisfied regarding the adequacy of recreation and community facilities. A number of written comments indicated that more opportunities needed to be created for teens and for youth both after school and during the summer.

Respondents expressed satisfaction with library facilities, services and equipment, although written comments showed that people believe the library is too small and that its programs and hours of availability are not made well-enough known to the public. Respondents are satisfied with the operation of the elementary and junior high schools, and operation of the Woodland High School. A number of respondents stated that they were “not sure” regarding adequacy of schools, which may again indicate simply that they do not have interaction within the school system.

EXISTING POLICIES REGARDING PUBLIC FACILITIES

The following table lists policies and implementation strategies for public facilities and services as established by the 1995 Comprehensive Plan. Comments on the status of each recommendation are listed beside each policy or implementation strategy. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Growth Management Strategies from Princeton’s 1995 Comprehensive Plan*. A full copy of the previous plan is on file in the Town Office.

Public Facilities and Services

Policy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Budget adequate funds annually to maintain Town facilities.	<i>This policy continues to align with local priorities. It should be continued.</i>
Action Steps/Implementation Strategy – from 1995 Princeton Comp Plan	Comment – in 2013 Update
Medical Care. Continue support of the St. Croix Health Care Center. Urgency Rating: Critical	<i>This policy has been successfully implemented and is no longer necessary.</i>
Education. Continue support of the Head Start program. Urgency Rating: Critical	<i>The Head Start program no longer exists.</i>
Senior Citizens. Support improvement of the services and activities for seniors, including better transportation for shopping, medical services, and social purposes. Urgency Rating: Important	<i>This policy continues to align with local priorities. It should be continued. Still very important.</i>
Women’s Club. Provide financial support to the Princeton Woman’s Club, a prime mover in getting all kinds of things done in Town. Urgency Rating: Important	<i>The Women’s Club no longer exists. Policies should include engaging residents in civic activities.</i>
Transfer Station. Appropriate enough funds every year to properly maintain the transfer station and recycling center. Urgency Rating: Important	<i>This policy continues to align with local priorities. It should be continued.</i>
Police. Negotiate to reduce the long response time by the Sheriff’s office and State Police. Urgency Rating: Important	<i>This policy continues to align with local priorities. It should be continued. Still very important.</i>

Fresh Water Festival. Support efforts to make the fresh Water Festival even better. Urgency Rating: Important	<i>The Freshwater Festival no longer exists. Policies should include engaging residents in civic activities.</i>
Regional Cooperation. Continue to work cooperatively with neighboring communities to take advantage of common opportunities and solve common problems. Urgency Rating: Important	<i>This policy continues to align with local priorities. It should be continued. Still very important.</i>
Town Affairs. Encourage more participation in Town affairs – make running for office more attractive. Urgency Rating: Critical	<i>This policy continues to align with local priorities. It should be continued. Still very important.</i>
Cemeteries. Continue maintaining and expanding the cemeteries. Urgency Rating: Important	<i>This policy continues to align with local priorities. It should be continued.</i>
Library. Continue, or increase, Town support for the library. Urgency Rating: Important	<i>This policy continues to align with local priorities. It should be continued... AND support should be increased.</i>
Recreation. Expand recreation facilities and programs including: Urgency Rating: Critical	<i>Evaluate rec programs and facilities and make decisions to better meet the needs of the changing community. Important.</i>
a. Increasing activities for young people.	<i>This policy continues to align with local priorities. It should be continued. Still very important.</i>
b. Resurfacing, loaming and seeding the ball field behind the tennis courts.	<i>Need to determine future use .</i>
c. Developing a recreation way along Mill Street Extended connecting to Baileyville – for ATV’s, hikers, cyclists, and snowmobilers.	<i>This policy continues to align with local priorities. It should be continued. Still very important.</i>
d. Town Gym – Increase use by all age groups, fix up exterior; improve maintenance and supervision.	<i>The Town gym is gone...this policy in no longer necessary.</i>
Drinking Water. Consider engineering consultant’s recommendations. Urgency Rating: Longer Range	<i>Put in water district since then. This policy has been successfully implemented and is no longer necessary.</i>
Sewers. Explore possibility of providing a sewer system (funded by user) for the center of town so more homes can be built. Urgency Rating: Longer Range	<i>Explored and not completed, no further plans—this policy is not relevant at this time.</i>
Handicapped Accessibility. Assure that Town facilities comply with the Americans With Disabilities Act. Urgency Rating: Important	<i>This policy continues to align with local priorities. It should be continued.</i>

Source: Town of Princeton Comprehensive Plan, 1995

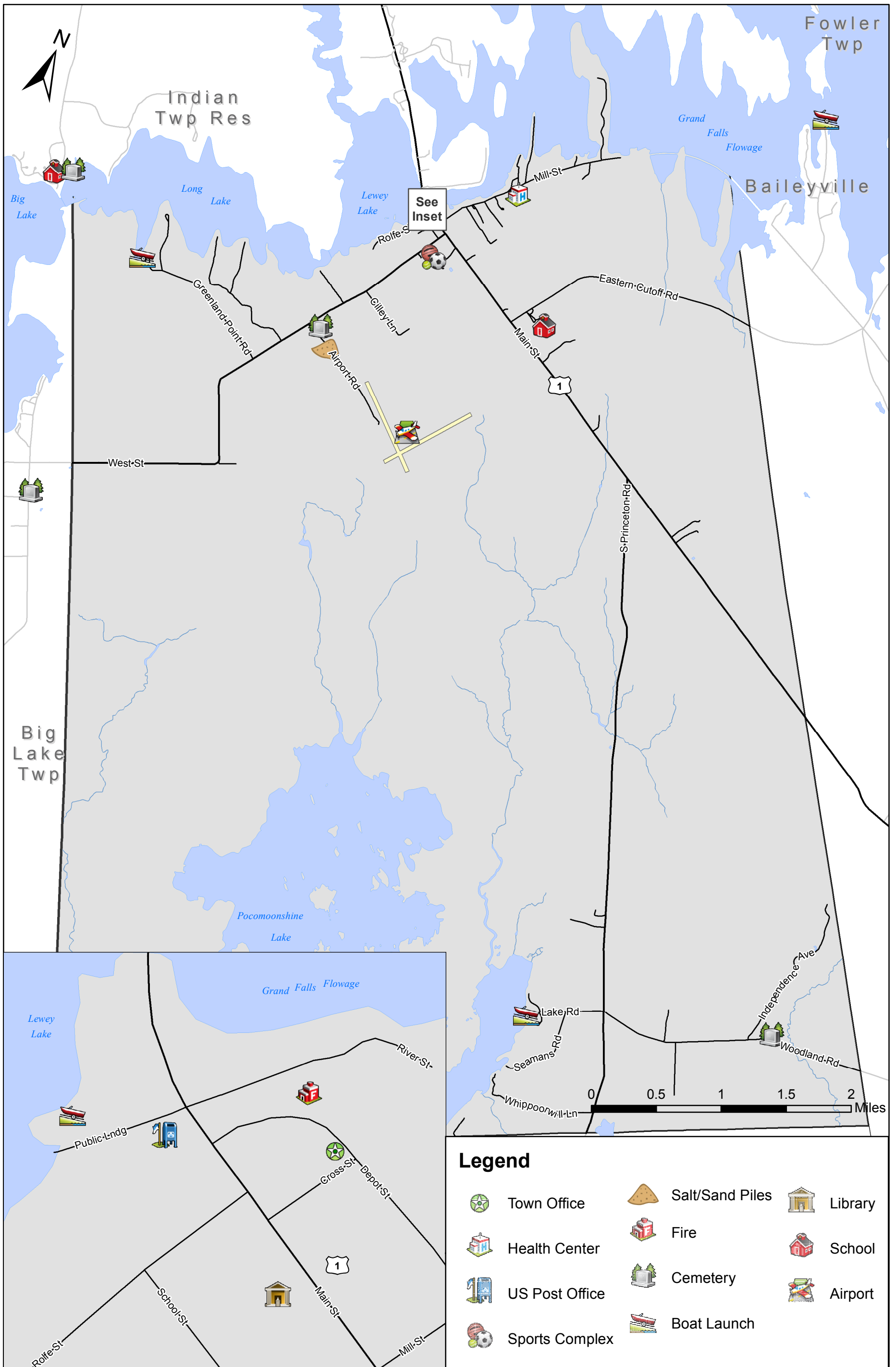
Policies and implementation strategies relative to Public Facilities in Princeton are presented in *Chapter M. Plan Implementation*. They include revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, and in local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

Summary

Most municipal facilities are in good condition and are sufficient for the current and anticipated needs of the population. However, the fire station, tennis courts and ball field need significant repair, and the library needs expansion (funds have been awarded for library expansion). The Town should explore the opportunity of developing a regional animal control facility and emergency management plan with nearby communities. The gym, Head Start facility, Fresh Water Festival, and Women's Club no longer exist. The community should examine the need for additional recreational, senior, and community service programs. Recruiting new membership in community organizations is critical to retaining community events and programs.

Map 2: Public Facilities & Services

Princeton Comprehensive Plan Update (2014)



I. FISCAL CAPACITY

In order to maintain a consistent mil rate year to year, Town government must operate in a manner that is fiscally responsible. Large fluctuations in the tax rate can cause public concern and can also discourage economic development. Although the priorities of the community may change from one year to another, stable municipal finances are always a fundamental responsibility of Town government. Princeton must manage all yearly expenditures while at the same time planning for the community's long-term objectives. As is the case with any business, the physical assets of Princeton must be maintained through capital reserve accounts to protect the community's continued economic health.

The goal of this section is to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development, without placing an enormous burden on taxpayers. The majority of the financial information for this section was taken from Town reports.

VALUATIONS

The Town's primary revenue source is through the taxation of real and personal property. These taxes are assessed to local property owners according to the fair market value of their property. This assessment is known as the municipal or Town valuation and is determined by the local tax assessor. According to the Town report, Princeton's total real and personal property valuation was \$49,873,269 in 2008 and has risen to \$55,101,240 in 2012, a 10.5 % increase.

State law allows full tax exemptions for certain types of property, such as charitable and benevolent, religious, literary and scientific, and governmental. Partial exemptions also exist for veterans of foreign wars or their widows that have not re-married; individuals who are legally blind and homestead exemptions for the homeowner's primary residence. The state does provide some reimbursement to the municipalities for veteran and homestead exemptions. However, in many communities the number of exempt properties is increasing which decreases the municipal tax base. Since exemptions are established by statute, the Town has virtually no choice but to grant an applicable exemption. Often the Town has little notice that a property will seek exempt status and then must deal that effect on the upcoming budget. As the amount of these exemptions increases, it becomes very difficult for the community to maintain a constant tax rate.

The state places a total valuation on the Town, known as the State Valuation. The Maine Revenue Services Property Tax Division reviews annually all arms-length sales in each community. (An arms length sale is a sale that occurs between a willing seller and a willing buyer without any extenuating circumstances. Examples of non-arms length sales could be estate sales, interfamily transfers, foreclosure sales, and auctions.) These sales are compared to the Town's local assessed values to determine the assessment ratio or the percentage of market value that the Town is assessing. The state's valuation is used to determine the amount of revenue sharing the Town will receive and the portion of the county tax that the municipality will pay. The state indicates that a town should be revalued at least once in every 10-year period and that a revaluation is required when the assessment ratio falls below 70 percent of market value. Princeton undergoes a yearly partial revaluation and is currently at 98% of market value.

MIL RATE

The mil rate was 14.500 in both 2008 and in 2013 (in 2012 it was 14.300). After the Town's budget has been approved and all applicable state and local revenues are deducted from the approved expenditures, the Town arrives at the dollar amount that will be raised through tax revenues. This amount is called the net commitment or appropriation. The local assessor arrives at a valuation for each taxable property and the taxpayers are assessed their share of the tax burden through a mathematical calculation. The total appropriation is then divided by the total taxable or assessed valuation of the Town to arrive at the minimum tax rate. This rate is usually expressed in dollars per thousand-dollars of valuation, or in decimal form, commonly referred to as the mil rate. The difference between the amount that is actually committed to the collector and the total appropriation is called overlay. Overlay is commonly used to pay any tax abatements that are granted during that tax year. Any overlay that remains at the end of the year is usually placed into the general fund. The overlay cannot exceed 5 percent of the total appropriations. Since the mil rate is a direct result of a mathematical calculation, fluctuations in this rate will occur from year to year if there is a change in the total valuation or the tax commitment.

MUNICIPAL REVENUES AND EXPENDITURES

Revenue

The table below shows major sources of municipal revenue for calendar years 2004 through 2008. Intergovernmental revenues consist of road maintenance funds and tree-growth, veteran, homestead and general assistance reimbursements. Departmental revenues are those dollars that are received through departmental user fees, application fees, etc. Total revenues DECREASED by 11.5 percent during this period.

Table I-2: TOWN OF PRINCETON REVENUES 2008-2012

REVENUES	2008	2009	2010	2011	2012
Property Tax	744,087	704,902	757,191	732,352	893,221
Interest	69,997	40,235	24,801	17,919	21,642
Liens (interest charges)	9,990	6,682	4,766	3,349	3,652
Vehicle & Boat Excise	157,322	157,845	57,574	174,698	154,692
Education Subsidy	1,268,648	1,195,318	1,229,986	1,104,501	857,547
Rev Sharing	102,173	95,615	77,395	59,760	62,256
Highway Block Grant AKA Local Road Assistance	23,048	21,232	18,856	19,692	20,408
Tree Growth Reimbursement	26,095	31,938	22,734	21,097	33,215
Homestead Reimbursement	29,559	22,692	24,801	18,412	21,710
Other Education revenue	357,769	391,550	348,920	301,681	376,686
Vet Reimbursement	850	786	811	846	1,035
Snowmobile refund	417	-	874	662	794
Gen Assist. Reimbursement	2,498	4,217	5511	7,631	4,718
Cemetery income	5,700	-	-	-	20
Charges or services/fees	8,812	14,515	8,913	16,207	17,918

REVENUES	2008	2009	2010	2011	2012
Insurance refunds	8,388	9,337	9,136	7,649	8,995
Other revenue	6,861	13,719	30,616	15,830	19,765
Total	2,822,214	2,710,583	2,722,885	2,502,286	2,498,274

Source: Rob Dorr, CPA

Expenditures

The table below shows the amount of money expended for each of the major departments within the Town of Princeton for calendar years 2008 through 2012. Total expenditures DECREASED by -10.5% from 2008 to 2012.

Table I-3: TOWN OF PRINCETON EXPENDITURES 2004-2008

EXPENDITURES	2008	2009	2010	2011	2012
General government	141,919	132,686	147,913	142,544	151,037
Protection	298,592	45,878	46,475	58,792	153,151
Health and Sanitation	66,640	74,025	71,264	69,528	57,999
Public Works	212,107	125,524	140,985	209,025	488,396
Social services	748	23,037	20,024	17,841	15,689
Leisure services	16,371	22,223	13,479	12,752	13,293
Education	1,880,315	1,931,588	1,805,804	861,422	1,835,358
County Tax	63,007	61,360	58,072	65,703	74,603
Unclassified	249,526	514	-	-	-
Debt service	171,360	165,680	163,030	-	-
Total	3,118,308	2,571,515	2,467,046	2,437,607	2,789,526

Source: Rob Dorr, CPA

CAPITAL IMPROVEMENT PLAN

The comprehensive plan recognizes planned growth and a diverse mix of land uses within the town as an important aspect of fiscal planning. The primary implementation strategy for the fiscal capacity section is the development of a capital improvement plan (CIP). The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought.

Capital improvements are investments in the repair, renewal, replacement or purchase of capital items that can include equipment and machinery, buildings, real property, utilities and long-term contracts. Capital improvements differ from operating expenses or consumables that are ordinarily budgeted as operations. Capital improvements are funded through the establishment of financial reserves. They generally have an acquisition cost of \$5,000 or more, usually do not recur annually, have a useful life of 3 or more years, and result in fixed assets.

For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. Each year the Budget Committee will review the funding requests and make a recommendation for Town meeting review.

The capital improvements identified below were assigned a priority based on the listed rating system. Logically, “A” improvements would be implemented prior to “B” and so on. A lower priority item may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if other sources of revenue (such as donated funds) become available. In order to fund some capital improvements projects, it may be necessary to begin to identify funding sources and set aside funds in advance of the projected time of funding.

A - Immediate need. A capital improvement rated in this category would typically remedy a danger to public health, safety and welfare.

B - Necessary, to be accomplished within 2 to 5 years. A capital improvement rated in this category would typically correct deficiencies in an existing facility or service.

C - Future improvement or replacement, to be accomplished within 5 to 10 years. A capital improvement rated in this category would be desirable but is of no urgency. Funding would be flexible and there would be no immediate problem.

D - Desirable, but not necessarily feasible within the 10- year time frame of the current plan.

Projects previously in this comprehensive plan and existing reserve accounts are the basis for this capital improvement plan and have been incorporated into the table below.

Table I-4: CAPITAL IMPROVEMENT PLAN – PRINCETON

Item	Costs (\$)	Priority	Responsibility	Funding Sources
Library Addition	50,000	A	Library	Stephen and Tabitha King Foundation
New Fire Station	650,000	A	Select board	Town/CDBG
New Playground/Park	To Be Determined	B	Select board	To Be Determined
Animal Control Facility/Shelter	To Be Determined	A	Select board	To Be Determined
Tennis Courts Resurfacing	To Be Determined	B	Select board	To Be Determined

SUMMARY

As indicated by the figures, the ratio of revenue to expenditure and the mil rate have remained within a consistent range. Several large capital investments are necessary over the next planning period, and the Town is currently seeking funding opportunities to help implement these projects.

J. REGIONAL COORDINATION

The purpose of this section is to:

1. Identify the issues, facilities and services that lend themselves to regional cooperation.
2. Describe the extent to which Princeton cooperates within the region including opportunities to do more, particularly in ways that can save the Town revenues and support economic development.

Princeton is a rural community situated 100 miles to the northeast of Bangor and 20 miles to the northwest of Calais. Alexander, Baileyville, Indian Township, Big Lake Township, and Fowler Township border Princeton. Commercial retail activity does occur in Princeton but larger regional centers in Calais, Machias, and Bangor mainly serve Princeton's needs for retail and employment centers.

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near municipal boundaries. Alexander has a locally adopted Comprehensive Plan that is consistent with state law, and Baileyville and Indian Township are updating their 1995 Plans in 2014. Only Baileyville has adopted a town-wide land use ordinance.

Princeton has included analyses of regional issues in the areas of:

- Transportation,
- Economic development,
- Energy use and production,
- Housing,
- Public facilities,
- Natural resources management, and
- Healthy communities.

Princeton will attempt to develop compatible regional coordination policies with nearby communities.

REGIONAL TRANSPORTATION ISSUES

Roads

As a community that provides services and employment to surrounding communities, the main artery in Princeton, Route 1 serves as a pass through for freight and commuters as well as a destination in the Princeton center. Route 1 therefore serves as both "Main St." and a regional collector highway.

Transportation linkages in Princeton consist of US Route 1 and, via the South Princeton Road, Route 9. Route 1 enters Princeton from the Baileyville municipal boundary and traverses the northeastern corner in an area of dispersed residential and light commercial development. Route 1 passes through the center of town and then continues north into neighboring Indian Township at the bridge over the Grand Falls Flowage. Princeton and the entire region are reliant on Routes 1 and 9 as the primary means of transportation movement, with Route 6 being an important route for Princeton residents and those communities to the north and west. Overall, roadways in Princeton are in good condition.

Although the population of Washington County has decreased modestly from 1990 to 2010, MDOT states that the total number of vehicle miles traveled in our County has increased by over 13 percent. Most roads are not congested now, but there is a need to protect them from future degradation and the significant taxpayer expense of adding remedial capacity. The Town should ensure that access management standards are used to keep the Level of Service (LOS) on Routes 1 from deteriorating.

It is important that Princeton continue to participate in regional transportation planning efforts. Municipalities can cooperate with neighboring communities and regional committees. The 3 largest communities in eastern Washington County - Baileyville, Calais and Eastport - have particularly significant transportation linkages that are all dependent on a shared labor force, large retail services (in Calais), regional education and health services, and the deep-water port facilities in Eastport.

Princeton has and will continue to participate in regional Corridor Management Planning initiatives including the Downeast Coastal Corridor, the Coastal Canadian Corridor, the Eastern Interior (Route 6) Corridor (see <http://www.wccog.net/corridor-planning.htm>) and the East-West Highway, as outlined in chapter K-Transportation. These regional corridor-planning initiatives provide the opportunity to encourage residential, commercial and industrial development and promote tourism in locations that support local development goals while retaining efficient transportation mobility. Corridor management plans outline the appropriate locations for sound access management techniques such as frontage roads, shared driveways, intersections, turning lanes and signals.

Trails

Regionally connected trails include both ATV and snowmobile trails. Princeton Pathfinders helps to maintain these trails.

One public way is maintained on Pokey Mountain (although it is actually a road, some vehicles could make it up, and it is perhaps best suited for hikers or ATVers). The road up the mountain is in passable condition, considering it has not been maintained in some time. The view could be greatly improved with some tree removal in the future, but is good for the time being. The road is steep, and there are no public way finding signs or other promotional efforts indicating the road's location.

Public Transportation

Princeton has limited public transportation options. West's Bus Service offers daily round trip service from Calais to Bangor with stops along Route 1. The Washington Hancock Community Agency (WHCA) provides scheduled van and door-to-door on demand transportation for clients referred to them by the State of Maine Department of Human Services.

WHCA transportation services are available for members of the general public on a space-available basis. Most of the longer trips are for medical services: shorter trips are to local doctors, pharmacies and groceries.

The general public is theoretically free to schedule rides with WHCA, although less than six percent of the current ridership is unsubsidized fare-paying customers. The average worker cannot use Sun Rides as a commuter service, because:

- a) General-public riders are taken on a space-available basis only, so even a ride scheduled well in advance will be bumped if the transit vehicle is at capacity with contracted clients; and

- b) Demand-response systems serve some rural communities just one day a week, with fluctuating departure and arrival times.

The sporadic nature of demand-response service eliminates public transit as an option for rural workers with inflexible hours, shift workers, and those with on-call or overtime work responsibilities.

West Transportation operates the other public transit service in Washington County. This incorporated firm has adopted a public-private partnership model. It receives federal transit funding to operate a daily fixed-route (i.e., scheduled) public service between Calais and Bangor and back via US-1 and US-1A, as well as several smaller intercity fixed routes, and it also markets its services to social service agencies (particularly for the longer trips to Ellsworth and Bangor). Thus the ridership on West Transportation routes is a mix of general public and contracted agency clients, and any revenues in excess of operating expenses generate corporate profits.

West's current fixed routes and schedules are too limited to accommodate the average 8-to-5 workers, let alone those on shift work or non-standard schedules.

As currently configured, neither WHCA's Sun Rides service nor West Transportation's fixed-route service adequately meet the needs of the rural workforce in Washington County.

Innovative strategies and practices could greatly enhance the current level of service for all transit operations in Washington County, particularly in their capacity to serve working-age adults.

At present, the "public" best served by the rural public transportation system is a very narrow subset of the total population.

Several alternative service ideas from other places are summarized below. They all have some potential to expand access to public transportation and workforce development in Washington County.

- "Fixed-schedule" service – combines the convenience of demand-response service with a published daily schedule, making it more predictable and reliable for general public riders
- Immediate-response "Dial-A-Ride" service (works best as a community-based system in relatively compact population centers, with a strong local volunteer base if volunteer drivers are used)
- Establish transit stops at formal and informal "Park and Ride" lots
- Ride-sharing and vanpooling programs, often using GIS to match drivers to riders; some vanpool programs are "self-organized" by a group of employees living in the same general area
- Innovative use of transit scheduling software
- Child-oriented transit service: hire a transit attendant to escort young children on rides to daycare/school/appointments, thus allowing the parent(s) to work
- Dues-paying, 24-7 non-profit ride service with incentives for pre-scheduling, flexible scheduling, and shared rides; successfully operating in Portland and surrounding communities (eg. <http://www.gomaine.org/>)

Airports

Princeton Municipal Airport is governed by the Princeton Regional Airport Authority, a cooperative agreement between Princeton, Baileyville, and Calais, and serves the entire northern part of

Washington County. The Airport Authority maintains and develops the airport for use by businesses and the general public. Princeton Municipal Airport covers an area of 420 acres and has two asphalt-paved runways. Current use of the Princeton Municipal Airport includes business flights, recreational use, medical emergency flights, flight training, Air National Guard training flights and tourist use. There are currently 9 aircraft based at the airport and there are approximately 2,500 aircraft operations a year. Future use of the airport and its surrounding land is expected to compliment and facilitate regional economic development in Washington County.

Other regional airports include:

1. Bangor International Airport, provides national and international commercial passenger and freight services, as well as civil defense operations. 11,441-foot main runway. Car rental services are available.
2. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no beacon or fueling services. Last rated by the state in poor condition.
3. Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services. Beacon and fueling services. Last rated by the state in good condition.
4. Hancock County - Bar Harbor Airport in Trenton is the nearest airport with regularly scheduled passenger commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available. 5,200-foot main runway.
5. Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. Last rated by the state in good condition.
6. Machias Valley Airport has a 2909-foot runway and is used by private plane owners and in an emergency, by air ambulance services. Beacon, but no fueling services. Last rated by the state in good condition.

Railroad Facilities and Rail Services

Abandoned rail lines stretch across Washington County and are generally in poor condition, as passenger service stopped nearly fifty years ago and freight service stopped in the mid-1980s. Recent efforts have created recreational trails along abandoned rail lines and rights-of-way through our County. The Downeast Sunrise Trail is an 80-mile multi-use trail on the exempt Calais Branch rail line corridor from Ellsworth to Ayers Junction. The Management Plan for the Calais Branch specifies that if rail becomes a feasible use of the corridor then the Downeast Sunrise trail will no longer be the primary use of the corridor. The East Coast Greenway is a bicycle and walking trail planned to extend from Key West, Florida to Calais, Maine, which also uses the rail line rights-of-way.

There are efforts to expand freight rail service in Washington County, particularly in the Calais and Eastport areas with connections to the (formerly) PanAM railroad lines that cross into Canada and back into Maine to reach the western part of the state across the Route 6 corridor in northern Washington County. Passenger rail service in the State has increased with the reinstatement of passenger service between Boston and Portland and, more recently up to Brunswick, Maine.

Ports

There are no port facilities in Princeton. The deep water Port of Eastport at Estes Head, 45 miles south of Princeton, is of critical importance to current and future economic activity in the region. Eastport has the greatest natural depth of water of any port on the east coast of the United States and as the

easternmost port in the United States, is significantly closer to Europe. With 100 feet of water on approach channels, 64 feet of water at the pier at low tide and more than sufficient space to turn the largest ships afloat, Eastport is uniquely positioned and naturally endowed to accommodate any size vessel existing or planned. The port has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate a ship up to 900 feet in length. There is also a municipal breakwater in downtown Eastport for use by smaller vessels.

REGIONAL ECONOMIC DEVELOPMENT ISSUES

Princeton is tied into the regional economy of Washington County. Princeton residents obtain goods and services from service center communities like Calais, Machias, and, to some extent, Lincoln and Bangor. Some residents also rely on these centers for employment. Thus their well-being is tied to fluctuations in the entire region's economy.

Recent closures of the Louisiana Pacific plant and the closure/re-opening/sale of the Woodland Pulp LLC (formerly Domtar) mill (both located in Woodland) affected residents in Princeton and many surrounding communities. Responses to these shifts vary and include retraining, returning to school, taking early retirement and doing other related work. Some younger workers are leaving the area but many of all ages remain. Many are simply travelling further for employment and working several jobs.

In March 2014, Woodland Pulp announced an expansion of its pulp mill in Baileyville into paper manufacturing, an investment that will add 80 new jobs. The company will install two tissue machines at the plant, a capital investment of about \$120 million. The machines will be operated by St. Croix Tissue Inc., an affiliate of Woodland Pulp. Tissue will be made from pulp supplied by Woodland Pulp. The first tissue machine is expected to be operating in the fourth quarter of 2015 with the second expected to begin production in the first quarter of 2016.

As noted in *Chapter E Economy*, the overwhelming majority of Princeton residents (from 2007-2011) worked for private companies (71%). During this same time, a relatively small percentage of Princeton residents were either self-employed (7%). Among those who are self-employed, many are employed in natural resource industries. Although not a large percentage of the whole employment picture, home-based business play an important role in the local economy; and it is very important that the Town of Princeton continue to support home-based natural resource businesses.

Since 2002 the number of Princeton residents finding work within Princeton has increased by approximately 55%. Similarly, the number of people commuting to other communities has also increased since 2002 while the labor in Princeton increased by approximately 33 individuals (see Chapter E-Economy). In 2010, 112 jobs within Princeton belonged to residents of Calais, Baileyville, and Indian Township. Another 159 jobs belonged to residents of at least six other communities.

Where Princeton Residents Work	2002		2010	
	Count	Percent of Total	Count	Percent of Total
Total All Jobs	300	100.0%	395	100.0%
Princeton	58	19.3%	90	22.8%
Calais	62	20.7%	89	22.5%
Baileyville	48	16.0%	66	16.7%
Machias	3	1.0%	16	4.1%

Where Princeton Residents Work	2002		2010	
	Count	Percent of Total	Count	Percent of Total
Bangor	8	2.7%	15	3.8%
Eastport	2	0.7%	9	2.3%
Marshfield	0	0.0%	8	2.0%
All Other Locations	58	19.3%	72	18.2%

Source: <http://onthemap.ces.census.gov/>

Community Economic Development Strategy (CEDS)

In July of 2011, Washington and Aroostook Counties were combined in a realignment of the seven Economic Development Districts (EDDs) in Maine. This new Economic Development District is called the Aroostook Washington Economic Development District (AWEDD) and the Comprehensive Economic Development Strategy or CEDS that is required for all EDDs was completed in July of 2013. It can be downloaded on the GROWashington-Aroostook web site here: <http://growa.org/region-wide-resources>.

In its initial statement of regional urgency the CEDS document states that we face two critical issues to shift from a condition of mere survival to sustainable prosperity:

- The 18 to 44 year old age cohort, the workforce lifeblood, is hovering at 30% of the total population, a level below which economists agree that a local/regional economy is no longer sustainable.
- The region's cost burden for energy is twice the national average. The cost burden is driven by an 80% use of heating oil, 16 cents per Kw for electricity and low median household income.

To accomplish positive change, Mobilize Maine, an asset-based strategic planning process, engages local and regional business leaders to establish measurable goals that are then linked to assets (natural, business and human resources), job creation and business expansion from within the region. The foundational premise is that business, municipal and non-profit leaders have the capacity to lead economic change if it is based on regional assets that are in our control.

AWEDD's approach to asset based economic development focuses on the region's competitive strengths and opportunities.

Opportunities:

- Very active international border with Canada that offers significant economic opportunity for business expansion and more meaningful cross-cultural engagement.
- Expanded shipping opportunities at the Port of Eastport (deepest port on the U.S. east coast); especially to European biomass market.
- Available (and increasing) tillable cropland, much of it suitable for organic use.
- Expanding and diversifying value-added wood products that will leverage the most concentrated wood resource in the U.S.
- Utilization of our renewable and alternative energy resources in wind, tidal, biomass and compressed natural gas.
- Expanding value-added processing of crop and marine resources
- Potential of mining in Northern Maine
- Expanded utilization of higher education resources

Challenges:

- Lowering energy costs for business and industry
- Mitigating distance to market through more effective/efficient transportation.
- Limitations on local economy's ability to support more businesses/service providers.
- Inability to capture more transiting tourism visitors.
- Reversing the prevalent negative mindset and aversion to risk-taking/trying something new.
- Lack of rail infrastructure connection to Port of Eastport
- Small number of "leaders" in the region
- Accessing Canadian market
- Lack of high-speed internet access

Using the Mobilize Maine process, the 2013 Community Economic Development Strategy (CEDS) for the AWEDD has identified the economic sectors that offer the best opportunity, and are investigating, defining and initiating business activities that will improve wages and create new jobs to achieve established goals. Systematic regional asset mapping has been completed in nine priority categories including:

- Alternative Energy
- Manufacturing
- Agriculture
- Forest Resources
- Tourism
- Marine Resources

REGIONAL ENERGY ISSUES – USE AND PRODUCTION

Energy use and production issues are intimately related to the economic health of the region. The Down East Maine Renewable Energy Working Group¹ conducted a 6-month exploration of renewable energy issues. The topics arising most consistently, urgently, and persuasively throughout all investigations concerned the linked challenges of front-end transition costs, market distortion, and fair policy frameworks. In particular, these issues were recurrent in relation to expanded deployment of renewable energy in Down East Maine:

1. Status quo is full of liabilities, full of opportunities: existing conditions in Down East Maine's energy sector are problematic due to high reliance on non-renewable fuels (which creates a statewide path dependency), prevalence of fuel poverty, home energy affordability gaps, excess winter morbidity, investment efficiency gaps, and market failures; at the same time, renewable assets are unusually high on a per capita basis, with new employment potential dovetailing with ailing traditional industries.
2. Lack of equitable, consistent, and predictable regulation: a perception of imbalance or caprice causes investors to lose confidence and startups cannot attract the affordable capital they need.

¹ Calame, Jon and Woodworth, Asher. January, 2014. Down East Maine Renewable Energy Working Group: Findings and Recommendations Report. Available at: www.sunrisecounty.org/renewablereport.pdf

3. New incentives for new energy markets: feed-in tariffs help to approach price-parity between incumbents and newcomers in renewable energy, providing the funding and stability that support comprehensive development strategies.
4. Reliable and affordable access to capital for installation, transition & retrofit: front-end industry investments in alternative energy technologies bring unit prices “multiples above market” in relation to incumbent energy sources, sending a discouraging message about investment in renewables.
5. Uniform metrics for impacts & pricing: without appropriate comparisons for the full cost, success, and impact of alternative energy, poorly informed decision-making precludes long-term policies and investments.
6. Prohibitive transaction costs: insufficient information about options coupled with a lack of time and energy to investigate them; absence of trustworthy (neutral) technical guidance
7. Low workforce capacity: even if investment were high, Down East Maine currently lacks the technical workforce (and capacity-building potential) to support large-scale energy transition to renewables.

The renewable energy profile for Down East Maine, based on asset inventories of institutional, production, and workforce capacities, shows a widespread need, a high potential, and low deployment. In the region, this study found 46 organizations with, or having significant projects addressing, the development and deployment of renewable energy fuels and systems. Down East Maine currently generates approximately 384 MW (with an additional 287 MW pending), constituting about 22% of the state’s total.

Associated with production of renewable energy is the issue of affordable heat for low-income households. As of 2011, Maine’s overall energy consumption was 26th in the country (at approximately 311m BTU per capita annually), but the cost of that energy ranked much higher – at 10th in country (approximately \$5,508 per capita annually, amounting to 14% of Mainers’ personal income on average and a statewide expenditure of \$7.32b for the year).²

Since Maine residents have household incomes generally well below the national average, these figures spell out a painful picture: those with fewer resources spend more per unit of energy. The map shown here, published in 2013 by the New York Times, shows the special dependency on fossil fuel for structural heating in Maine, reflecting recent data from the US census showing that 75.6% of Maine’s homes use #2 heating oil,³ is by far the highest proportion of heating oil dependency of any state in the continental U.S.

Another way to look at Maine’s energy consumption profile is to compare regionally available energy sources with the fuels actually burned. Here the discrepancy between regionally available energy sources (mostly renewables in the form of biomass, wind, solar, and tidal sources) and current dependencies is evident. Maine’s reliance on heating oil is problematic because it contributes to energy insecurity, exposes consumers to price volatility, wastes resources on long-distance fuel transport, and constitutes a large annual net export of wealth out of the state and, in large part, out of the country.

² US EIA Maine state profile based on 2011 data.

³ From the Energy Information Agency [website](#).

REGIONAL HOUSING ISSUES

The housing challenges in Washington County are related primarily to the age of the housing stock as well as the age and income of the population. It is more cost effective and preferred by elders to stay in their homes. However, older housing (71% is pre-1979) is often in disrepair; many houses are very large and most have inefficient thermal heating and insulation. Rental housing is also inadequate; it is not affordable for low-income persons especially young families who pay a disproportionate percentage of their income for rent; and there are quality issues for all income levels that are also related to the age of the housing stock.

There is a “Catch-22” in relation to subsidized housing. There are an insufficient number of vouchers in relation to need and those that are available can expire due to a common inability to find adequate housing that meets the standard for a voucher given the short (30 day) timeframe allowed to find the rental. In addition, landlords are deciding not to accept vouchers because of the requirements to upgrade the housing (also related to age of housing stock). If found, there is often a mismatch between housing location and employment.

Housing is primarily an issue measured and planned for on a town-by-town basis. However, the needs of certain populations, like seniors and those who may need an institutional setting, are often served at the regional scale. Funding for housing assistance, whether for new construction or rehabilitation, is also provided at a regional scale. For a detailed list of options that could be applied to Princeton, visit the sustainable housing page of the GroWashington Aroostook website at: <http://gro-wa.org/sustainable-housing.htm>.

As an example, the Community Development Block Grant (CDBG) Housing Assistance programs are primarily channeled through regional Community Action Program agencies like the Washington Hancock Community Agency (WHCA). The CDBG program requires applicants for housing assistance funds to demonstrate that they have the capacity to administer the program either through municipal staff that are certified/qualified as general/rehab administrator or through a completed procurement process. To reach this threshold, small towns must often work together as a region or seek assistance from agencies like WHCA.

The Town of Baileyville provides another example. Baileyville is completing an in-depth housing assessment in early 2014 and the city of Calais is updating the housing assessment (and unmet needs) prepared for the 2010 CDBG Housing Assistance grant now fully expended. A regional application from the two communities is proposed for the 2014 CDBG application cycle. This would implement housing rehabilitation and other assistance over the 2014-2015 construction seasons. New housing constructed through this grant could potentially assist in some of Princeton’s housing needs.

Additional programs and recommendations for dealing with housing issues on a town-by-town or regional level can be found in GroWashingtonAroostook’s Regional Plan for Sustainable Housing, located on GroWashingtonAroostook’s website, <http://gro-wa.org/>, on their Sustainable Housing page.

REGIONAL NATURAL RESOURCE ISSUES

According to interpretation of recent satellite imagery conducted by the University of Maine at Machias GIS Center, approximately 75% of the land in Princeton is forested, and 12% of the land area is open water. Princeton shares the shoreline of four large lakes with neighboring towns. Canoeing and boating is available from several Town access points and provides a pleasant experience among regional communities. Pocomoonshine Lake is the largest of the four and lies predominantly within Princeton's boundaries, extending south into neighboring Alexander. Long Lake, Lewey Lake and Grand Falls Flowage are shared to the north with the tribal community of Indian Township and to the northwest with Baileyville.

Natural resources in Princeton are protected through a variety of federal, state and municipal regulations and through public and private land conservation efforts. Existing regulatory and non-regulatory protection are largely sufficient to protect critical natural resources in Princeton.

The richest wildlife diversity in Princeton is avian. There is Bald eagle (*Haliaeetus leucocephalus*) habitat in the Maine River Wetland Complex in the southwest corner of Princeton. The endangered Black Tern (*Chlidonias niger*) is also found in this area. There are also extensive areas of waterfowl and wading bird habitat.

Princeton contains two Focus Areas of Statewide significance. The first is known as the Maine River Wetland Complex, an enormous wetland complex encompassing numerous natural community types that extends in a broad mosaic from Pocomoonshine Lake south along the St. Croix River through Upper and Lower Mud Lakes in Princeton to Crawford Lake in nearby Crawford. Together with additional acres extending south toward Crawford Lake and west along Allen Stream in Big Lake Township, these wetlands form a 4,200-acre peat land network – one of the largest wetland complexes in the Eastern Interior Eco-Region of Maine. The second focus area is the Sawtelle Heath, a 930-acre level bog ecosystem, located between the St. Croix River and Route 1 in Baileyville and Princeton. The west side of the peat land drains northward through Pudding Brook into the St. Croix River, and the east side drains southeastward toward Sprague Meadow Brook, which is in Baileyville.

According to IF&W, Princeton has three bald eagle nest sites, although Comprehensive Planning Committee members believe there may be more. Bald eagles remain listed as a species of Special Concern in Maine. Land within 1/4 mile of the bald eagle nest site is important habitat for bald eagles. Much of the land surrounding the Bald Eagle nest sites in Princeton is contained within the conservation easement area under stewardship of the Downeast Lakes Land Trust. At least 11 documented eagle nest sites occur in the adjacent Reservation of Indian Township.

The Maine Geological Survey has identified one sand and gravel aquifers within Princeton, as shown on Map 5 - Water Resources. The aquifer yields 10+ gallons per minute (GPM) and surrounds the Wapsaconhagan Stream. This aquifer also runs through parts of Baileyville and Alexander. According to the Maine Department of Human Services, Bureau of Health, Division of Health Engineering, Drinking Water Program there are 9 Public Water Supply Sources in Princeton; 5 of which are active.

Multiple layers of regulatory and non-regulatory protection are in place for most of the significant habitat in Princeton and neighboring communities. In addition to state and federal permitting, activities occurring near identified inland wading bird and waterfowl habitat are governed under the jurisdiction of Princeton Shoreland Zoning Ordinance. Princeton should, in partnership with neighboring

communities, consult periodically with biologists from the Maine Inland Fisheries and Wildlife to review the status of the regional populations of bald eagles and black terns.

REGIONAL PUBLIC FACILITIES ISSUES

Outdoor recreation opportunities in Princeton available to the public include camping, snowmobiling, ATV riding, and fishing; a trail up Pokey Mountain; and recreational boating access from several locations. Indoor recreational facilities include the Public Library and limited access to school facilities. Regional recreation facilities accessible to community members throughout the region include the Moosehorn Wildlife Refuges, state and municipal parks; and access to surface waters, and hiking, bicycling, and ATV and snowmobile trails.

A range of outpatient health-care services is available to Princeton and nearby communities through the St. Croix Regional Family Health Center located in Princeton. Established in 1991, the St. Croix Regional Family Health Center provides a range of out-patient health-care services including prenatal care, mental health and group counseling services, including a 24-hour medical advice helpline and a Telemedicine link with providers in Bangor and Washington County. This facility is a vital service to senior citizens and low-income families with children. The Center's primary service area includes the 14 communities from Vanceboro to Alexander. Princeton residents and those in surrounding communities also travel to Calais, Machias, Ellsworth and Bangor to access other health care and medical services.

The Princeton Fire Department coordinates with other volunteer fire departments in neighboring communities and has mutual aid agreements with all of Washington County. The fire departments are undergoing extensive training in Princeton and with neighboring communities. The State Police and the Sheriff's Department provide police protection to Princeton. The Passamaquoddy Tribal Government served the Town of Princeton's emergency needs until 2011/2012, when the Town changed their contract for ambulance service to Downeast EMS, located in Baileyville.

Solid waste is shipped to the landfill at Lawrence Station in New Brunswick, Canada. Princeton has three recycling centers, at the Town Office, the Commercial recycling center, and Brown's Redemption center.

Princeton does not have an animal control facility, however, they do contract with an animal control officer on an on-call, stipend basis. Captured animals are held at the Shelter manager's home until either the owner can be located or a shelter located with room for the animal. The closest animal shelter, located in Baileyville, is reported by Baileyville to need replacement or abandonment. Other shelters in the region are located in Houlton, Bangor, Calais, and Cherryfield. The need for an animal shelter in the Princeton/Baileyville area could be addressed through a regional partnership.

The Princeton Elementary School operates within AOS 90, which includes fifteen other schools from Washington, Penobscot, and Aroostook Counties. There are currently 117 students enrolled in Princeton Elementary, primarily from Princeton and Grand Lake Stream.

REGIONAL EMERGENCY PLANNING

Washington County Emergency Management operates under the Maine & Federal Emergency

Management Agencies—MEMA & FEMA—and is also under the authority of the county commissioners. Emergency Management offers Washington County communities a central source for emergency preparedness information and training. Emergency Management works with each community's local emergency management director to help deliver vital services in case of a large-scale emergency. Although Princeton has some basic emergency information available to the public, they do not have a detailed local emergency management plan to assist citizens with immediate or long-range emergency management tactics. The Comprehensive Planning Committee has expressed a desire to explore the formation of a more localized emergency-management planning group that would:

- Provide a centralized command center in case of a large-scale emergency in the Princeton/Baileyville/Indian Township/Grand Lake Stream region.
- Revise and update their emergency plans.
- Distribute information to residents on general safety issues.

REGIONAL LAND USE ISSUES

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the municipal boundaries. As indicated in the natural resources section of the plan, the Town should attempt to develop compatible resource protection standards with nearby communities.

Princeton has physical boundaries with Alexander, Baileyville, Indian Township, Big Lake Township, and Fowler Township. Proposed land use districts are consistent with the existing pattern of development in neighboring communities as well as the communities' Future Land Use Plans.

Princeton should continue to regularly coordinate with neighboring communities on a variety of issues, including land use, through participation in the Washington County Council of Governments, Washington Hancock Community Agency, and other regional groups.

REGIONAL PUBLIC HEALTH ISSUES

A coordinated effort between Washington, Aroostook, and Hancock Counties is underway to develop and implement solutions to reduce the incidence of preventable chronic disease throughout the region. A primary focus is to increase access to and availability of both local food and opportunities for exercise.

Desired outcomes are summarized as follows:

- Reduction in the incidence of preventable chronic disease throughout the region
- Increased access/availability to local food;
- Improved access to recreational assets providing opportunities for healthy exercise.
-

Additional public health goals for Washington County: One Community, the Healthy Maine Partnership serving the region include:

- Reduce, prevent and manage substance abuse; increase awareness of its impacts and provide healthy alternatives.

- Improving access to the full continuum of affordable health care services

Initiatives to achieve these solutions currently underway in Washington County include several focus areas: access to physical activity, access to transportation, access to healthy foods and a wide range of outreach programs provided by Washington County: One Community.

Initiatives within Princeton include a growing weekly farmer’s market, roadside vegetable stands, and a local supermarket that stocks local, organic vegetables. The Princeton health center works in schools to provide information to students and staff about health issues. Opportunities for additional initiatives include working with the cooperative extension on budgeting and whole food preparation classes.

The **Washington County Local Foods Map** posted at <http://www.gro-wa.org/wcfood> depicts over 80 farms, several active farmers markets and buying clubs, producers and retailers of local specialty food, and abundant seafood. There is an active local food movement in Washington County that is growing within the county and reaching out to the rest of the state to support a regional (Maine and New England) food system.

In the face of this potential plenty, significant food security issues result from high rates of poverty. Food pantries report that demand outstrips supply, yet also report difficulty in distributing fresh vegetables. Many do not have the experience or knowledge of preparing whole, fresh foods for consumption. In response pantry organizers provide classes on whole food cooking. The 11” by 17” poster of Food Pantry and Community Meal Sites can be downloaded from the GROWashington Aroostook web site here: <http://www.gro-wa.org/washington-county-food-pantries>.

In addition to increased health, building the local foods infrastructure has powerful economic implications. Not only do local dollars stay in the economy, new dollars arrive and bring jobs and business opportunities, providing the resources needed for equal access for all.

The programs of Washington County: One Community that reach out to youth and adults span the public health spectrum. They include:

- Tobacco Cessation and Substance Abuse Prevention
- Farm and Food programs
- Nutrition programs
- Living Well programs
- Youth programs
- School and Community programs

PUBLIC OPINION SURVEY

Survey respondents generally indicated a feeling of satisfaction with both local and regional public safety services. Responses were nearly evenly weighted as to whether people agreed, strongly agreed, disagreed, or strongly disagreed regarding expending resources on the researching of starting a local as opposed to regional police or ambulance department. Concern was raised in written comments about the adequacy of response time for the ambulance service, and about the expanse of service area and response time for both sheriff and state police protection.

SUMMARY

Throughout this planning process, Princeton has analyzed regional issues in the areas of:

- Transportation,
- Economic development,
- Energy use and production,
- Housing,
- Public facilities,
- Natural resources management, and
- Healthy communities

Princeton currently cooperates with adjoining towns and multiple towns in the region, and should continue to do so whenever possible. Princeton has and will continue to develop compatible regional coordination policies with nearby communities; such as they have done with the Airport and ambulance in the past, to the greatest extent possible. Princeton should investigate additional opportunities to develop and expand regional planning, coordination, and funding partnerships.

K. PUBLIC OPINION SURVEY RESULTS

A total of 966 surveys were mailed to all voters and taxpayers in May of 2013. Surveys were mailed back to the Comprehensive Plan Committee or respondents could complete the survey on-line, or drop them off at the Town Office. A total of 39 surveys were completed on-line and an additional 68 surveys were returned through the mail or in person, for a total of 107 surveys, an 11.07% response rate. The survey included information about the time and date of the upcoming public Visioning Meeting.

There were many responses to the 6 open ended questions at the end of the survey as well as other written comments throughout the survey. The original survey and all of these written responses are reproduced in Appendix A. (Summaries of the written comments are noted with the charted data here and throughout the document as the issues they address are raised. The raw data is available at the Town Office and graphical summaries of the responses are provided here.)

SURVEY RESULTS

General

The cross section of survey respondents reflects a comparable proportion of males and females as exist in the general population. The majority of respondents were in the 50-69 years old range, followed by the 70-89 years old range, with just over 20 in the 30-49 years range and approximately 6 in the 18-29 years old range.

Most respondents indicated that they live in Princeton year round. Most year-round respondents have lived in Princeton for between 10 and 20 years, and similarly most seasonal respondents have visited or owned property in Princeton for 10-20 years. Most respondents reported that they worked either in Baileyville, Princeton, or Calais. Four of people reported that they work out of state, which may reflect their summer residency status.

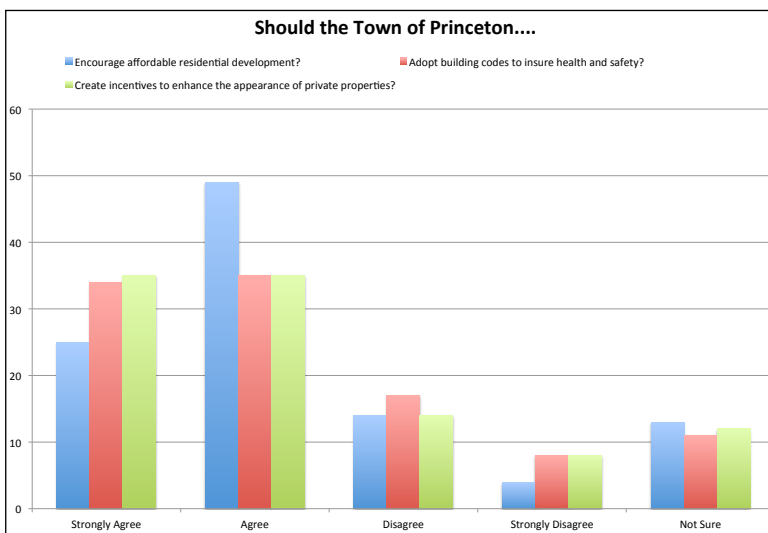
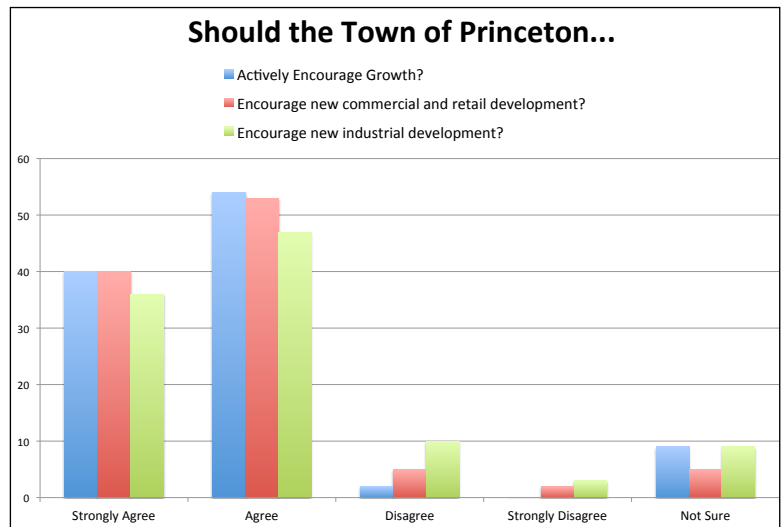
Where I Worked Number	Baileyville	Princeton	Calais	Retired	Woodland	Indian Township	Knoxville, TN	Waite	Alexander	Baring	Caribou
	20	18	15	4	3	2	2	2	1	1	1
Where I worked Number	Cleveland, OH	Danforth	Eastport	Grand Lake Stream	Holyoke, MA	Machias	Northeast Harbor	Presque Isle	Robbinston	Wesley	Westfield, MA
	1	1	1	1	1	1	1	1	1	1	1

Town Growth and Development

Questions on growth and development in the survey were focused on the types of growth and development that respondents would like to see occur, and on strategies towns can implement to insure that development is safe and that it maintains the economic value of properties and the quality of life for all people. Questions were focused on the long-term preservation of community resources, such as water quality and wildlife habitat, parks, trails, and historic properties. Growth and Development questions explored desired methods of administration of public services, such as police, ambulance, and Town government. Written comments provided on the surveys are reproduced in Appendix A.

Compared to 1995, support for encouraging growth has roughly doubled regarding both commercial and residential growth. 2013 survey respondents supported encouraging growth of new commercial, retail, residential, and industrial development. Written comments included preference for development that preserves the small-town ambiance and is not harmful to the environment.

Comments throughout the survey support the removal or repair and reuse of existing but abandoned and dilapidated structures, general cleanup of the exterior appearance of homes and yards, and encouragement or enforcement of maintenance of structures in the town center.



Compared to 1995, support for the development of land use ordinances and building codes stayed approximately the same, with 74% in favor of building codes and 84% in favor of land use ordinances (compared to 75% and 80% in 1995.) In the 2013 survey, respondents generally favor the development of incentives, building codes, and land use ordinances to guide development, insure safety, and encourage maintenance of properties (see section F below for these charted survey results).

Protection of Natural, Historic, and Cultural Resources

Respondents highly supported protection measures for scenic areas, historic or cultural sites, water quality, and wildlife habitat.

Responses indicate that more people feel strongly about the need to preserve scenic and historic or cultural sites, with the need to protect water quality being of second most importance. Lakes and deer wintering areas were indicated in written comments as valuable assets of Princeton.

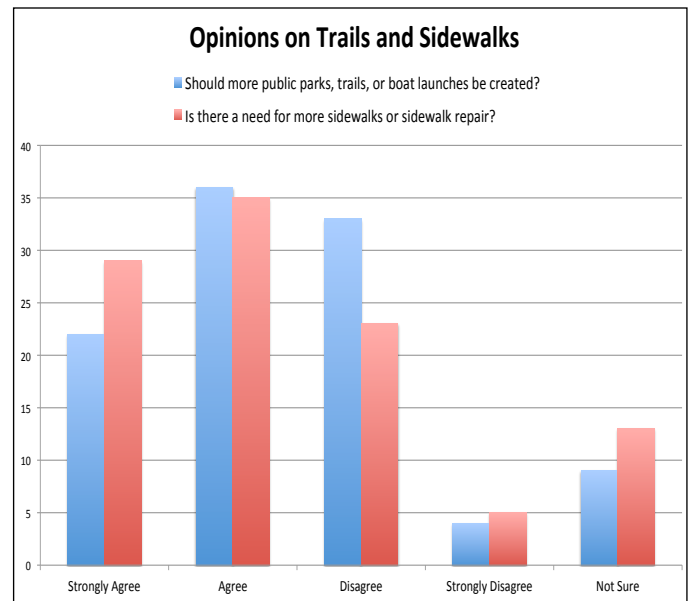
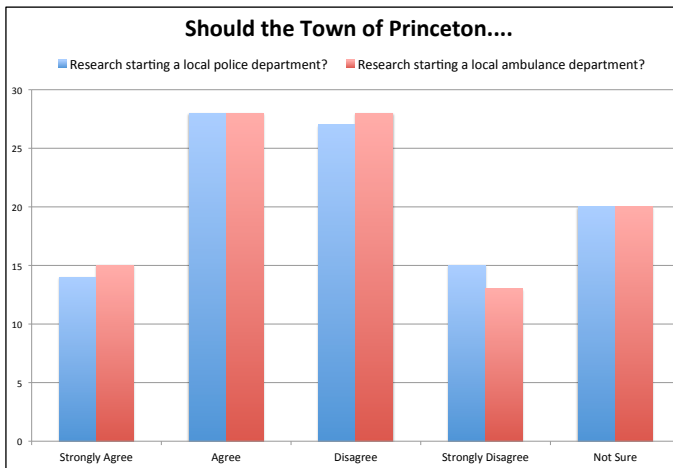
Public Investments

Responses were similarly strong regarding whether or not more public parks, trails or boat launches should be created, but those who strongly agreed that more were needed far outnumbered those who strongly disagreed that more should be created. Written comments suggested that people feel current access to water and trails is adequate.

This scenario is similar for the agreement or disagreement regarding a need for new sidewalks or sidewalk repair, however it is clear that far more respondents strongly agree that sidewalk investments should be made. The support for sidewalk investments has doubled since 1995. Written comments include statements that people would walk more if a safe place were provided.

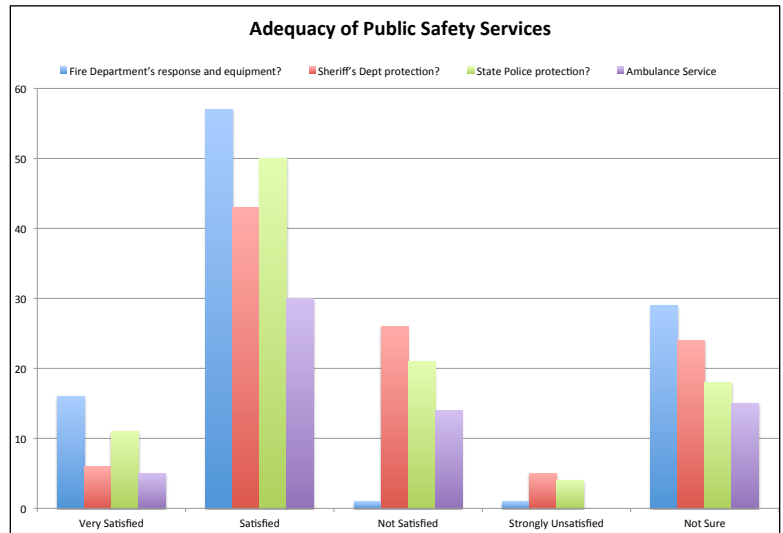
Investment in public building improvements is favored. Establishing reserve funds and budgeting for repairs and improvements was mentioned in written comments.

More respondents expressed that they did NOT support returning to a Town manager form of government. Written comments included a desire to involve more young people in community decision-making processes, and an opinion that the town is too small to support a manager.



Regional Services

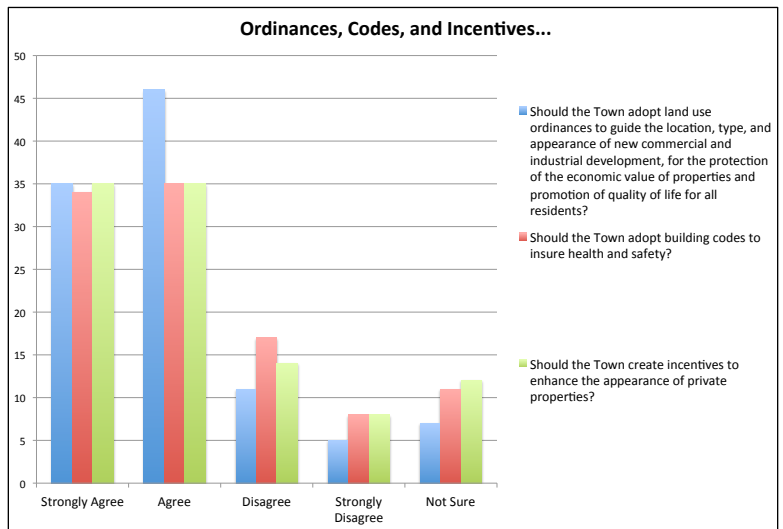
Princeton already utilizes regional ambulance and police services. Respondents generally indicated a feeling of satisfaction with both local and regional public safety services. Responses were nearly evenly weighted as to whether people agreed, strongly agreed, disagreed, or strongly disagreed regarding expending resources on the researching of starting a local as opposed to regional police or ambulance department. Concern was raised in written comments about the adequacy of response time for the ambulance service, and about the expanse of service area and response time for both sheriff and state police protection.



Preservation, Planning and Land Use.

Support for the development of both a zoning and a building ordinance was strong, as was support for property maintenance incentives, and support for preservation of scenic, cultural, natural, and historic resources.

Respondents favored the town center, near the airport, and infill around existing development as locations where new growth and development should occur. Other written answers included: Black Cat Point, the Old Ball Field, and wherever feasible/appropriate. General types of development that were mentioned throughout the written comments include recreational facilities for youth, manufacturing, and employment boosters. Specific development types listed in the open-ended questions (listed in detail in Appendix A.) include dining, retail, manufacturing, community gathering places, guide companies, artists, a feed store, a greenhouse, a motel, and a sports shop.



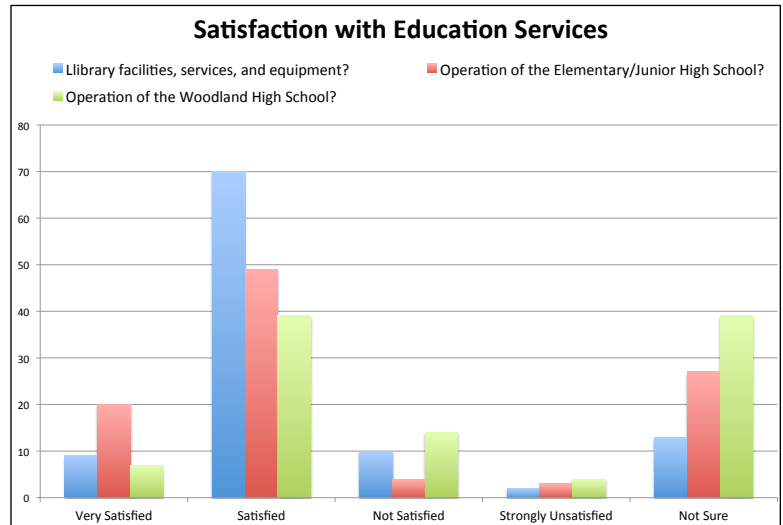
General comments also reiterated the desire for environmentally friendly, small businesses that provide a positive affect on the residential community, such as attracting new people to the area and retaining quality of life.

Facilities and Services

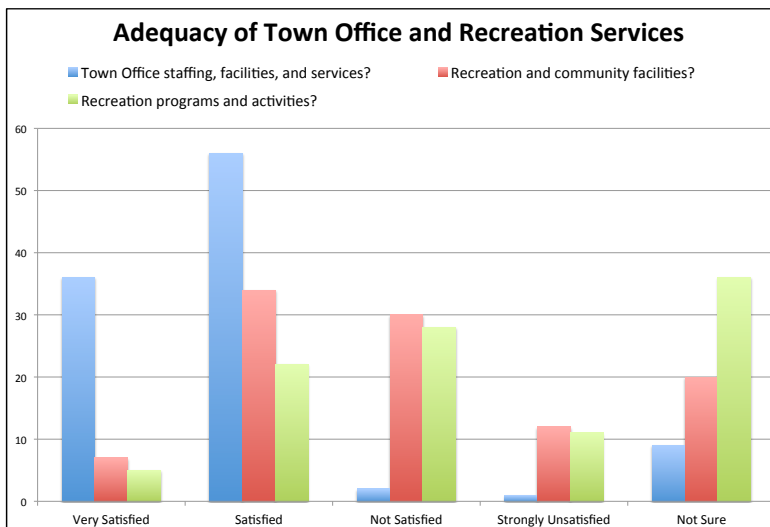
Responses regarding satisfaction with municipal, education, and community services were varied.

Survey respondents expressed strong satisfaction with Town Office staffing, facilities and services, but the margin was much narrower for satisfaction vs. dissatisfaction regarding recreation and community facilities.

A number of respondents stated they were “not sure” about their level of satisfaction regarding recreation programs and activities. Perhaps this response indicates that community members are not aware of or do not utilize available recreation programs and activities.



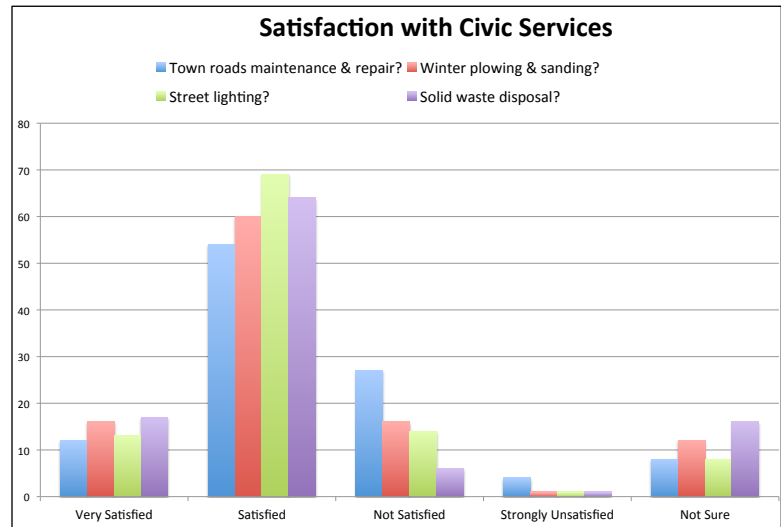
Responses were almost evenly weighted between those who were satisfied and those who were not satisfied regarding the adequacy of recreation and community facilities. A number of written comments indicated that more opportunities needed to be created for teens and for youth both after school and during the summer.



Respondents expressed satisfaction with library facilities, services and equipment, although written comments showed that people believe the library is too small and that its programs and hours of availability are not made well-enough known to the public. Respondents are satisfied with the operation of the elementary and junior high schools, and operation of the Woodland High School.

A number of respondents stated that they were “not sure” regarding adequacy of schools, which may again indicate simply that they do not have interaction within the school system.

Generally people in Princeton are satisfied with civic services, including road maintenance and repair, winter plowing and sanding, street lighting, and solid waste disposal. Many written complaints were included regarding West Street and winter plowing. Recycling was mentioned several times in the written comments as being a desired yet non-existent service.



Multi-Use Transportation Networks

One open-ended survey question specifically focused on issues with safety between bicycle/pedestrian/ATV/snowmobile users. Survey responses were mixed, but 43 respondents commented that there were issues, while only 19 responded no, and one responded not sure. Problems include a lack of sidewalks for safe pedestrian use; ATV use of pedestrian trails; a need for bicycle trails for children; property damage and trespassing resulting from ATV and snowmobile use; speed and noise associated with ATV use; pedestrians using the street thereby making automobile travel dangerous; bikers and pedestrians not paying attention to automobile traffic; lack of access to services for ATV users; and lack of adequate trails for ATV/snowmobile users.

Written Comments

All responses to the 6 open-ended questions are included in Appendix A. These questions are:

- What would you change about Princeton?
- What would you not change about Princeton?
- What kind of businesses or activities would you like in Princeton?
- Are there any issues with bike/ped/atv/snowmobile safety?
- What should be done with the Brewers Andrew Sport Complex?
- How do you see Princeton in 10 years?

SUMMARY

In May of 2013 Princeton residents completed a survey to give their views on important aspects of the town's future. The participation rate was average (11.07% response rate) for surveys of this type and included written input.

Respondents to the survey generally expressed support for the Town to guide the appearance and quality of development through a zoning ordinance and a building code. The use of incentives to improve

existing properties was also favored. Supporting a variety of types of new small business and clean manufacturing development in Princeton was favored, provided that new development was environmentally friendly and did not detract from the small-town atmosphere and quality of life. Desirable locations for development included the town center, the airport, and general infill around existing development. Shoreland areas were not typically favored for further development.

Written comments regarding existing regional services (ambulance, law enforcement, and high school) were generally positive. Respondents were nearly evenly divided regarding whether or not to maintain existing ambulance and law enforcement arrangements rather than exploring the formation of local ambulance and law enforcement services.

Respondents were generally satisfied with municipal and community services, except that recreation facilities and activities were indicated as needing improvements. Written comments also indicated that recycling is a desired municipal service. Re-consideration of the Town government structure did not have much support although the inclusion of younger residents in Town government was mentioned as being necessary to the community.

Responses and comments regarding housing in the survey suggested that older abandoned and dilapidated homes should be removed or renovated before focusing on construction of new homes.

Desired types of economic activity included most commonly mentioned include (clean) manufacturing, retail, dining and lodging, community gathering places, children's activities, greenhouses, and outdoor sports/nature based businesses. Also mentioned were arts/theatre, a feed store, gift/antiques, clothing store, and a pharmacy. The written comments speak to a desire for smaller scale, environmentally friendly operations in keeping with the quiet rural nature of Princeton.

Several questions were asked about local roads and transportation. Respondents are generally satisfied with road conditions although there is some concern about winter road conditions and the condition of West Street, despite recent improvements. Investments for extending and improving sidewalks were strongly supported. About half of the written responses indicated substantial issues with multi-use transportation network safety and access.

Survey respondents generally expressed satisfaction with the existing conditions of the community. Major areas of discontent exist around the lack of recreation and community facilities and programs, the need for more and varied small businesses in Princeton, issues with multi-use transportation safety, and the need to restore/upgrade the overall appearance of the community. Respondents expressed a strong desire to retain the small-town, rural atmosphere of Princeton and protect the water quality and wildlife habitat while also pursuing reasonable, appropriate, and managed growth.

COMPARISON OF 1995 AND 2013 SURVEY RESULTS

1995-2013 SURVEY COMPARISON PRINCETON, ME	1995		2013	
	Disagree	Agree	Disagree	Agree
Town Growth and Development				
Should the Town actively encourage growth?	54	46	2	98
Should the Town encourage new commercial and retail development?	43	57	7	93
Should the Town encourage new industrial development?	22	78	13	87
Should the Town encourage affordable residential development?	49	51	7	93
Should the Town adopt land use ordinances to guide the location, type, and appearance of new commercial and industrial development, for the protection of the economic value of properties and promotion of quality of life for all residents?	20	80	16	84
Should the Town adopt building codes to insure health and safety?	25	75	26	74
Should the Town create incentives to enhance the appearance of private properties?	14	86	24	76
Should the Town take action to preserve scenic areas and historic or cultural sites?	20	80	10	90
Should more be done to protect water quality?	38	62	9	91
Should more be done to protect wildlife habitat?	n/a	n/a	20	80
Should more public parks, trails, or boat launches be created?	n/a	n/a	39	61
Is there a need for more sidewalks or sidewalk repair?	53	47	30	70
Should the Town research starting a local police department?	n/a	n/a	49	51
Should the Town research starting a local ambulance department?	n/a	n/a	48	52
Should the Town invest in public building improvements?	n/a	n/a	33	77
Should the Town return to a manager form of government?	78	22	65	35

1995-2013 SURVEY COMPARISON	1995		2013	
	Disagree	Agree	Disagree	Agree
Town Services				
Are Town roads adequately maintained and repaired?	35	65	33	67
Is winter plowing and sanding adequate?	18	82	18	82
Is street lighting adequate?	19	81	14	86
Is the solid waste disposal system adequate?	16	84	8	92
Is the Fire Department's response and equipment adequate?	10	90	3	97
Is the degree of Sheriff's Department protection adequate?	40	60	39	61
Is State Police protection adequate?	n/a	n/a	29	71
Is ambulance service adequate?	n/a	n/a	26	74
Are library facilities, services, and equipment adequate?	8	92	13	87
Is the operation of the Elementary/Junior High School adequate?	13	87	7	93
Is the operation of the Woodland High School adequate?	11	89	28	72
Are Town Office staffing, facilities, and services adequate?	15	85	3	97
Are the Town's recreation and community facilities adequate?	40	60	51	49
Are the Town's recreation programs and activities adequate?	58	42	60	40

L. LAND USE

Princeton is a rural community of 41.8 square miles - approximately 26,734 acres - and approximately 800 full-time residents. Princeton shares Grand Falls Flowage, Lewey Lake, Long Lake, and Big Lake with Indian Township, Baileyville, and the unorganized territories of Fowler and Big Lake Township. These water bodies have different names, but they are all directly connected bodies of water. These waters are all part of the St. Croix River watershed. Pocomoonshine Lake lies predominantly within Princeton and extends south somewhat into neighboring Alexander. Princeton also contains many streams and wetlands, and extensive forestland. Just over 3,000 acres of the municipal area is open water.

PAST DEVELOPMENT TRENDS

Princeton's location on Lewey Lake, Long Lake, Grand Falls Flowage and Pocomoonshine Lake influenced its history and development. In 1805, Moses Bonney built a home on high fertile ground near Pocomoonshine Lake in what is now South Princeton. As newcomers arrived and chose home sites, four districts took shape: South Princeton, the town center, the lower district, and West Princeton.

Development in Princeton was driven and supported by farming and the timber industry. Farming was central to the livelihood of Princeton people from the first settler until after World War II. Settlers worked long hours to push back the forests, dig out and smooth the land and cultivate it into farmlands for animals and crops. Logging and associated enterprises span the history of Princeton. Settlers grew grain and shipped it to the river on ox drawn sleds, where it was loaded onto skiffs and poled to the nearest gristmill.

The primary means of transportation between Calais and Princeton was poling the river in skiffs, which had to be carried around Grand Falls. Townspeople reached West Princeton by crossing the lakes on ice or in skiffs in warmer months. In 1831 construction began on a road between Calais and Houlton. Rail service from Princeton to Baring began in 1854. In Baring connection could be made to Calais. In 1868 these two lines combined to become the St. Croix and Penobscot Railroad. The railroad station burned in 1889 and was replaced. The replacement station was moved to the airport where it now serves as the terminal building. The last train ran out of Princeton on August 1, 1933. Princeton's main transportation links with the outside world are now U.S. Route 1, Routes 9 and 6, the Stud Mill Road, and the regional airport.

Princeton was a major mill town, although it did not have the obvious appearance of a mill town; development featured privately designed and built homes rather than rows of company-owned houses. The first mill, a sawmill built in 1852, was soon followed by many more mills and also a tannery. The last mill in Princeton closed in 1981. In 1983, the Town worked with the state and the Eastern Maine Development District to reopen the mill as Hunt Brothers Lumber, Inc. The mill closed again and has since burned. The site is now vacant.

By the 1890s Princeton had gained a reputation as having the best fishing in Maine. Princeton still enjoys a reputation as a paradise for fishermen, hunters and vacationers. Many hire the services of local Maine Guides, a significant local occupation.

During World War II the federal government bought acreage in Princeton and built a large airport as part of a system of airports for the ferrying of planes to Europe. After the war the Town acquired the airport that is now operated by the Princeton Regional Airport Authority. Power lines were extended to South Princeton in 1948. During the 1940s and 1950s Princeton had a bustling business center. Princeton experienced its last boom in the late 1970s.

EXISTING LAND USE PATTERN

Princeton's existing land use patterns are summarized in the descriptions of Land Cover shown in Table D-1 and are illustrated on several Maps in this document including Map 2, Princeton Public Facilities and Transportation; Map 4, Land Cover (from which the data in Table D-1 is derived); and Map 9, Existing Land Use and Shoreland Zoning, located at the end of this section.

According to interpretation of recent satellite imagery conducted by the University of Maine at Machias GIS Center, approximately 75% of the land in Princeton is forested, including areas that have recently been cut. The remaining land area includes non-forested wetlands (6%), developed areas (3%) and grassland and pasture (3%). Princeton also contains just over 3000 acres (12.3%) of open water within its municipal boundaries. See *Map 4: Land Cover*.

Table D-1 LAND COVER BY TYPE

Land Cover Type	Approximate Area (Acres)	Percent Total Land
Developed, High Intensity	45	0.2
Developed, Medium Intensity	46	0.2
Developed, Low intensity	20	0.05
Developed, Open space	151	0.6
Cultivated crops	308	1.2
Pasture/hay	483	1.8
Grassland/herbaceous	3	0.05
Deciduous Forest	208	0.8
Evergreen Forest	8,570	32
Mixed Forest	7,972	29.8
Scrub/Shrub	50	0.2
Wetland Forest	1,852	6.9
Wetlands	1,561	5.8
Roads/runways	491	1.8
Unconsolidated	5	0.05
Bare land	1	0.05
Open Water	3,293	12.3
Recent clear cut	411	1.5
Light partial cut	488	1.8
Heavy partial cut	400	1.5
Regenerated forest	376	1.4
Total Area	26,734	100

Source: WCCOG, UMM GIS Center

Land cover shown on Map 4 was interpreted from satellite imagery in 2004. There are often minor inaccuracies from such imagery. The Comprehensive Plan Committee has examined and notes the following qualifications. Cultivated land is considerably less than is indicated on *Map 4: Land Cover*. The Comprehensive Plan Update committee observes that the cultivated land,

formerly in beans and potatoes, has not been in cultivation for over 30 years. They estimate that the vast majority of it is currently pastured or hay land. They also noted that grassland may be much more than 3 acres.

Princeton today is a small service center town with commercial development concentrated along Route 1 in the town center, near the shared border with Indian Township. Developed areas are concentrated along Main Street and the shores of Long and Lewey Lakes and Grand Falls Flowage. Commercial and residential development extends along the Route 1 corridor between the elementary school and the town center. Other development concentrations are predominantly residential, located in West Princeton and South Princeton. There is virtually no industrial activity in Princeton. Hunting and sporting camps are common around the lakes. Agriculture is limited to small family farms. Small commercial logging operations with cyclical cutting schedules are common in Princeton.

DEVELOPMENT PRESSURE

Many communities in Washington County are feeling the opposite sensation of development pressure – the continued decline of population (especially youth), employment opportunities, availability of services, and housing quality. Although these issues also affect Princeton, the Town Clerk indicates that real estate in Princeton is being sold (at least 6 new families have moved into Princeton recently!) and new building permits have been issued for waterfront properties.

The community supports limited industrial and commercial redevelopment of existing developed areas, and supports new and redeveloped residential construction. The community desires a climate of local employment, an active retail center, and the return of young families. Princeton hopes to focus significant new commercial and residential development and redevelopment of unoccupied structures in the town center.

New development is occurring along the river at Black Cat Point, one of the few the remaining undeveloped waterfront properties in Princeton (but it has already been divided into house lots). Greenland Point is another sensitive waterfront area with no protection and a strong potential for future development. Education and code enforcement regarding resource protection in shoreland zones becomes increasingly important and problematic as shoreland development increases. Inappropriate tree removal and intensive lakeside landscaping, as well as increased motorboat and personal watercraft use, contribute to water pollution and can become significant issues around sensitive waterfront properties.

The community supports new housing development, but especially speaks to the need for clean up and rehabilitation of existing housing stock. The most significant housing needs are affordable housing for families and subsidized housing for elders. Both types of developments would benefit from an in-town location for their long-term success in retaining residents who desire affordability and accessibility.

Princeton's town center has a well-developed infrastructure, and therefore is the most sensible area for residential and commercial development. The town center features streets and sidewalks,

public water, as well as electricity, cable and telephone. The town center is where most jobs in Princeton are located, where the school and public library are located, and is closest to the fire station. Currently, development in Princeton is unregulated and remains open to potentially incompatible development proposals, especially on smaller lots such as exist in the town center.

ANTICIPATED FUTURE DEVELOPMENT TRENDS

As noted in *Chapter C. Population*, Princeton's population peaked around the turn of the 20th century. With the decline of logging and shipbuilding, Princeton's population declined in the first half of the 20th century, rebounded during the 1970s and 1980s but has since declined to around 800 individuals. Over the last 30 years, Princeton's total population has been declining from just under 1000 in 1970 to just over 800 in 2010. The Office of Policy, Management, Economics, and Demographics forecasts that Princeton's population will decline to 730 people by the year 2030.

In 2000, Princeton had a total of 488 housing units, a 4.5% increase from 1990. The housing stock increased again by approximately 3.9% to 507 units during the American Community Survey 2007-2011 5-year estimates. The average household size declined from 2.61 in 1990 to 2.31 in 2010. In Princeton, this reflects an increasing elderly population, households with fewer children, and older children moving out of the house and away from the region.

Seasonal housing in 2010 comprised approximately 13% of the total housing stock in Princeton, reflecting a 39% increase since 2000. Single-family seasonal housing development around the lakeshores is likely to continue as the largest type of residential growth as environmental recreation opportunities in the region expand, and as Princeton's reputation as a quiet getaway grows.

Princeton is in a unique position of being located in proximity to the service and employment centers of Calais and Baileyville, as well as being at the edge of an established wilderness playground. Princeton is home to one of the best elementary schools in the region, and contains a newly constructed regional health center. As the neighboring and regional communities of Baileyville, Calais and Eastport work actively toward economic development, the regional economy may grow and populations could actually increase in contrast to census projections. As noted above, Princeton is actually experiencing a growing real estate market (2013/2014) and has gained at least 6 new families in recent months.

Although older homes may be aesthetically desirable, the expense of upkeep and declining size of families and incomes often leads to their abandonment in Washington County, and Princeton is no exception. The existence of abandoned homes on prime sites in the town center could influence new development to occur outside of the town center. The rehabilitation of existing homes within the town center, close to local services, is a more desirable type of development. Redevelopment of abandoned residential, commercial, and industrial properties fosters a sense of vibrancy, promotes diversity, and expands the experience of community. Infill erases signs of emptiness and decay, and allows existing natural areas to continue providing forest products, wildlife habitat, land for sports and recreation, and a continued sense of a rural landscape.

Respondents to the November 2012 community survey strongly supported the encouragement of new commercial and industrial development and affordable housing that preserves the small-town ambiance and is not harmful to the environment. Responses and comments suggested that older abandoned and dilapidated structures should be removed or renovated before focusing on new construction.

Desired types of economic activity included most commonly mentioned include (clean) manufacturing, retail, dining and lodging, community gathering places, children's activities, greenhouses, and outdoor sports/nature based businesses. Also mentioned were arts/theatre, a feed store, gift/antiques, clothing store, and a pharmacy.

PRESENT LAND USE REGULATIONS

Apart from the State required minimums, the Town of Princeton has a limited set of regulatory measures to affect the nature and pattern of development. Building permits are required for shoreland development and several existing land use regulations that municipal boards and officials must follow are listed below. Regulations change over time and it is the responsibility of municipal officers to keep up with these changes.

MDOT Access Management (17-229 Maine Administrative Rules Chapter 299, Part A and B) - The Act specifically directs the MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials". There are no such retrograde arterials in all of Washington County.

Shoreland Zoning Ordinance (Maine *Land Use Laws*, 1992) - Shoreland areas include those areas within 250 feet of the normal high-water line of any great pond, river or saltwater body, within 250 feet of the upland edge of a coastal or freshwater wetland, or within 75 feet of the high-water line of a stream. The purposes of these controls are: to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect archaeological and historic resources; to protect commercial fishing and maritime industries; to protect freshwater and coastal wetlands; to control building sites, placement of structures and land uses; to conserve shore covers, and visual as well as actual points of access to inland and coastal waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

Princeton's Shoreland Zoning Ordinance was last updated in 1993 and it contains the following districts:

- Resource Protection District (RP)
- Limited Residential District (LR)
- General Development (GD)
- Stream Protection District (SP)

A Flood Insurance Study was conducted by FEMA for the Town of Princeton in 2002. This study investigated the existence and severity of flood hazards in Princeton. Results were used to establish actuarial flood insurance rates, and assisted in a conversion to the regular program of the National Flood Insurance Program. The study was intended to aid local and regional planners in promoting sound land use and floodplain development practices, and to administer minimal floodplain management requirements. A copy of the 2002 Flood Insurance Study is available from the Town Clerk.

The community adheres to the Maine State Plumbing Code, which requires that the installation of plumbing and septic systems be in accordance with the Maine State Law and the Subsurface Wastewater Disposal Rules and Regulations.

AREAS UNSUITABLE FOR DEVELOPMENT

There are areas within Princeton that require special consideration based on the potential environmental impact of land use activities. In these areas stricter regulation or, in some circumstances, prohibition may be called for to avoid problems for both people and Princeton's natural resources. These areas are shown on Maps 3-7 and include the following:

- Floodplains – These are flood prone areas where flooding is frequent and can be severe. Use needs to be limited to activities unharmed by flooding, such as agriculture, forest and some types of recreation.
- Water Resources/Wetlands - These are areas that fall under the Shoreland Zoning Laws. Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.
- Wildlife Habitat/Conservation - These are areas that fall under the provisions of the applicable mandated legislation. Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.
- Unsuitable Soils - These are areas with limited development potential because of poor soils. Larger lot sizes would be required in order to meet the requirements of the Maine State Plumbing Laws.
- Slopes - These are areas that have a slope greater than 15 percent that preclude extensive development because of problems with erosion, runoff, and construction limitations such as allowable road grades, suitability for septic sewage disposal, and stability of foundation. Also, the Maine Plumbing Code does not permit septic systems on a slope greater than 25 percent.

FUTURE LAND USE PLAN

The remainder of this Chapter outlines the Future Land Use Plan for the Town of Princeton. The Future Land Use Plan is intended 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.

The Committee, in preparing the Future Land Use Plan, considered all state mandated legislation

for restrictions on additional development in areas prone to flooding, subject to shoreland zoning laws, containing significant (as defined) wildlife habitat, and areas with unsuitable soils or severe (greater than 25%) slopes.

In addition to these natural constraints the Comprehensive Plan Committee considered the following elements in determining the configuration of proposed growth areas and rural areas outlined in the Future Land Use Plan and on *Map 11: Future Land Use*:

- The need to encourage growth and development.
- Historic development patterns and land uses.
- Recent development patterns and existing land use regulations.
- Compatibility of present and future neighboring land uses.
- Residents' desire to maintain the town's rural character and historic resources.
- Natural features and resources including soils, water bodies, and wetlands.
- Geographic location and role of Baileyville in the regional economy.
- Existing infrastructure including water, electrical power, road system.
- Road transportation and the availability of 3-phase power.
- The importance of affordable housing.
- Requirements of the Comprehensive Planning and Land Use Regulation Act.

When preparing the Future Land Use Plan the Committee also took direction from the results of the community survey (See Chapter 1 Executive Summary, Community Vision and Public Participation).

MAINE'S GROWTH MANAGEMENT LEGISLATION

Maine's growth management legislation requires that municipalities designate two types of land use districts in their Comprehensive Plan: growth areas and rural areas. State requirements for the designation of land use areas are described below, along with descriptions of each proposed land use district in Princeton.

The Growth Management Act requires that any growth related capital investments¹ that may occur over the planning period be accommodated within the proposed growth areas; and the

¹ "Municipal growth-related capital investment" are defined as "investment by the municipality in the following projects, even if privately-owned, using municipal, county, state, federal, or other public funds, in the form of a purchase, lease, grant, loan, loan guarantee, credit, tax credit, or other financial assistance:

- (1) Construction of new transportation infrastructure or capacity;
- (2) Construction or acquisition of newly constructed multifamily rental or affordable housing;
- (3) Development of industrial or business parks;
- (4) Construction or extension of sewer, water, or other utility lines;
- (5) Construction of public, quasi-public, or private service infrastructure, facilities, and community buildings; or
- (6) Construction or expansion of municipal office buildings, municipal educational facilities, and other quasi-public facilities and other civic buildings that serve public clients and customers.

Municipal growth-related capital investment does not include investment in the following: mobile equipment, the operation or maintenance of a municipal facility or program; maintenance of existing transportation infrastructure without significantly expanding capacity; or municipal revenue sharing. Chapter 208 Review Rule, Maine State Planning Office (2011) available online at <http://www.maine.gov/spo/landuse/compplans/index.htm>.

Town commits to directing at least 75% of such investments to these areas of town.

In addition to Growth Areas and Rural Areas, communities may also designate three additional types of land use areas. These include Critical Rural Areas, Critical Waterfront Areas, and Transitional Areas.

A critical rural area is defined as “a rural area that is specifically identified and designated by a community's comprehensive plan as deserving maximum protection from development to preserve natural resources and related economic activities that may include, but are not limited to, significant farmland, forest land or mineral resources; high-value wildlife or fisheries habitat; scenic areas; public water supplies; scarce or especially vulnerable natural resources; and open lands functionally necessary to support a vibrant rural economy.”

“Critical waterfront areas” are defined as “shorefront area[s] characterized by functionally water-dependent uses, as defined in MRSA 38 §436-A(6), and specifically identified and designated by a community's comprehensive plan as deserving maximum protection from incompatible development.”

“Transitional areas” are defined as areas “suitable for a share of projected residential, commercial, or industrial development but that [are] neither intended to accept the amount or density of development appropriate for a growth area nor intended to provide the level of protection for rural resources afforded in a rural area or critical rural area.”

Growth Areas - Defined and in Princeton

The approximate extent of each land use district is depicted on *Map 10, Future Land Use*. In any municipality, the purpose of the Land Use Plan and map is to identify appropriate locations to accommodate anticipated growth and future development. The Proposed Land Use Plan is drawn in “broad brush” and does not identify specific parcels. Only detailed site-specific analysis can determine land suitable for development and at what densities. In addition, the comprehensive plan has not assessed the individual landowner's desires to sell their land for development, to develop it or to leave it undeveloped.

Growth Areas are intended to direct development to areas most suitable for such growth and are therefore located close to municipal services to minimize the cost to the municipality for their delivery and maintenance. According to the Department of Agriculture, Conservation, and Forestry (DACF), land areas designated for growth must be consistent with the following provisions:

- (1) The Future Land Use Plan must designate as growth area those lands into which the community intends to direct a minimum of 75% of its dollars for municipal growth-related capital investments made during the planning period.
- (2) Built-out or developed areas that may not have capacity for further growth but require maintenance, replacement, or additional capital investment to support existing or infill development must also be designated as growth areas.

- (3) Growth areas must be limited to land areas that are physically suitable for development or redevelopment. Growth areas may include incidental land areas that are physically unsuitable for development or redevelopment, including critical natural resources, however, the plan addresses how these areas will be protected to the greatest extent practicable or, at a minimum, as prescribed by law.
- (4) To the greatest extent practicable growth areas should be located adjacent to existing densely-populated area.
- (5) Growth areas, to the greatest extent practicable, must be limited to an amount of land area and a configuration to encourage compact, efficient development patterns (including mixed uses) and discourage development sprawl and strip development.
- (6) Growth areas along arterials and mobility corridors must be configured to avoid strip development and promote nodes or clusters of development.

The 1995 Future Land Use Plan shows Growth Areas concentrated along West Street, Mill Street, and Route 1 from the Route 1 Bridge to the South Princeton Road, with another Growth Area located around the intersection of the South Princeton Road with the Lake Road and the Woodland Road. The Comprehensive Planning Committee and community survey respondents have expressed a desire to retain the rural feeling of the community as well as to shift the focus of development away from Princeton's main entrance point along Route 1 south of the town center. For this reason, in this new Plan the 1995 growth area is reduced along Route 1 and will now begin just south of the Eastern Cutoff Road, at the junction of the New Airport Road with Route 1.

Growth Areas proposed in Princeton today reflect existing conditions and portray the most efficient and successful areas for commercial, residential, civic, and industrial development. The growth areas are described below and illustrated on the Future Land Use Map at the end of this section.

Industrial/Manufacturing: This district, located immediately nearby the airport complex, is intended to encourage the location of industrial and manufacturing uses on those lands that are best suited for them and avoid the blight, congestion, and inconvenience caused by inappropriate and poorly located development of these types of facilities. Any future land use ordinance will specify the types and sizes of uses allowed and incorporate controls on waste discharge, noise, glare, fumes, smoke, dust, odors, or traffic generation to reduce the occurrence of nuisances or unsafe or unhealthy conditions. Examples of industrial/manufacturing uses include: factories, construction yards, warehousing, research and development, product processing, wood-fiber products or chemical manufacturing, etc.

Any future land use ordinance will specify types and sizes of uses allowed and will be guided by existing conditions, and will include provisions for coordinated access to ensure Route 1 retains its function as an arterial, and other standards in keeping with existing development patterns.

Commercial: This district, located between Route 1 and the airport complex along Edgerly Drive, supports limited commercial/retail activity primarily serving the daily needs of the people of the Princeton. Institutional/Social/Infrastructure uses are also allowed in this district.

Existing commercial/retail areas in the town center will continue to support mixed residential/light commercial/retail growth but will focus on rehabilitation and reuse of existing structures and previously developed sites. Small lot sizes (1-2 acres) exist and the same minimum lot size pattern will be continued. Any future land use ordinance will specify the types and sizes of uses allowed and will be guided by existing conditions. The ordinance will also include coordinated access to ensure Route 1 retains its function as a north-south arterial corridor, and other standards in keeping with the existing pattern.

Institutional/Social/Infrastructure: The purpose of this district is to support existing concentrations of municipal services in areas where they currently exist. Future institutional, social, and infrastructure uses are currently anticipated to be located within existing institutional/social/infrastructure areas and within the town center. Institutional uses include public and private schools, municipal buildings, nursing homes, religious activities and etc.

Any future land use ordinance will specify types and sizes of uses allowed and will be guided by existing conditions. The ordinance will also include coordinated access to ensure Route 1 retains its function as a north-south arterial, and other standards in keeping with the existing pattern.

High Density Residential: This residential growth area provides for higher density residential development that is compatible with existing higher density and town center residential development. This district is proposed adjacent to existing developed areas throughout Princeton's town center, from Main Street to the airport industrial complex, and for a limited area along Mill Street, between Main Street and the Slipp Point Road. Limited public water is available in some of this area, mainly closest to the town center. Any future public water extensions would be concentrated within this district and the adjacent commercial districts.

High-density residential growth areas encourage infill and redevelopment of existing in-town residential lots. Single and multi-family, rental or owner-occupied, and elderly housing is encouraged. Lot sizes will vary from 0.25 to 1 acre, with road minimum/maximum road frontages of 100-250 feet. Residential, home-based businesses will be encouraged. Any future land use ordinance will specify the types and sizes of uses allowed and will be guided by existing conditions. The ordinance will also include coordinated access to ensure Route 1 retains its function as a north-south arterial, and other standards in keeping with the existing pattern.

Medium Density Residential: This residential growth area provides for medium-density residential development that is compatible with existing low- and medium-density residential development. Medium-density residential growth areas are proposed on either side of the town center, along West Street beginning at the Airport Road, and on Mill Street from the Slipp Point Road to the end, including Black Cat Point. Public water is not available in this area.

Medium-density residential growth areas encourage infill around existing residential lots. Single and multi-family, rental or owner-occupied, and elderly housing is encouraged. Lot sizes will vary from 1 to 2 acres, with minimum/maximum road frontages of 200-350 feet. Residential, home-based businesses and agricultural uses will be encouraged. Any future land use ordinance will specify the types and sizes of uses allowed and will be guided by existing conditions.

RURAL AREAS - Defined and in Princeton

Rural Areas include those areas in Princeton where new development will be limited to support Princeton's important natural resources including its forested land, wetlands, shorelands, scenic areas, and critical habitat. In these areas the Town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to the DACF, land areas designated as rural must be consistent with the following:

- To the greatest extent practicable, rural areas must include working farms, wood lots, properties enrolled in current-use tax programs related to forestry, farming or open space, areas of prime agricultural soils, critical natural resources, and important natural resources.
- The Future Land Use Plan must identify proposed mechanisms, both regulatory and non-regulatory, to ensure that the level and type of development in rural areas is compatible with the defined rural character and does not encourage strip development along roads.
- Rural areas shall not include land areas where the community actively encourages new residential, institutional, or commercial development.
- Rural areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.
- To protect and preserve the rural character of Princeton while permitting low-density development, rural areas are established outside of the existing and proposed development areas and proposed growth areas. Rural areas are intended to safeguard Princeton's forest resource from development, to conserve natural resources and open space land, and to encourage agriculture, forestry, and certain types of recreational uses. The Rural Areas consists of those areas in Princeton where new residential and home based business development will be regulated to limit its impact on Princeton's important natural resources including agricultural land, forested land, wetlands and scenic areas.

Rural areas proposed in Princeton consist of three districts: Rural Residential, Resource Protection, and a Gateway Overlay. The land use districts proposed in the rural areas are described below and shown on the Future Land Use Map at the end of this section.

Rural Residential: The purpose of this district is to maintain the rural character of Princeton to protect agricultural and forestry uses, to provide open spaces, and to provide for single-family residential dwellings with larger lot sizes. The recommended minimum lot size are from 2-5 acres. Road frontage recommendations are for a minimum of 250 feet (less in cluster designs) to maintain the rural character. Any future land use ordinance will specify the sizes of residential lots and density of residential uses allowed and will be guided by existing conditions. Commercial agricultural and commercial forestry operations will be permitted, as well as limited business use. Home based businesses and agricultural uses will be supported and encouraged in this district.

Cluster development may be appropriate within this district. All subdivision development

proposals within this district will be required to submit a cluster plan, as well as a conventional plan for the Planning Board's consideration. Cluster Developments included in any land use ordinance will encourage the preservation of rural land areas. Development regulations should encourage residential development to occur on existing or newly constructed roads following existing road patterns. Developers are responsible for proper road construction and maintenance.

Resource Protection: These areas consist of a composite of the present shoreland zones, mapped significant wildlife habitat, and mapped areas of steep slopes over 15% (see Maps 3, 5, and 6). This district includes areas in which development would be detrimental to Princeton's most critical natural resources – the Stream Shore Ecosystem on the St. Croix River and the many miles of streams and brooks within Princeton, and the two Wildlife Habitat Focus Areas of Statewide significance. The first is known as the Maine River Wetland Complex, and is part of an enormous wetland complex encompassing numerous natural community types and forming a 4,200-acre peat land network – one of the largest wetland complexes in the Eastern Interior Eco-Region of Maine. The second is the Sawtelle Heath, a 930-acre level bog ecosystem. There are also two Rare and Exemplary Natural Communities within the Resource Protection district, including a raised level bog ecosystem and an unpatterned fen ecosystem.

Much of the land within this district is already protected from development with public and private conservation easements. Recommended lot sizes for developable land will be large (greater than 5 acres), development will be severely limited in areas in excess of 20% slopes, and timber management and land protection measures will be encouraged. Existing development in these areas will continue, i.e. be “grandfathered”. The protection measures under consideration include cooperation with local land trusts that have the means or tax advantage alternatives to compensate landowners who choose to voluntarily restrict their property by conservation easement or sell it for conservation purposes.

Princeton Gateway Overlay: Princeton's entrance is currently a stretch of open, rural land that provides views across open fields to the lake and forest beyond. These natural resource assets and the feeling of undeveloped open space are what attract both residents and visitors to “The Sportsman's Paradise” community of Princeton. This overlay district is intended to help protect Princeton's “front dooryard” or “gateway” from overdevelopment or incompatible development that degrades the initial perspective of Princeton as a beautiful, open, intact rural landscape. This overlay district identifies an area of Princeton where the use of design guidelines or performance standards for commercial development will be explored. Design guidelines and performance standards help developers understand how to incorporate their commercial projects into the rural environment of Princeton, thereby protecting and preserving Princeton's “sportsman's paradise” brand and way of life. The underlying district will be Rural Residential.

GENERAL RECOMMENDATIONS FOR FUTURE DEVELOPMENT OF LAND USE ORDINANCES AND BUILDING CODES

Land use planning refers to the overall plan for the physical layout, or land use, of communities and is an essential component of a community's long-term quality of life. It encompasses both the built and natural environment by shaping where development occurs and identifying areas for open space or preservation. The key components of land use planning include comprehensive

planning, zoning regulations or Land Use Ordinances, and building codes. Princeton already utilizes a Shoreland Zoning Ordinance based on state minimum requirements for development around water bodies and wetlands.

Land use planning authority – including comprehensive planning, zoning, and adoption of building codes – is delegated to local communities by state laws and vary slightly by state. In general, municipalities (cities and towns) along with counties are given local land use planning authority and undertake planning along their respective jurisdictional boundaries.

Land Use Ordinances are designed to promote, protect, and facilitate the public health and safety, conserve natural resources, and encourage the orderly growth and development of the community. Regulation of development in the community insures the best usage of available areas and avoids the juxtaposition of incompatible elements. They minimize the problems of land use conflicts and encourage clustering of similar development within various sectors of the community according to highest and best use considerations of: topography, soil type, and current usage. Land Use Ordinances provide information for judicious planning for infrastructure extension and/or improvement, the delivery of municipal services, and preservation of the natural beauty and character of the community. Land Use Ordinances are meant to implement the vision of future land use in a community, as stated in the municipality's comprehensive plan.

The purposes of Land Use Ordinances are to regulate land use, prevent land-use conflict, and allow growth to occur in a rational manner. More specifically, ordinances aim to:

- Use land for its most suitable purpose.
- Protect or maintain property values.
- Promote public health and safety.
- Protect the environment.
- Manage traffic.
- Manage density.
- Encourage housing for a variety of lifestyles and economic levels.
- Manage aesthetics.
- Provide for more orderly development.
- Help attract business and industry.

Similarly, Building Codes are intended to protect the health, safety, and welfare of both current and future property owners by insuring that structures are built to at least the minimal standards necessary to maintain the long-term safety and value of that structure.

Adoption of building codes began in ancient times to protect cities from health and sanitation problems, and the practice has been developing ever since. In the USA the main codes are the International Commercial or Residential Code [ICC/IRC], electrical codes, plumbing, and mechanical codes. Princeton already utilizes state minimum plumbing codes.

Respondents to the 2013 Community Survey predominantly favor the development of building codes, land use ordinances, and incentives to guide development, insure safety, and encourage maintenance of properties. Currently, support for the development of building codes is approximately the same (74% in 2013) compared to opinions expressed in the 1995 Community

Survey (75% in 1995) while support for land use ordinances has risen - 80% in 1995 and 84% in 2013 - (see section *F*, *Community Survey Results*.) Incentives/codes to encourage removal or repair/reuse of abandoned and dilapidated structures, and general cleanup and maintenance of yards and structures, are strongly supported.

In 2013, survey respondents strongly supported new commercial, retail, industrial, and affordable housing development. Compared to 1995, support for both commercial and residential growth has roughly doubled. Survey respondents would like development to be focused at the town center, near the airport, and around existing development in general. Black Cat Point and the Old Ball Field were also mentioned as areas where appropriate development could be supported.

Specific development types supported by 2013 survey respondents (listed in detail in *Appendix A*) include dining, retail, manufacturing, community gathering places, guide companies, artists, a feed store, a greenhouse, a motel, and a sports shop. Recreational facilities for youth, manufacturing, and employment boosters were mentioned as needs consistently throughout the written survey responses.

Many respondents expressed the desire for small, environmentally friendly businesses that provide a positive affect on the residential community, such as attracting new people to the area, retaining quality of life, and preserving the small-town ambiance.

The various growth and rural districts proposed above are consistent with the community's preferences as expressed through the November 2012 Public Opinion Survey and at the June 2013 Public Visioning Session. Any future land use ordinance or building codes should incorporate language that supports and encourages these preferences.

The Comprehensive Planning Committee is guided by the opinions expressed in the public survey but is also aware that Princeton is a small rural town that does not uniformly embrace restrictive regulations. Therefore, any future Land Use Ordinance or Building Code will be cognizant of not infringing on the rights of landowners and will be kept to the minimum necessary to achieve the goals of the comprehensive plan. Any future Land Use Ordinance or Building code will be carefully developed so as to not impose burdensome requirements on the everyday activities of residents, create costly enforcement issues for Town government, or impose negatively upon existing land use practices.

Ordinances need specific standards and clear definitions. They must also meet the minimum requirements of state law and be consistent with the recommendations of the comprehensive plan. The comprehensive plan provides the legal basis for enacting the ordinances, and their consistency with the plans, goals, and policies will be a major consideration in the event that the ordinances are subject to a legal challenge. Therefore, any future land use ordinance or building codes will create a user-friendly application and permitting process with clear and consistent guidelines for obtaining approval. **Any future land use ordinance must be developed through a public hearing process and voted into effect by the community.**

LAND USE ORDINANCE PERFORMANCE STANDARDS

The Town of Princeton will continue to investigate the idea of developing a Land Use Ordinance and/or Building Code consistent with the needs of the community as identified within this Plan. In order to protect and preserve natural resources, property values, public safety including fire protection, health and welfare, provide for affordable housing and ensure the proper future development of the community, the following performance standard topic areas should be considered when developing any regulations or incentives.

Public Issue or Concern	Performance Standards to Consider
Access Requirements	In keeping with state access management regulations (17-229 Maine Administrative Rules Chapter 299, Part A and B, and as subsequently amended), minimize the creation of strip development within the community, and minimize the creation of road hazards.
Agriculture	Minimize soil erosion to avoid sedimentation, non-point source pollution, and phosphorus and nitrogen levels of water bodies.
Buffer Provisions	Minimize the negative impacts of inconsistent development and protect water resources, wetlands, and wells
Conversion	Regulate the conversion of existing structures into multi-family dwellings, to ensure the health, safety, and welfare of citizens.
Home Occupation	Home occupations may be established to minimize their impact on existing neighborhoods.
Industrial Performance Standards	Ensure appropriate industrial development within designated areas of the community.
Manufactured housing	Ensure the safety, health and welfare of mobile home occupants and mobile home owners regardless of the date manufactured.
Mobile Home Park	Regulate the placement and design of mobile home parks within the designated growth areas in the town.
Off Street Loading	Minimize traffic congestion associated with commercial development.
Oil and Chemical Storage	Regulate the location and containment of combustible material that can migrate to surface and ground waters.
Parking Requirements	Establish and regulate the number of parking spaces to be provided for different types of development.
Pesticide Application	Protect the public from dangers associated with pesticides
Refuse Disposal	Regulate the disposal of solid and liquid wastes in relation to resources that can transport them or be contaminated by them; to protect public health.
Road Construction	In conjunction with the State Department of Transportation, regarding road construction in new developments.

Public Issue or Concern	Performance Standards to Consider
Sedimentation and Erosion	Minimize the volume of surface water runoff during and after development.
Signs	Regulate the placement of signs, sign size, and sign type.
Soils	Ensure development is located on appropriate soils.
Storage Materials	Encourage the orderly storage of material in residential areas to promote and preserve the character of the neighborhoods.
Topsoil and Vegetation Removal	Prevent soil erosion and destruction of topsoil during construction.

COMMUNITY BENEFITS

Comprehensive planning demonstrates the importance of land use standards for Princeton. Preserving and protecting the character of Princeton is vital to the continued stability of the local economy and to the happiness and well being of the townspeople. Consistent with the provisions of the Growth Management Legislation, Princeton's Comprehensive Plan has attempted to recognize the value of land use standards, to incorporate the desires of the community, and to preserve and protect the integrity of Princeton. All of this is done so as to continue to make Princeton a great place to live, work and vacation.

SUMMARY

Princeton is in a unique position of being located in proximity to the service and employment centers of Calais and Baileyville, as well as being at the edge of an established wilderness playground. Princeton has excellent public utilities, is home to one of the best elementary schools in the region, and contains a newly constructed regional health center. As the neighboring and regional communities of Baileyville, Calais and Eastport work actively toward economic development, the regional economy may grow and populations could actually increase in contrast to census projections. As noted above, Princeton is actually experiencing a growing real estate market (2013/2014) and has gained at least 6 new families in recent months.

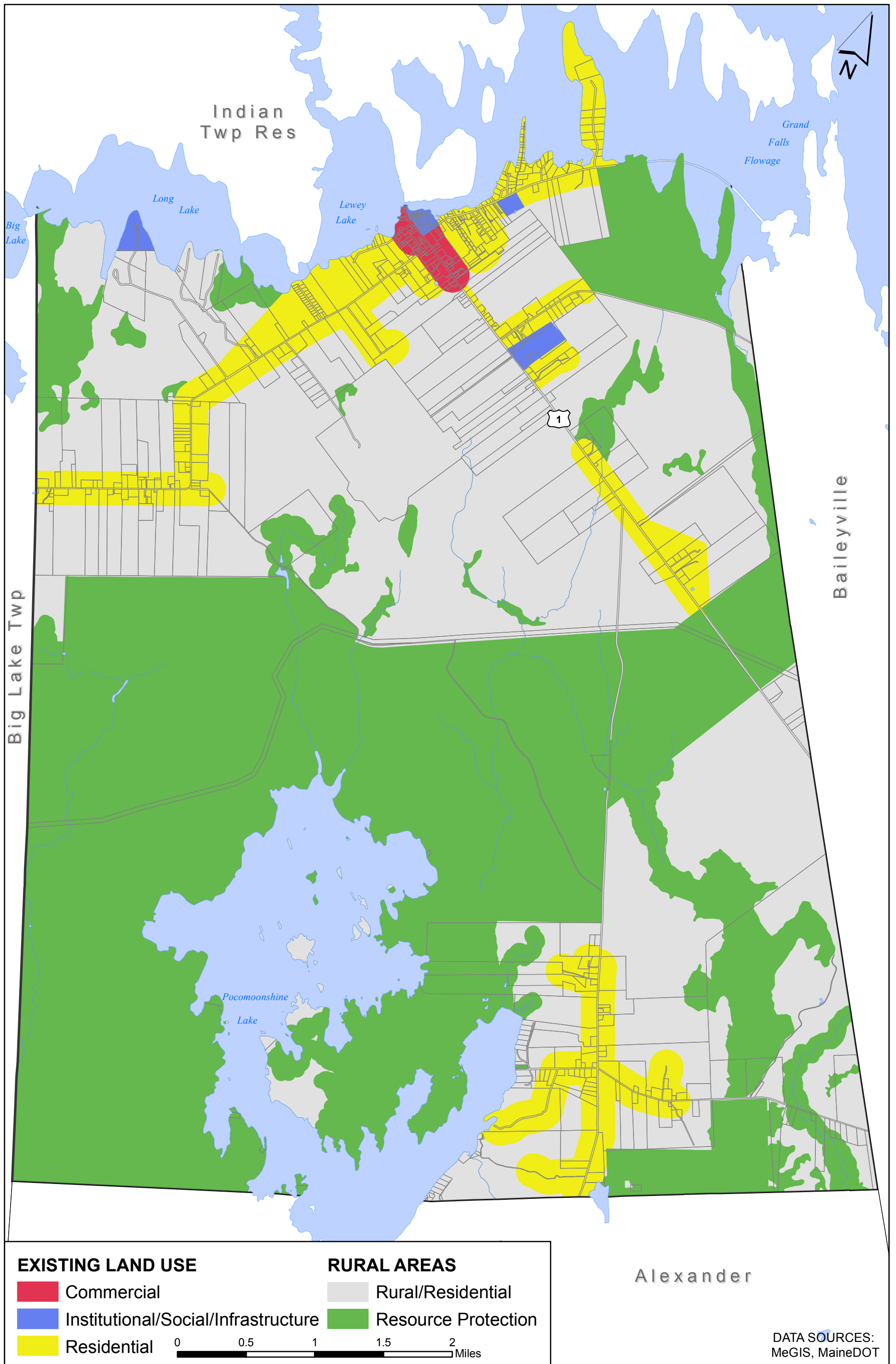
Princeton currently has no land use ordinances beyond required State minimums. The town center, with its existing infrastructure, is a desirable location for new commercial development. However, its small lots and dense existing development make it particularly vulnerable to potentially incompatible development proposals.

The community has expressed a desire for local employment, an active retail center, and the return of young families. To achieve this while also achieving the stated desire for continued protection of natural resources and Princeton's existing rural character, some guidance of the types and intensities of land use is required. According to survey responses, support exists for regulation of development activity, although there is concern that it not be excessive or burdensome. This Future Land Use plan is intended to protect Princeton's character and to direct

residential and commercial activities to appropriate areas. It also seeks to ensure that residents can continue to support themselves with a mixture of activities necessitated by seasonal and diverse rural livelihoods.

Map 9: Existing Land Use

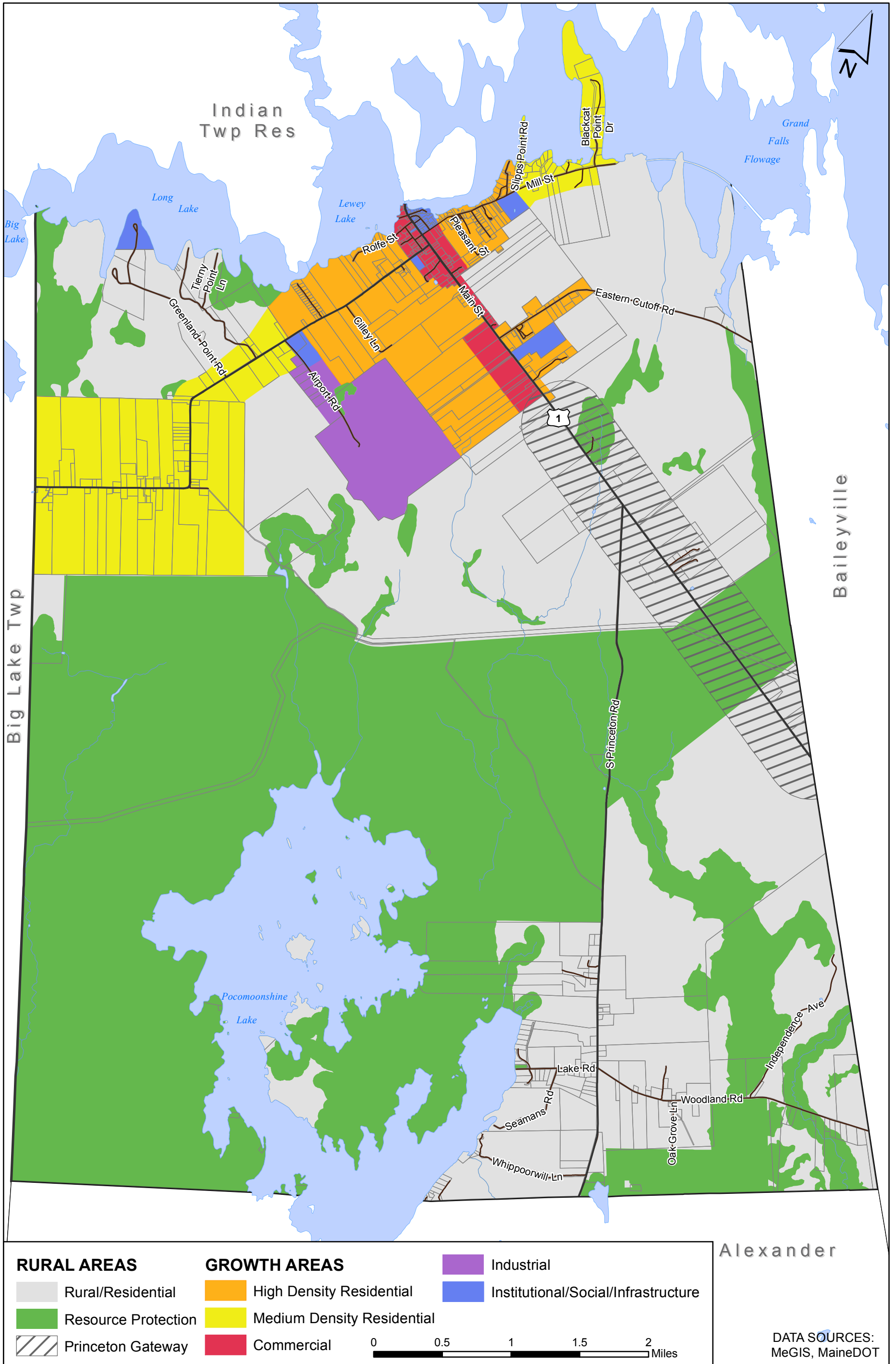
Princeton Comprehensive Plan Update (2014)



Map produced by WCCOG, April 30, 2014
 Washington County Council of Governments
 PO Box 631 * Calais, ME 04619 * (207) 454-0465

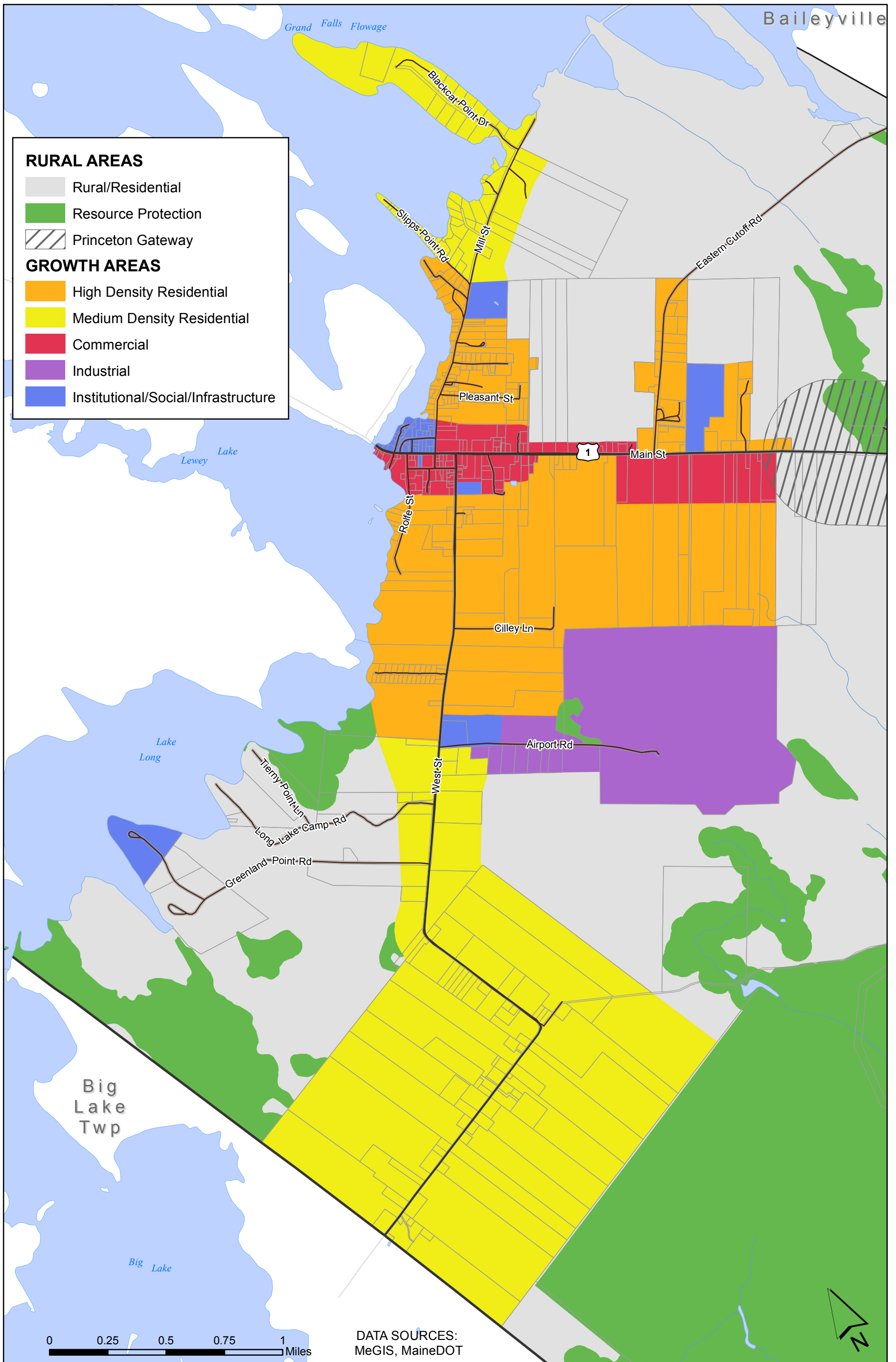
Map 10: Future Land Use

Princeton Comprehensive Plan Update (2014)



Map 11: Growth Area Detail

Princeton Comprehensive Plan Update (2014)



DATA SOURCES:
MeGIS, MaineDOT

M. PLAN IMPLEMENTATION – POLICIES AND STRATEGIES

As required by Chapter 208, Comprehensive Plan Review Criteria Rule, this chapter provides a separate section that prioritizes how implementation strategies will be carried out and identifies the responsible parties and anticipated timeline for each strategy in the plan.

HISTORIC AND ARCHAEOLOGICAL RESOURCES			
Goal: Princeton will preserve the community's historic and archeological resources for future generations to enjoy and pass on to their children, through restoration and protection of structures and sites as well as through education that instills a sense of pride in community heritage.			
Policy	Implementation Strategy	Responsibility	Timeframe
Protect and preserve known archaeological and historic sites and promote awareness of the history of Princeton.	Promote awareness of historic structures and artifacts including the consideration of listing on the National Register of Historic Places.	Planning Board, Select Board, Historical Society (when formed)	On-going
	Work in cooperation with the State of Maine with any identified historical and archaeological resources within Princeton.	Select Board, Historical Society (when formed)	On-going
	Form a Historical Society, either for Princeton alone or as a region; Cooperate with Charlotte, Alexander, Crawford, Grand Lake Stream, Indian Township, and Baileyville.	Select Board, Interested citizens	Short Term, within two years
	Design and erect informational signs describing historic highlights of the Town at the beach/boat ramp area, on Town-owned land next to the bridge, and at other appropriate and important public locations.	Historical Society (when formed), Select Board, Interested Citizens	Long term, as funding allows
	Work with the Princeton Elementary School to incorporate more local history into school programs.	Historical Society (when formed), Select Board, Interested Citizens School	Immediate
Ensure that archeological and historic sites are not destroyed.	Professionally survey, document, and monitor potential areas and artifacts of historical and archaeological significance, especially along riverbanks and lakeshores.	Select Board, Historical Society (when formed)	Long-term, once historical society is formed and as funding allows
	Provide information about the location and importance of important historic or archeological sites, and encourage developers to protect these sites to the greatest extent possible.	Historical Society (when formed), Select Board, Planning Board	On-going

HISTORIC AND ARCHAEOLOGICAL RESOURCES			
Goal: Princeton will preserve the community’s historic and archeological resources for future generations to enjoy and pass on to their children, through restoration and protection of structures and sites as well as through education that instills a sense of pride in community heritage.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Incorporate maps or information provided by the Maine Historic Preservation Commission into the land use review process, showing that significant historic resources are being protected by proposed developments.	Planning Board, Select Board, Historical Society (when formed)	Immediate
	Educate the Town and citizens on the process and ramifications of documenting sites on State or National historic registers.	Historical Society (when formed)	Long term, once historical society is formed

POPULATION			
Goal: Princeton will use complete and current information about their population when making administrative and policy decisions for the town.			
Policy	Implementation Strategy	Responsibility	Timeframe
Actively monitor the size, characteristics and distribution of its population.	Seek assistance in the collection and maintenance of census data from the Washington County Council of Governments, the designated census information center for Washington County.	Town Clerk, Select Board, WCCOG	On-going

NATURAL RESOURCES			
Goal: Princeton will protect and preserve the natural resources on which its economy and quality of life depend, through preservation of land, facility improvement, education, and citizen stewardship.			
Policy	Implementation Strategy	Responsibility	Timeframe
Water Quality and Water Resources			
Protect and improve the water quality of both surface and ground waters, especially the aquifer providing the Town’s drinking water.	Use land protection options (land trusts, purchase with Land for Maine’s Future funds, private easements, etc.) to conserve land to protect lake and aquifer watersheds, and create or expand wellhead protection areas as necessary.	Select Board, Planning Board, Soil and Water Conservation District	On-going
	Continue to promote the use of Best Management Practices for Stormwater Management and for Erosion and Sedimentation Control through education of the Planning Board, Code Enforcement Officer, developers, and property owners. Make information available at the Town Office for developers during inquiry phases of development.	Planning Board, Select Board, Road Commissioner, Soil and Water Conservation District, Town Clerk	On-going

NATURAL RESOURCES			
Goal: Princeton will protect and preserve the natural resources on which its economy and quality of life depend, through preservation of land, facility improvement, education, and citizen stewardship.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Incorporate use of current Best Management Practices for Stormwater Management and for Erosion and Sedimentation Control in any future Subdivision/Zoning regulations.	Planning Board, Select Board, Road Commissioner, Soil and Water Conservation District	
	Establish a Citizen Watershed Protection Group to assist with water quality monitoring and other related projects.	Select Board, interested citizens	Short term, within 2 years
Avoid problems associated with floodplain development and use along Shorelands.	Maintain floodplain maps and continue to participate in the Federal Flood Insurance Program.	Planning Board, Select Board	On-going
Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	Initiate dialogue and exchange of information on watershed planning issues with neighboring communities.	Planning Board, WCCOG, West Grand Lake, Indian Township	On-going
Minimize pollution discharge through the upgrade of existing septic systems and wastewater treatment facilities.	Encourage replacement of malfunctioning septic systems. Educate the public about the importance of maintaining and replacing on-site systems.	Code Enforcement Officer, Plumbing Inspector	On-going
	Research the technical and management needs, and costs associated with clustered septic treatment alternatives to retrofit existing problem areas.	Selectmen, Planning Board	Long Term
	Make application, where eligible, to the Small Community Grant Program to upgrade any failing septic systems.	Planning Board, Select Board	On-going
Ensure that development is located on land that is capable of supporting on-site water treatment and septic systems.	Require a soil evaluation test prior to the issuance of a septic permit in accordance with state regulations demonstrating that soils are adequate for the intended purpose, that projects are not located on wetlands, on slopes of 20 percent or greater, or on floodplains.	CEO, Plumbing Inspector, Planning Board	On-going
Promote more intense development in growth areas.	Encourage development in areas with appropriate soils, slopes, and drainage conditions.	CEO, Plumbing Inspector, Planning Board, Select Board	On-going
Fish and Wildlife Habitat			
Conserve critical natural resources in the community, including existing fish and waterfowl/wading bird habitats.	Designate critical natural resources mapped as Essential Habitat or Significant Habitat as Critical Resource Areas in the Future Land Use Plan.	Select Board, Planning Board	Immediate
	Include as part of the Planning Board review process consideration of pertinent Beginning With Habitat maps and information regarding Critical Resources.	Select Board, Planning Board	Short-term, within 1 year

NATURAL RESOURCES			
Goal: Princeton will protect and preserve the natural resources on which its economy and quality of life depend, through preservation of land, facility improvement, education, and citizen stewardship.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Require subdivision or non-residential property developers to identify any Critical Resources on site and take appropriate measures to protect those resources.	Planning Board, Select Board, CEO	Short-term, within 1 year
	Maintain state standards for construction and maintenance of local roads when development is proposed in or near the site of Essential or Significant Habitats or Critical Resources.	Select Board, CEO, Road Commissioner	Short-term (within 2 years)
	Protect the high and moderate fisheries habitats in accordance with Shoreland Zoning regulations around these habitats.	Planning Board, Select Board, CEO	Short-term
Educate residents and visitors about important habitat and water quality values.	Develop informational signs and brochures (maps) on critical habitat and public accesses, eg. Pocomoonshine Lake public access.	Select Board, Citizen Watershed Protection group (when formed), Dennys and East Machias River Watershed Councils	On-going
	Encourage landowners to protect and preserve wildlife habitat, and utilize public/private conservation partnerships to preserve undeveloped land around or near critical or important natural resources.	Select Board, Planning Board, Citizen Watershed Protection group (when formed),	On-going
	Make available to the public the most recent data on rare plants, animals, and natural communities and important wildlife habitats provided by the Beginning with Habitat program of the Department of Inland Fisheries and Wildlife, included on maps in this document.	Planning Board, Select Board, Citizen Watershed Protection group (when formed),	On-going
Ensure that water quality is sufficient to provide for the protection and propagation of fish, and wildlife and provide for recreation in and on the water.	Initiate water quality-testing programs for the town's lakes, rivers and streams. Give the highest priority to those water bodies most important for recreation and for fisheries and wildlife.	DEP Volunteer Program, Indian Township, Soil and Water Conservation District, Citizen Watershed Protection group (when formed),	Immediate
	Adhere to recommended best practices for stream crossings on streams with "high value" wild eastern brook trout populations and associated habitats (see page D-15)	Select Board, Planning Board, Road Commissioner, Maine DOT	On-going
	Encourage citizen stewardship opportunities. Educate landowners living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	Citizen Watershed Protection group (when formed), Select Board	On-going

NATURAL RESOURCES			
Goal: Princeton will protect and preserve the natural resources on which its economy and quality of life depend, through preservation of land, facility improvement, education, and citizen stewardship.			
Policy			
Forest and Farmland Resources			
Support long-term economically viable and environmentally sustainable forest management within Princeton.	Support owners of productive farm and forestland in their efforts to enroll in Current Use programs, such as Tree Growth and Farmland, Open Space.	Assessor	On-going
	Encourage local or regional economic development activities that support productive agriculture and forestry operations.	Select Board, Planning Board, Sunrise County Economic Council, Northern Maine Development Council	On-going
	Promote use of best management practices for timber harvesting and agricultural production; provide information to the public.	Select Board, Planning Board	On-going
Encourage the use of prime farmland for commercial agriculture or forestry.	Support timber management and agricultural activities on prime farmland and in rural areas of Princeton.	Select Board, Planning Board	On-going
	Include in any future land use ordinance a requirement that commercial or subdivision developments maintain areas with prime agricultural soils as open space to the greatest extent practicable.	Planning Board, Select Board	As needed

ECONOMICS AND EMPLOYMENT			
Goals: <ul style="list-style-type: none"> ▪ Promote an economic climate that increases job opportunities and overall economic well-being. ▪ Provide the necessary education to insure the town has a skilled population ready to enter the work force. ▪ Enhance and support existing businesses in Princeton and promote new business that is compatible with existing rural community values and patterns of development¹. 			
Policy	Implementation Strategy	Responsible Parties	Timeframe
Promote expansion and diversification of the economic base of the community.	Provide information on sources of business assistance at the Municipal Office, to include materials available through the Department of Tourism, Community and Economic Development, the Eastern Maine Development	Town Clerk; Washington County Council of Governments; Sunrise County Economic	On-going

¹ This goal and the implementation measures that follow from it under the heading of sustainable development recognize the multiple business interests that sustain rural families over the course of a year – from their homes, and from other locations. This recognition assumes that there is and will be a mixture of uses in all districts of our community; an independent spirit among local residents and entrepreneurs; and a general resistance to excessive regulation. It also recognizes that there are some basic “good neighbor” standards that can be developed to address the desired mixture of uses.

ECONOMICS AND EMPLOYMENT			
Goals: <ul style="list-style-type: none"> ▪ Promote an economic climate that increases job opportunities and overall economic well-being. ▪ Provide the necessary education to insure the town has a skilled population ready to enter the work force. ▪ Enhance and support existing businesses in Princeton and promote new business that is compatible with existing rural community values and patterns of development¹. 			
Policy	Implementation Strategy	Responsible Parties	Timeframe
	Corporation, the Sunrise County Economic Council and others.	Council; Northern Maine Development Council	
	Support expansion and establishment of retail establishments.	Select Board, Planning Board	On-going
	Support new industrial development in the vicinity of the airport.	Select Board, Planning Board	On-going
Support nature based tourism as an economic development strategy for Princeton.	Participate in regional economic development efforts that promote the natural assets in Princeton.	Select Board	On-going
	Support business endeavors in nature-based tourism	Select Board	On-going
Provide support for roads, parks, public transportation or other infrastructure and activities that materially aid the town's economy.	Obtain aid from higher levels of government, County, State and Federal, including such things as Community Development Block Grants, USDA Rural Development and others identified in the Capital Improvement Plan.	Select Board, Interested citizens	As needed
	Work with regional economic development groups to continue expansion of high-speed internet access throughout Princeton.	Select Board	Immediate
Support those who are eligible for state, regional, or local public assistance programs.	Provide current information about sources of public assistance, unemployment assistance, job training, and aid to the elderly and/or handicapped.	Town Clerk	On-going
Ensure that the educational opportunities, both academic and vocational, address the needs of Princeton residents.	Encourage and support efforts to provide job training and continuing education.	Select Board	Long-term

PUBLIC FACILITIES AND SERVICES			
Goal: Princeton will plan for, finance and develop an efficient system of public facilities and services to accommodate current and anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Local services will be efficiently maintained and will address community needs.	Address future funding needs for new and replacement items through the Capital Improvement Plan, to be reviewed/updated biennially	Select Board, Airport Authority	Biennially
	If any future land use plan or development permitting process is instituted, consider charging developers of new areas "impact fees" to help recover the costs of services which will be used by newcomers and which have been paid for in the past by	Select Board, Planning Board	If applicable

PUBLIC FACILITIES AND SERVICES			
Goal: Princeton will plan for, finance and develop an efficient system of public facilities and services to accommodate current and anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
	current residents.		
	Explore options for regional coordination of needed local services, such as emergency management planning and an animal shelter.	Select Board, Public Works, Road Commissioner, Public Utilities	On-going
	Support improvement of the services and activities for seniors, including better transportation for shopping, medical services, and social purposes.	Select Board	Immediate and On-going
	Appropriate enough funds every year to properly maintain the transfer station and recycling center.	Select Board	On-going
	Negotiate to reduce the long response time by the Sheriff's office and State Police.	Select Board	On-going
Public facilities and services will be provided in a manner that supports the desired growth and development patterns as identified by the Town's designated growth areas.	Explore feasibility of extending public water supply to expand in-town development.	Select Board, Public Utilities Commission	On-going
	Locate new public facilities in designated growth areas where 75% or more of municipal growth-related capital is invested in a project.	Select Board, Planning Board	As applicable
	If a public water supply extension is anticipated, identify and protect suitable water sources and coordinate installation with the Future Land Use Plan.	Select Board, Public Utilities Commission	As applicable
	Continue steps to assure all Town facilities comply with Americans With Disabilities Act and make information available to help private businesses conform to the Act.	Select Board, CEO	On-going
Encourage more participation in town affairs.	Actively recruit new members to community and municipal boards. Work with families and schools to instill a culture of civic pride and understanding of the importance of civic participation.	Select Board, elementary school	On-going

RECREATION			
Goal: Princeton will maintain and improve access to recreational opportunities.			
Policy	Implementation Strategy	Responsibility	Timeframe
Promote and develop social, cultural, and recreational activities in Princeton.	Support the Friends of Princeton with fundraising (including donations and grants) and events.	Select Board	Immediate, Ongoing
Maintain/upgrade existing recreational facilities as necessary to meet current and future needs.	Develop a prioritized list of recreation needs. Explore ways of addressing the recreation needs as outlined in this plan.	Select Board	Short term Within 2 years

	Explore funding options for resurfacing the Tennis Courts.	Select Board	Short term, within 1 year
	Explore locations and funding options for a new playground near the town center.	Select Board	Short term, within 1 year
Encourage recreational opportunities and increase public access to surface water.	Fund improvements on town owned land, including landing facilities, as appropriate.	Select Board; Airport Committee	On-going and as funding allows
Encourage the preservation of public open space.	Include provisions in any future land use ordinance requiring major new residential developments to present recreational and open space areas in their plans.	Select Board, Planning Board	If applicable

FISCAL CAPACITY			
Goal: Plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Finance existing and future facilities and services in a cost effective manner.	Work with nearby communities to plan and finance shared capital investments as opportunities arise.	Select Board	On-going
	Explore grants to assist in the funding of capital investments within the community.	Select Board	On-going
	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	Select Board, Planning Board	On-going
Stay within LD 1 spending limitations to the greatest extent possible.	Develop a balanced and clearly prioritized capitol improvement plan.	Select Board	On-going

HOUSING			
Goal: Princeton will encourage and promote affordable, decent housing opportunities for Princeton residents.			
Policy	Implementation Strategy	Responsibility	Timeframe
Encourage and promote affordable and workforce housing to support the community’s economic development.	Continue to encourage affordable housing opportunities through a mixture of housing types within the residential areas, including accessory apartments, mobile and manufactured homes, multi-family dwellings, and senior citizen housing.	Select Board, Planning Board	On-going
	Pursue programs and grants that can assist in ensuring that at least 10% of new residential development over the next decade meets the definition of affordable housing.	Select Board; WCCOG; WHCA	On-going
	Explore options for developing senior housing—explore grants, public/private partnerships, and developer incentives.	Select Board; WCCOG; WHCA	Immediate
Establish incentives and pursue programs and grants that can assist in rehabilitation of existing, sub-standard housing stock.	Establish a home improvement information service to provide authoritative advice and guidance on “how-to-do-it” for residents.	Select Board; WCCOG; WHCA	On-going
Encourage and support regional development efforts that promote affordable, workforce, and senior housing.	Participate in programs, grants and projects for the construction of subsidized housing within the town and the region to insure sufficient, affordable housing options for its	Select Board; WCCOG; WHCA	On-going

HOUSING			
Goal: Princeton will encourage and promote affordable, decent housing opportunities for Princeton residents.			
Policy	Implementation Strategy	Responsibility	Timeframe
	elderly or low-income citizens, including subsidized housing and energy-efficient housing.		
Ensure that any existing or future codes and ordinances encourage quality affordable housing and promote public health and safety.	Any future land use regulations should encourage increased density, decreased lot size, or provide incentives such as density bonuses to encourage the development of workforce and affordable housing in residential growth areas.	Planning Board, Select Board	As needed
	Ensure that the CEO addresses reported violations of local ordinances and State laws and regulations that affect the health, or safety of individuals or the community.	Select Board; Code Enforcement Officer	On-going

TRANSPORTATION			
Goal: Princeton will encourage, promote and develop efficient and safe transportation facilities that will accommodate the desired growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Management and Maintenance			
Support efforts to ensure adequate carrying capacity, maintenance and upgrading of existing Arterial and Collection Roads through access management provision of state law.	Continue to work annually with the Department of Transportation in the development of the State Transportation in the development of the Biennial Transportation Improvement Program, to ensure that adequate maintenance, upgrading, and traffic flow occurs on Town arterials and collectors. Refer applicants to MDOT for necessary state Entranceway Permits	Select Board, Road Commissioner	Ongoing
	Make specific recommendations for intersection improvements at the most hazardous intersections; coordinate closely with the Department of Transportation.	Select Board, Road Commissioner	Ongoing
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.	Include access management provisions within any future Zoning and Subdivision Ordinances aimed at maintaining the traffic carrying capacity on Route 1 at current speed limits, including: <ul style="list-style-type: none"> ▪ sight distance provisions ▪ common entrances ▪ enabling service road development ▪ spaces between access points ▪ number of access points/curb points ▪ deceleration lanes ▪ back lot access provisions 	Select Board, Planning Board	If applicable

TRANSPORTATION			
Goal: Princeton will encourage, promote and develop efficient and safe transportation facilities that will accommodate the desired growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Plan for optimum use, construction, maintenance and repair of roads and sidewalks that together create a safe and efficient transportation system.	Continue development of a multi-year road maintenance plan, based in part on a recurring evaluation of roadways, culverts and sidewalks, which provides the basis for future allocation of road maintenance funds.	Select Board, Public Works	On-going
	Continue to use training provided by the MDOT Local Roads Center and investigate adoption of the Road Surface Management System software to prioritize maintenance and construction of city roadways.	Select Board, Public Works	On-going
Multi-modal Transportation			
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.	Create an attractive pedestrian friendly atmosphere in the downtown by maintaining pedestrian amenities (e.g., sidewalks and cross walks) in good condition, giving pedestrians the right-of-way at crosswalks, and by improving access and signage to parking areas. Encourage businesses to maintain an attractive appearance. Improve linkages from Town to trails (bike racks, signage etc.)	Select Board, Department of Transportation	On-going
	Explore grant opportunities to improve trails and bike facilities. Promote connection to the East Coast Greenway and regional ATV/snowmobile trails.	Select Board	Short-term
	Work with the Washington Hancock County Community Action Agency to assure Princeton residents are getting full benefit of the public transportation services offered.	Town Staff	On-going
Regional Coordination			
Cooperate in the development of regional transportation policy.	Participate on any Regional Transportation Advisory Committee and contribute to development of regional transportation policy.	Select Board/Town Staff	Ongoing
	Continue to participate in the development of regional transportation goals.	Select Board; Sunrise County Economic Council; Washington County Council of Governments	On-going
	Participate in a continuing dialogue between communities along Routes 1, 9, and 6 to advocate further improvements to and address maintenance, planning priorities, curb-cuts, and the impact of adjoining development along arterials.	Select Board, Town Staff	On-going

TRANSPORTATION			
Goal: Princeton will encourage, promote and develop efficient and safe transportation facilities that will accommodate the desired growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Support regional port/truck/rail connections between Eastport and Baileyville including a new bridge from Eastport to the mainland and a non-coastal interior route to Baileyville.	Select Board, Town Staff	On-going
	Support and monitor the State's efforts to restore freight service on the Calais Branch between Eastport and Calais.	Select Board	Ongoing

REGIONAL COORDINATION			
Goal: Contribute to the regional connectivity and health of Washington County by cooperating on the delivery of regional services and endeavoring to achieve economies of scale where feasible.			
Public Facilities and Services			
Cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Cooperate with neighboring communities to seek funding for upgrading or replacing inadequate well and septic systems.	Select Board	On-going
	Seek out cooperative means of reducing regional administrative costs for the school district and delivery of public services.	Select Board, School Board	On-going
	Stay current with local and regional emergency disaster response and pandemic disease training and planning through both existing regional mutual aid agreements and the Washington County Emergency Management Planning Agency.	Select Board, Fire Department, Health Center	On-going
Regional Development			
Participate in regional organizations that provide technical assistance and information about business support and regional economic development opportunities.	Maintain active membership in the St. Croix Economic Alliance and the Washington County Council of Governments and participation in the Sunrise County Economic Council.	Select Board, directly, or through appointment of others	On-going
Coordinate the town's land use strategies with other local and regional land use planning efforts.	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies	Select Board, Planning Board	Ongoing
Advocate for infrastructure improvements to enhance the economic competitiveness of Princeton and Washington County.	Advocate for improvements to State highways, airports, seaports, rail corridors and telecommunication facilities to enhance the regional economy.	Select Board	Ongoing
Regional Transportation			
Cooperate in the development of regional transportation policy.	Participate actively in regional transportation meetings and policy development	Select Board, Airport Authority	On-going
	Advocate in regional and state meetings for any reconstruction of Route 1 in or nearby to Princeton.	Select Board	On-going

REGIONAL COORDINATION			
Goal: Contribute to the regional connectivity and health of Washington County by cooperating on the delivery of regional services and endeavoring to achieve economies of scale where feasible.			
	Support use of any portion of the Calais Branch corridor for rail service, if and when it is feasible, to relieve freight truck traffic on regional roads.	Select Board	On-going
Natural Resources			
Protect shared critical habitats.	Cooperate with neighboring towns in the designation of critical resource areas where they cross municipal boundaries.	Select Board, Planning Board	On-going
Ensure that water quality is sufficient to provide for the protection and propagation of fish, and wildlife and provide for recreation in and on the water.	Expand water quality-testing programs for the town's lakes, rivers and streams. Give the highest priority to those water bodies most important for recreation and for fisheries and wildlife.	DEP Volunteer Program, Dennys and East Machias River Watershed Councils	On-going
	Continue dialogue and exchange of information on watershed planning issues with neighboring communities.	Planning Board, WCCOG, Dennys and East Machias River Watershed Councils	On-going

LAND USE			
Goal: Princeton will preserve and protect the character of the town that is vital to the continued stability of the local economy; Princeton will continue to be a great place to live, work, recreate, and vacation.			
Policy	Implementation Strategy	Responsibility	Timeframe
Ordinances and Regulation			
Support the locations, types, scales, and intensities of land uses that retain the rural and small-town character of Princeton while encouraging economic growth, as stated in the vision of this Plan.	Using the descriptions provided in the Future Land Use Plan narrative, explore the development of local ordinances which retain individual rights while also providing direction for future growth and change that retains the rural, intact nature of Princeton's environment. Any Land Use Plan will: a. Clearly define the desired scale, intensity, and location of future development; and b. Clearly define protective measures for critical natural resources and, where applicable, important natural resources; and c. Clearly define procedures for obtaining development permits.	Select Board, Planning Board, WCCOG	Long-term, Within 5 years
	Explore different types of land use regulation and processes to determine the most appropriate methods of managing growth in Princeton.	Planning Board, WCCOG	Long-term, Within 5 years
	Track new development in the community by type and location.	Tax Assessor; Planning Board	On-going
	Explore the establishment of a gateway overlay zone from the southern boundary of Princeton, as depicted in the Future Land	Planning Board, CEO/Planning Officer, Select	Short-term, within 2 years

LAND USE			
Goal: Princeton will preserve and protect the character of the town that is vital to the continued stability of the local economy; Princeton will continue to be a great place to live, work, recreate, and vacation.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Use Map, that sets forth design guidelines or land use standards that retain Princeton's rural, "Sportsman's Paradise" personality.	Board	
Establish and maintain fair and efficient permitting procedures.	Provide the code enforcement officer with the tools, training, and support necessary to enforce existing codes and any future land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Select Board; CEO	Long term, As necessary
	Any permitting procedures that may be developed in the future shall set forth a clear and efficient process for obtaining land use permits. Permit procedures should include municipal staff or Planning Board review, as appropriate, to insure fair and open permitting procedures.	Planning Board, CEO/Planning Officer, Select Board	As necessary
	Prior to the development of any land use ordinances or building permit procedures, provide outreach and education to the community regarding land use ordinances, permitting, different types of zoning, the role of Planning Boards, building codes, etc.	WCCOG Select Board; Planning Board	Short term, Within 2 Years; and ongoing as necessary
Provide the necessary infrastructure to support growth in the existing town center of Princeton.	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	Select Board, Planning Board	On-going
	Include in the Capital Investment Plan anticipated municipal infrastructure investments necessary to support any anticipated or desired growth.	Select Board	On-going
Coordinate Princeton's land use strategies with other local and regional planning efforts to protect critical rural and natural resource areas.	Work with nearby communities to coordinate land use designations and strategies related to neighboring or shared assets, such as water resources, wildlife habitat, transportation, housing, and recreation.	Planning Board, Select Board, WCCOG, Indian Township Tribal Government; Airport Authority	On-going
	Periodically (at least every 5 years) evaluate implementation of the plan.	Select Board, Planning Board	2019, 2024
Allow and encourage existing resource based industries to thrive in their current locations.	Provide large rural areas for agricultural and forestry uses.	Select Board, Planning Board	On-going
Educate residents about the requirements of local and state regulations.	Provide a list of all local and applicable state ordinances at the municipal office; include this information in land use outreach and education programs, as mentioned above.	Town Clerk; WCCOG	Immediate