



Town of Southwest Harbor

Comprehensive Plan

Approved: November 2, 2010

Attest a true copy:

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Town Clerk

SOUTHWEST HARBOR COMPREHENSIVE PLAN 2010

TABLE OF CONTENTS

Page 1	1. Introduction
2	2. Vision Statement
3	3. Short History of Southwest Harbor
5	4. Issues and Policies, Plan summary
31	5. The PLAN: Issues and Recommendations
57	6. Future Land Use
67	APPENDICES
68	1. Population and Demographics
75	2. Economy
79	3. Housing
84	4. Historical and Archaeological Resources
86	5. Water Resources
90	6. Critical Natural Resources
92	7 – 8. Agriculture and Forestry
93	9. Marine Resources
101	10. Recreation
105	11. Public Facilities and Services
114	12. Transportation
123	13. Land Use
128	14. Fiscal Capacity and Capital Improvement Plan
140	15. Capital Improvement Plan
144	16. Regional Coordinaton
146	17. State Growth Management Goals & Coastal Management Policies
149	18. Public Participation and Acknowledgements
150	19. List of Maps

Chapter 1. INTRODUCTION to the Southwest Harbor 2010 Comprehensive Plan

What is a Comprehensive Plan? Your answer depends on your point of view. A successful Comprehensive Plan is a policy statement and a planning tool reflecting the consensus of the general public. It can help manage anticipated future growth by providing guiding principles for the town's Land Use Ordinance. It is an important factor in receiving state and federal grants for much-needed infrastructure improvements. It provides a snapshot of what the town is like now and expresses a collective vision of what the town's residents want their town to be in 10 or more years. It illuminates important current issues and recommends actions the town could take to resolve them.

While the Plan is not binding in the manner of the Land Use and Zoning Ordinance, it does provide an underpinning and a justification for the specific requirements, restrictions and limitations that the Ordinance describes. Implementing the plan depends on future decisions and actions by town boards, committees and staff. It is our collective voice, saying what we like about Southwest Harbor, what we hope to preserve, and what we might change to make community life better.

Information in the Appendices tells us where we are now – a “State of the Town” with respect to many different aspects of the community and its function. We have collected this information from a wide variety of sources - from the U.S. census and state-compiled information, from individual interviews with townspeople and town employees, from printed documents and maps, and from the internet. Where we thought “official” information was questionable, we have provided estimates based on talking with knowledgeable local sources, and we have indicated these estimates when we use them.

Important issues which need addressing in the near future as part of the plan are described in Chapter 5, along with the Policies that should guide the Recommendations for Action. In most instances, we make suggestions about who should be responsible for considering each recommendation and what a reasonable time frame might be. We want to emphasize that the decisions about what actions to take, if any, rest with town boards, committees and staff or with the voters, depending on who is authorized to make a specific decision or take a specific action.

Current land use patterns and the Future Land Use plan are discussed in Chapter 6. Southwest Harbor (along with Tremont) is unique in Maine because of its mixed-use zoning, which does not segregate commercial or industrial land uses from residential ones. Our work and talk with residents suggests that townspeople like it this way, although some might consider a few tweaks here and there to make it easier to live together harmoniously. All in all, this Plan does not propose major change. Those of us who have worked on this Plan hope that in hindsight it will have proved useful in protecting what we love about our town and in helping to keep it a vital year-round coastal community.

Chapter 2. VISION STATEMENT for Southwest Harbor

A Comprehensive Plan begins with understanding current conditions and trends, and then analyzes them and proposes directions for the future. Those proposals rest on the community's vision for how it sees itself now and in the future. This vision shapes the Plan. From our work and public input over the last few years, this is what the Comprehensive Plan Committee understands to be the vision of our town's residents for its future – a community not so very different from the one we currently live in. It is upon this vision that our plan and its recommendations will rest.

Vision Statement

When we picture SWH in 2030, this is what we hope it will be like:

Southwest Harbor is a vibrant, small year-round community with a healthy local economy characterized by individual initiative and entrepreneurship. Marine services, fishing, boat building, recreational boating, and tourism continue to be important sources of employment and income. Many people are self-employed. The town continues to be a diverse mix of people of different ages and backgrounds who choose to live here, year-round or seasonally, and who are active participants in community life and town affairs. Residents continue to place a high value on good education while finding innovative ways to make it affordable. The cost and administration of some other essential public services are shared with neighboring communities and may continue to be led by private non-profit local organizations, such as the library and the ambulance service. Quality of place, rooted in our harbor, Acadia National Park, and our history, is maintained and enhanced by thoughtful development that maintains the modest, small-town look and feel while protecting our water supplies, wildlife, views, and traditional public access to the outdoors. Roads, bike lanes, sidewalks, and paths are in place and make walking and biking safe for residents and tourists. Innovation and initiative have made Southwest Harbor a more unified and sustainable community for all.

Chapter 3.0 A BRIEF HISTORY OF SOUTHWEST HARBOR

The first European settlement on Mt. Desert Island was by Jesuits who landed on Fernald Point at the mouth of Somes Sound in Southwest Harbor. The settlement failed a few weeks later when it was discovered and destroyed by the English.

Dominion of the Maine coast by the English was finally established after the Battle of Quebec. In 1762 Francis Bernard, the last English governor of Massachusetts, traveled to Southwest Harbor and began surveying the lands surrounding the harbor. Two years later a more extensive survey was made with a plan for a proposed town and many of the original lot lines and boundaries remain extant today.

Following is a description of Southwest Harbor's very first land use plan from the papers of Sir Francis Bernard, "*Proposals for settling a Town in Mount desert, in the West Harbour there, being a most convenient Spot for a fishery.*"

The Plan of the Town which is laid out in that Island is calculated for trade & business; for which its situation, being in the direct course of all the Vessels coasting along the Shore, & the great plenty of fish which will afford a staple commodity, make it Very suitable. The Lots of settlers are therefore laid out with 4 acres each, upon which each settler will be obliged to build an house & settle a family. The rest of the lands given for the incouragement of settlers will be in the outlots as nearly accommodated to the Town as can be. Each settler of a family is to have 25 acres given to him free of all expense. This alone will afford sufficient land for husbandry as it is supposed much the greater part of the settler will apply themselves to fishing & trades, for which their home lots alone will be abundantly sufficient. But if Any families which make husbandry their business shall want more lands, they shall be supplied as far [as] 25 acres each a dollar an acre. The duties required of settlers are that they settle a family upon the home lot, building an house within a year & clearing the home lot within 3 years. Mines of Metall or Coals and Quarries of lime stone will be reserved to the proprietor & also timber trees upon lands unleased.

Early settlement of the land was by fishermen and lumbermen and originally this Town of Mt. Desert included several off shore islands. In 1796 Eden (now Bar Harbor) was formed. The Town of Mansel (later called Tremont) was incorporated in 1848. The Town of Southwest Harbor further divided itself from Tremont in 1905 over a dispute about whether to build a new school. The Town Charter describing the new town's boundaries also discusses the disposition of certain properties such as fire fighting equipment and of certain responsibilities such as support of paupers.

The first church on Mt. Desert Island was established in Southwest Harbor in 1792.

Because Southwest Harbor was an exporter of lumber and fish, boatbuilding grew to be an important part of the economy, though today most of the boats built are for recreation and pleasure. In its time, Southwest Harbor has had a lobster cannery and more recently a sardine cannery, though both have long since closed.

Southwest Harbor was "the first destination on the Island for summer visitors in the years after the Civil War, and since then has had a double personality. Before the war it was a long established fishing, trading, ship building, lumbering and agricultural village. It then became the seasonal home for a considerable population of upper middle class and affluent summer residents. The first summer visitors boarded with local families, who then became entrepreneurs, building the first summer boarding hotels"* including the very first on Mount Desert Island, the Island House built by Deacon Henry H. Clark during the Civil War. The Island House followed by others, pre-dates the era of the great hotels of the 1870's. Throughout the 70's and the "Gilded Age", Southwest Harbor with its steamship landing at Clark's Point was a destination for "rusticators" who travelled from Boston, Philadelphia, New York, and other points south and west. The steamboat landing built by the same Deacon Clark in the 1850's was for many years the only one on Mount Desert Island. The only hotel now remaining, The Claremont Hotel on Somes Sound, was built in 1884 and continues the long tradition of summer hospitality into the 21st century. In addition to the hotels, many families have built summer homes and spend all or part of their summers in Southwest Harbor, some of them permanently integrating into the community. Lately, new retirees have added to the year round population.

Southwest Harbor was the first town to allow automobiles on its streets in 1911. Before that a summer resident wanting to drive his car off island, had to take a boat from Northeast Harbor to Southwest Harbor where his car was garaged.

With the fame, beauty and accessibility of Acadia National Park, the tourism industry continues to flourish and has long since outdistanced the more traditional fishing and boatbuilding industries in terms of economic impact and importance.

The Town continues to have the feel and vitality of a year round working community, but its identity as a service center has eroded in recent years with more people traveling to Ellsworth or using the internet for much of their purchasing.

*Southwest Harbor Historic Resources Inventory, Deborah Thompson, Ph.D. Architectural Historian, 1999.

Other sources:

Traditions and Records, Southwest Harbor and Somesville, Mrs. Seth S Thornton, 1938.

The Rusticator's Journal, edited by Tammis E. Coffin, 1993.

Chapter 4. Issues and Policies – Plan Summary

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
Economy	1	Perceived quality of place, defined as a small, walkable, working community with good family oriented services such as the library, school and community center is an asset (and could be a draw to expand the tax base and the school aged population).	Promote SWH as a livable community and encourage in-migration from under-represented populations.	1. Allow for and encourage affordable housing stock development.	2 years	Selectmen/Public Works/Planning Board
				2. Promote walkability of community through development of sidewalk and bicycle ways infrastructure.	2 years	Selectmen/Public Works/Planning Board
				3. Maintain the appearance of the Town's approaches (gateways) through appropriate buffering and development standards.	2 years	Selectmen/Public Works/Planning Board
Economy	2	Acadia National Park is a unique economic resource.	Coordinate and cooperate with Park planners and managers to protect land use interests and support appropriate economic development, especially near Park boundaries and in Park view sheds.	Develop public forums with stakeholders to review development topics and concerns including LUO changes.	2 years	Selectmen/ Planning Board/ Citizens
Economy	3	Southwest Harbor's traditional role as a service center for Tremont and outer Island towns is eroding.	Cooperate with other Island towns and regionally to support economic development opportunities.	Identify critical local services – existing, threatened and needed -- and gauge/engage deliberate community and regional support.	2 years	Selectmen/ Chamber of Commerce
Economy	4	Tensions between different types of land use and related changes to the Land Use Ordinance (LUO) may inadvertently raise impediments to business activity – existing and developing.	Take care to fully understand the impact of LUO development/changes and management actions on economic development and the tax base.	1. Contract a professional planner and Hancock County Planning Commission as needed to assist with LUO development.	On-going	Selectmen/CEO/ Planning Board
				2. Employ information outreach and input from staff, volunteer committees and citizens to review LUO changes and management practices.	On-going	Selectmen/CEO/ Planning Board

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
Economy	5	Community support for planned economic development is difficult to achieve.	Support public infrastructure and public services improvements to complement the private sector economy.	1. Explore the options including Tax Increment Financing (TIF), Community Development Block Grants (CDBG), Small Harbor Improvement Grants (SHIP), Federal Stimulus Funds (especially those supporting green practices and development), etc.	On-going	Selectmen/Town Manager
				2. Develop a strong Capital Improvement Plan (CIP) and promote citizen understanding and support through public meetings.	On-going	Selectmen/Town Manager
Economy	6	Although there are limited ways in which the Town can encourage economic development, the opportunity to be self-employed and run a business based at home is an important aspect of the economy of SWH.	Support appropriate economic development, reflecting SWH's history and regional identity, and develop an economic plan to take advantage of changing economic trends and opportunities.	1. Work with local businesses (including the self-employed), the Chamber of Commerce, existing merchant associations/non-profits and other interested parties to learn how the Town can be a partner and support new business development and expansion.	2 years/On-going	Selectmen/ Chamber of Commerce
				2. Home occupations: Continue the exceptions in the LUO for the seasonal sale of firewood and agricultural products (all zones), and for lobstering and other commercial fishing in the Residential Shoreland zone as specified (one boat less than 40 ft and employing not more than 2 persons including the owner).	2 years/On-going	Selectmen/ Chamber of Commerce
				3. Work with providers of broadband access as needed to insure town-wide coverage.	2 years/On-going	Selectmen/ Chamber of Commerce
				4. Continue municipal support of the local public library as an information services resource.	2 years/On-going	Selectmen/ Chamber of Commerce
Housing	7	Income data and real estate sales data (before 2008) show that 80% of year-round residents of Hancock County do not earn enough to be able to	Policy 1: Encourage and promote adequate workforce housing to support the community's and region's economic development.	1. Design and enact amendments to the Land Use, Subdivision and Road Ordinances to allow increased density, smaller lot sizes and narrower setbacks and road widths where appropriate in growth areas in Zones A and B.	1 year	Selectmen/ Planning Board

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
		afford to buy median-priced houses in this town	Policy 2: Ensure that land use controls encourage the development of quality affordable housing, including rental housing.	2. Create density bonuses to make housing less expensive to develop.	1 year	Selectmen/Planning Board
Housing	7		Policy 3: Seek to achieve at least 10% of all housing built or placed during the next decade be affordable.	3. Develop clear language for the LUO that would encourage more affordable housing of various types including cluster development housing.	1 year	Selectmen/Planning Board
			Policy 4: Encourage and support the efforts of MDI Housing Authority and Island Housing Trust in addressing affordable and workforce housing needs.	4. Work with the Island Housing Trust and HCPC to explore local and regional (MDI) approaches to create and maintain the affordability of workforce housing for SWH workers.	1 year	Selectmen/Planning Board
				5. Develop language for the LUO that clarifies standards for mobile home parks pursuant to 30-A MRSA §4358(3)(M). (State minimum)	3 years	Planning Board
Housing	8	Although SWH currently has enough housing for elders, our population is projected to age significantly during the planning period, and there is a projected shortage of assisted living and adult day care facilities in the coming decade.	Ensure that elders who need assistance can continue to live in the community or nearby family and friends.	1. Continue municipal support for volunteer agencies providing essential services.	On-going	Selectmen
				2. Work with volunteer agencies to make information about their services readily available locally.	On-going	Selectmen
				3. Continue municipal support for MDI Housing Authority.	On-going	Selectmen
				4. Support the work of the Island Housing Trust.	On-going	Selectmen
Historic and Archaeo-			Protect where practicable the		3 years	Historical Society

1. Consider trying to list the original section of the Public Library on the

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsibility
logical			significant historic and archaeological resources in the community.	National Register. The MDI Historical Society, and possibly the SWH Historical Society, could assist in pursuing this goal.		
				2. For sites with identified potential for historical and archeological resources, through local land use ordinances require subdivision or non-residential developers to look for and identify any historical and archaeological resources and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation. (State minimum)	3 years	Planning Board/CEO
				3. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process. (State minimum)	1 year	Planning Board
Water	9	SWH should consider exercising more control over its municipal water supply.	1. Protect current and potential drinking water sources.	1. Improve signage and enforcement at Long Pond to prohibit swimming by people or pets and to guard against gas spillage from motors near the intake.	6 months	Selectmen/Town Manager/Public Works/Police Dept
			2. Protect significant surface water resources from pollution and improve water quality where needed.	2. Improve access to information about preventing the spread of invasive species.	6 months	Selectmen/Town Manager/Public Works/Police Dept
			3. Cooperate with neighboring communities and ANP to protect water resources.	3. Continue to update the floodplain management ordinance as needed to be consistent with state and federal standards. (State minimum)	On-going	Planning Board
Water	10	Ground water is susceptible to pollution	Protect current and potential drinking water sources.	1. Examine the effectiveness of density controls in the LUO to prevent well contamination by septage.	5 years	Water/Sewer Board and Depts

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		from storm run-off, septage, pesticides, herbicides, and fertilizers, disposal of chemicals and hazardous wastes, etc.		2. Identify and protect the recharge areas for our groundwater.	5 years	Water/Sewer Board and Depts
				3. Work with state, regional, local entities as needed to determine, if possible, the extent of the groundwater aquifers used by wells in town. (Most of these wells are in fractured bedrock.)	5 years	Water/Sewer Board and Depts
				4. Protect the sustainability of our aquifers by regulating large-scale ground water extraction.	5 years	Water/Sewer Board and Depts
				5. Evaluate local ordinances to ensure that development standards and regulations protect groundwater aquifers and recharge areas.	5 years	Water/Sewer Board and Depts
Water	11	Storm water run-off creates erosion and flooding problems for many residents and pollutes our harbor and streams.	Minimize pollution discharges from the municipal sewage treatment plant. Minimize damage from floods or storm water run-off. Cooperate with neighboring communities and Acadia National Park to protect water resources.	1. Identify and remove storm water infiltration into the sewer system.	2 years	Water/Sewer Board and Depts/CEO/Conservation Commission
				2. Review storm water management standards in the subdivision, zoning and road ordinances to enhance the CEO's enforcement capacity and make sure local ordinances are consistent with State laws and rules.	2 years	Water/Sewer Board and Depts/CEO/Conservation Commission
				3. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards. (State minimum)	2 years	Water/Sewer Board and Depts/CEO/Conservation Commission
				4. Monitor town and state road construction practices to enhance storm water management and minimize storm water run-off.	2 years	Water/Sewer Board and Depts/CEO/Conservation Commission
					2 years	Water/Sewer Board and
				5. Enter into a cooperative agreement with ANP to monitor water quality in Marshall Brook (including the former test wells) and with ANP and Tremont		Depts/CEO/Conservation

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
				to monitor water quality in Bass Harbor Marsh.		Commission
				6. Work with ANP to secure funding and increase the size of the culvert where Marshall Brook goes under the Seal Cove Road to prevent flooding and to enhance fish passage.	2 years	Water/Sewer Board and Depts/CEO/Conservation Commission
				7. Work with the maritime industry to identify toxic chemicals used in boat construction, servicing and maintenance, their potential dispersal in the environment, and educate all users (residents as well as commercial/industrial users) about affordable ways to limit pollution.	2 years	Water/Sewer Board and Depts/CEO/Conservation Commission
Critical Resources	12	Although most of the critical habitat areas in town are protected in Acadia National Park or by shoreland zoning, a few areas remain vulnerable to development and/or pollution.	1. Conserve critical natural resource areas in the community.	1. Incorporate "Beginning with Habitat" maps into the planning review process under the Land Use and Subdivision Ordinances and require developers to take appropriate measures to protect critical natural resources. Particular attention should be paid to high value habitats, priority species habitats, and wetland areas.	2 years	Selectmen/Planning Board/Conservation Commission/CEO
Critical Resources	12			2. Enter a cooperative agreement with ANP to monitor and protect water quality in Marshall Brook and (with Tremont as well) in the Bass Harbor Marsh. (see Water Resources)	2 years	Selectmen/Planning Board/Conservation Commission/CEO
				3. Work to eliminate remaining overboard sewage/septic discharges to improve clam flats and shorebird feeding areas.	2 years	Selectmen/Planning Board/Conservation Commission/CEO
			2. Coordinate with neighboring communities, Acadia NP, regional and state agencies to protect shared critical resources.	4. Adopt and enforce natural resource protection practices and standards for construction and maintenance of public and private roads.	2 years	Selectmen/Planning Board/Conservation Commission/CEO

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
				5. Evaluate the importance of extending the Critical Resource Protection areas to include a forested wetland area west of Seawall Road and a deer wintering area on the western slope of Freeman Ridge, in addition to Seawall Pond (recently enacted). See Future Land Use Plan.	2 years	Selectmen/ Planning Board/ Conservation Commission/CEO
				6. Make information available to residents and visitors about local, state and federal regulations that apply to local critical natural resources.	2 years	Selectmen/ Planning Board/ Conservation Commission/CEO
Critical Resources	12			7. Continue to amend local shoreland zone standards as needed to meet state guidelines. (State minimum)	2 years	Planning Board
				8. Where appropriate, designate critical natural resources as Critical Resource Areas in the Future Land Use Plan. (State minimum)	2 years	Comprehensive Plan Committee
				9. Direct the Planning Board to develop reasonable LUO standards to require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation. (State minimum)	3 years	Planning Board/CEO
Critical Resources	13	Scenic views of the harbor, along the shore and from the mountains of ANP are an important attractive feature of SWH.	1. Protect natural area and scenic vistas that are considered important to the town through land use controls and working with groups such as the Conservation		2 years	Conservation Commission/ Selectmen/ Planning Board

1. Work with Maine Coast Heritage Trust and other groups to 1) develop criteria for identifying and prioritizing important scenic views and areas and

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
			Commission and local land trusts. (1996 plan)	plan)		
				2. Investigate incorporating design standards into the permit review process for subdivisions and for building in any zone or parcel adjacent to or visible from the harbor.	2 years	Conservation Commission/ Selectmen/ Planning Board
			2. Pursue public/private partnerships to protect natural resources, including views.	3. Maintain the current land use controls, such as structure sideline setbacks and height limits to protect views of the water and harbor. (1996 plan)	2 years	Conservation Commission/ Selectmen/ Planning Board
				4. Maintain public access to public views through necessary cutting and maintenance of public rights of way (such as North Causeway Lane, Lawler Lane).	2 years	Conservation Commission/ Selectmen/ Planning Board
Critical Resources	14	Dark skies are threatened by increased light pollution from human activities and buildings.	Coordinate with neighboring communities and groups to protect the night sky.	1. Ensure that the Town sets a good example by shielding all lights on its buildings and piers.	On-going	Selectmen/Public Works
				2. Upgrade existing streetlights to shielded lights within 10 years.	On-going	Selectmen/Public Works
Agriculture and Forestry			Support small-scale local farming and forestry where economically viable.	1. Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable. (State minimum)	5 years	Planning Board
				2. Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations. (State minimum)	5 years	Planning Board
				3. Continue to permit activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, and pick-your-own operations. (State minimum)	On-going	Planning Board

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				4. Consult with the Maine Forest Service District Forester or Soil and Water Conservation District as appropriate when developing any land use regulations pertaining to forestry or agricultural management practices: (State minimum)	On-going	Planning Board
Marine	15	The Manset Town Dock and launching ramp is a central access point for commercial fishing and boating activity, as well as for recreational boating. Adequate parking is necessary. The Town relies on using rented land adjacent to this dock for parking, float storage, etc.	Support shoreline development that gives preference to water-dependent uses and promotes public access to the shore.	The town should make a concerted effort to acquire property in order to protect public access to this part of the shore for commercial fishermen, local boatyards, and the public.	On-going	Selectmen
Marine	16	The needs of commercial fishermen, marine activities and recreational boaters are sometimes in conflict.	1. Manage town docks and launching ramps to minimize conflict and enable access wherever possible.	1. The Harbormaster and the Harbor Committee should work to update and enforce the Harbor Ordinance.	2 years	Selectmen/Harbor Master/Harbor Committee
				2. The Harbormaster and Harbor Committee should recommend and implement a mooring plan to make efficient use of the harbor.	2 years	Selectmen/Harbor Master/Harbor Committee
			2. Maintain and improve harbor management and facilities.	3. The Harbor Committee should review harbor user fees with the intent to use them to help pay for harbor management.	2 years	Selectmen/Harbor Master/Harbor Committee
Marine	17	Pedestrian access for boaters to the town center from the marina and the Manset shore needs improvement.	To protect, maintain, and possibly improve public access to the community's harbor for all appropriate uses.	1. Planned sidewalk improvements and road painting along Main Street should improve the safety of foot traffic to and from the marina.	5 years	Selectmen
				2. The Town should investigate opportunities for alternative transportation for visitors who arrive	5 years	Selectmen

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible party
				by boat, especially from the Manset shore and the Lower Town Dock.		
Marine	18	Boat transport through the town center and to the Manset ramp can be problematic, especially during the busy summer season.	Foster the water-dependent marine industries as one type of economic activity desired by town residents.	1. As electric and communications wiring need upgrading or replacement on Mansell Lane, run lines on both side of the street or underground to eliminate cross-overs and facilitate boat transport.	2 years	Selectmen/Public Works
				2. Expand access to the Lower Town Dock launching ramp and pier by adjusting parking in the immediate area.	2 years	Selectmen/Public Works
Marine	19	The extent of land-based run-off pollution of coastal waters, if any, is unknown.	1. Manage our coastal waters to preserve and improve the ecological health of the fisheries in our area.	1. Continue to improve storm water management to further reduce infiltration into the municipal sewer system.	On-going	Selectmen/Sewer Dept/ Conservation Commission
				2. The Town should work with local schools, COA , and ANP, as well as local residents and businesses, to test for specific pollutants, identify sources, and inform residents and businesses how to reduce any pollution.	On-going	Selectmen/Sewer Dept/ Conservation Commission
				3. Inform local marine businesses about and encourage them to participate in clean marina/boatyard programs.	On-going	Selectmen/Sewer Dept/ Conservation Commission
				4. Make information about pump-out facilities for boats in the harbor readily available to local residents and visiting boaters.	On-going	Selectmen/Sewer Dept/ Conservation Commission
			2. Protect and, where warranted, improve marine habitat and water quality.	5. Better educate residents and businesses about hazardous household and garden chemicals to reduce use and improve proper disposal.	On-going	Selectmen/Sewer Dept/ Conservation Commission
				6. Work with local residents and businesses, the DEP and the DMR to determine what actions, if any, would	On-going	Selectmen/Sewer Dept/ Conservation

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				improve local fishery habitats, and identify and work to eliminate sources of pollution.		Commission
				7. Conduct a survey of Norwood Cove to detect sources of pollution. Inspect septic systems there and require that they meet the code. Work with property owners to mitigate sources of non-point pollution.	On-going	Selectmen/Sewer Dept/ Conservation Commission
Recreation	20	Residents have repeatedly identified the need for bicycle ways, particularly along State Route 102 between Seal Cove Rd., through the middle of town, south to Manset Corner and continuing south to Tremont as well as along the entire length of Route 102A from the Manset Corner to the Park in Seawall.	Work with the State to develop bicycle ways along State Routes 102 and 102A.	1. Review the MDI Tomorrow Bikeway Plan and update its findings and recommendations.	2 years	Selectmen/Town Manager/Public Works
				2. Add the development of bicycle ways along Routes 102 and 102A to the State's development plans and work to see them implemented along with upcoming road maintenance and upgrades.	2 years	Selectmen/Town Manager/Public Works
				3. Coordinate with MDOT to leverage State funds and construction plans that complement bicycle way construction.	2 years	Selectmen/Town Manager/Public Works
Recreation	21	Green spaces in and around the center of town contribute to an attractive appearance and enhance the quality of life appreciated by so many of Southwest Harbor's residents and visitors.	Support the maintenance of and access to green spaces in and around the center of town and the Conservation Commission's efforts to preserve healthy trees in the town center.	1. The Public Works Department should continue to cooperate with and support volunteer efforts to maintain and preserve green spaces and tree planting in the town center where appropriate.	On-going	Selectmen/Public Works/ Conservation Commission

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				2. Adequately fund the Town's Tree Fund.	On-going	Selectmen/Public Works/Conservation Commission
Recreation	22	The only freshwater boating access within Southwest Harbor is located at the southern end of Long Pond, which is also the town's public water supply.	Continue to maintain public access to Long Pond, our only major water body, for boating and fishing, and to Echo Lake for swimming.	1. Maintain parking and boat launch access.	On-going	Selectmen/Water Dept/Police Dept
				2. Post notices regarding prohibited water uses, particularly around the pumping station and enforce compliance.	On-going	Selectmen/Water Dept/Police Dept
				3. Cooperate with the Park to maintain water access.	On-going	Selectmen/Water Dept/Police Dept
				4. Work with Acadia NP as needed to maintain foot and bicycle access to the Echo Lake swimming area (via Lurvey Spring Road) as well as by car from Route 102.	On-going	Selectmen/Water Dept/Police Dept
Recreation	23	Ocean access is increasingly a recreational priority as well as a priority for commercial fishermen.	Enhance access to the ocean for all users.	1. Acquire land adjacent to the Manset Town Dock to improve ocean access.	2 years	Selectmen/Harbor Master/Harbor Committee/Public Works
				2. Consider making launching space suitable for smaller boats such as kayaks to relieve traffic at the larger launch site.	2 years	Selectmen/Harbor Master/Harbor Committee/Public Works
				3. Expand parking for vehicles and trailers (can be off-site).	2 years	Selectmen/Harbor Master/Harbor Committee/Public Works
Public Facilities	24	Continuing improvements in water quality standards may require water filtration plant upgrades and modernization of practices.	Stay informed of changing water quality standards and plan for upgrades and changing practices as needed.	1. Monitor changing EPA and DEP regulations. Maintain ongoing relationships with Maine Rural Water and with water engineers to stay ahead of changing water standards and water delivery technologies and	On-going	Water/Sewer Boards/Town Manager/Water Dept

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
				best practices.		
				2. Pursue public/private and regional partnerships to protect drinking water sources and critical natural resources.	On-going	Water/Sewer Boards/Town Manager/Water Dept
Public Facilities	25	Water delivery infrastructure is ageing and contributing to inferior water quality in some parts of the Town.	Eliminate water waste and provide safe, clean drinking water to all Water Dept. customers.	1. Prepare an engineering study and plan to upgrade the water delivery systems, using the study to prioritize the work.	Immediate Action	Water/Sewer Boards/Town Manager/Public Works
				2. Include roads, sidewalks, storm water run-off drainage, and bikeways in the plan with the intention of making comprehensive upgrades road by road.	Immediate Action	Water/Sewer Boards/Town Manager/Public Works
				3. Coordinate with the MDOT when the way is State owned to enlist their support and commitment to the roads for which they are responsible.	Immediate Action	Water/Sewer Boards/Town Manager/Public Works
Public Facilities	26	The Sewer Treatment Plant is aging and will require future upgrades.	Provide for the long-term needs for sewer treatment.	1. Eliminate inefficiencies in public and private use through maintenance plans, the elimination of storm water infiltration and water efficiency education.	On-going	Water/Sewer Boards and Depts/Town Manager
				2. Plan to modernize and upgrade sewer treatment with infrastructure improvements and best practices.	On-going	Water/Sewer Boards and Depts/Town Manager
Public Facilities	27	Storm water management systems should be inventoried and reviewed.	Expand storm water management systems to reduce flooding and eliminate storm water infiltration from the sewer filtration plant.	1. Identify sources of infiltration – private and/or public collector lines and remove.	On-going	Selectmen/Public Works/Planning Board
				2. Expand culverts and ditches where appropriate.	On-going	Selectmen/Public Works/Planning Board
				3. The Planning Dept. and Planning Board should examine the Land Use	On-going	Selectmen/Public Works/Planning

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
				and Subdivision Ordinances and offer amendments where needed to protect against incremental expansion of development that could increase storm water runoff.		Board
Public Facilities	28	Sewer and Water management assistance needed.	Efficiently and effectively oversee Water and Sewer Dept. work.	1. Establish a Water and Sewer Board composed of citizens/users appointed by the Board of Selectmen and holding regular meetings. It will be the W&S Board's responsibility to track changing demands and technologies, to track recurrent and capital expenditures, to review fees and capital funding mechanisms, to review the Water and Sewer Ordinances, and to advise the Board of Selectmen.	1 year	Selectmen
				2. The Water and Sewer Departments should develop Capital Improvement Plans, make their budgets available as public documents, and hold an annual public budget hearing for each department.	On-going	Water/Sewer Boards
Public Facilities	29	Inadequate public toilet facilities. Improvements are needed for public toilets.	Create and maintain secure, handicapped-accessible public toilet facilities year-round in the center of town. Maintain existing seasonal toilet facilities at the town docks.	Prepare and implement a cost effective plan to create and maintain public toilet facilities near the Village Green for year-round use and improve the maintenance of the existing seasonal toilet facilities at the Town Docks.	1 year	Selectmen/Public Works
Public Facilities	30	More Town Office Space Needed. The Town Office has inadequate work, storage and meeting room space. In addition, the Town needs a fireproof record storage vault.	Develop a plan to provide adequate space for administrative functions, public meetings, and records storage, and make the space handicapped accessible.	1. Consider remote meeting room space and expand into current meeting room for other functions. Consider vertical expansion. Locate a vault. Consider an addition.	2 years	Selectmen/Town Manager

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
				2. Reduce administrative functions by moving to more online services. Consider contracting for some administrative functions with Tremont.	2 years	Selectmen/Town Manager
				3. Expand electronic records keeping and reduce hardcopy records keeping where possible.	2 years	Selectmen/Town Manager
Public Facilities	31	Funding for public education is a substantial cost for SWH taxpayers	Reduce and control the costs of education while maintaining a high quality of education services.	1. Continue to explore ways of consolidating elementary education services with Tremont and/or other neighboring communities.	On-going	School Board
				2. Explore ways to reduce the school's fixed costs by combining education functions into a smaller space and freeing a portion of the building for other uses.	On-going	School Board
				3. Examine other education models, such as combined classroom models to deliver education more efficiently.	On-going	School Board
Public Facilities	32	Our local dispatch service is expensive compared with regional alternatives.	Meet dispatch service needs efficiently.	Continue to look for the most cost efficient ways to effectively deliver Dispatch service.	On-going	Selectmen/Police Dept/Town Manager
Public Facilities	33	Solid waste disposal is the Town's single biggest contract	Meet solid waste management needs efficiently and cost effectively.	1. Support the ADD's efforts to develop a regional and cooperative approach to handling solid waste.	3 years	Waste Prevention Committee/Select men/Town Manager
				2. Encourage local and regional efforts to reduce solid waste through education and recycling.	3 years	Waste Prevention Committee/Select men/Town Manager
				3. Start and publicize a community wide composting program.	3 years	Waste Prevention Committee/Select men/Town Manager
				4. Pursue competitive contracts with existing solid waste disposal providers.	3 years	Waste Prevention Committee/Select men/Town Manager

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsibility
				5. ADD should explore a program to include expanded recycling, a swap shop, curbside pick up, and a pay per bag program.	3 years	Waste Prevention Committee/Selectmen/Town Manager
				6. Investigate banning polystyrene containers for take-out food.	3 years	Waste Prevention Committee/Selectmen/Town Manager
				7. Provide better publicity for hazardous waste and universal waste disposal dates and locations.	3 years	Waste Prevention Committee/Selectmen/Town Manager
Transportation	34	SWH may need more public transportation at all times of year both in town and between towns to relieve seasonal congestion and for those who cannot drive.	1. Meet the diverse needs of residents (including elders), workers, and visitors by providing safe, efficient, and adequate local and regional public transportation. 2. Continue to explore opportunities to foster or develop public or quasi-public transportation. (1996 plan)	1. Work with local employers to determine whether there is a need for year-round bus service for commuters from off-island and between Southwest Harbor (or the western side of MDI) and Bar Harbor.	On-going	Selectmen/Town Manager/Public Works
				2. Work with the Island Explorer to create scheduling that works so residents actually use the bus, in addition to providing transportation for visitors to the quiet side of MDI and to the Cranberry Isles Ferry.	On-going	Selectmen/Town Manager/Public Works
				3. Continue to provide support through the municipal budget and investigate other cost-sharing possibilities for the Island Explorer, Downeast Transportation, and Island Connections, all of which provide public transportation or the equivalent to the town's residents.	On-going	Selectmen/Town Manager/Public Works
				4. Move the Island Explorer bus stop to a different in-town location to reduce traffic congestion in the town center.	On-going	Selectmen/Town Manager/Public Works
				5. Continue to participate in regional transportation and land use efforts, and work with the MaineDOT as	On-going	Selectmen/Town Manager/Public Works

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
				appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system. (State minimum)		
Transportation	35	Bicycling and walking should be viable options for SWH residents and visitors. Bicycling in town from the Seal Cove Road to the Manset Corner and along Seawall Road to the ANP campground is unsafe.	Develop an integrated system of bicycle ways.	1. Work more actively with Maine DOT to re-engineer and rebuild Route 102 (Main St.) between the center of town and the Manset corner to include a bicycle way. (1996 Plan)	2 years	Selectmen/Town Manager/Public Works
				2. Investigate the feasibility of adding bike ways to Route 102 between the Manset Corner and the Hio Road to connect with the ANP campground at Seawall.	2 years	Selectmen/Town Manager/Public Works
				3. Continue to prioritize transportation investments as part of the capital improvement planning process.	2 years	Selectmen/Town Manager/Public Works
Transportation	36	A safe and effective network of pedestrian ways is needed.	Develop a plan for an integrated network of pedestrian ways, and then begin work on obtaining and protecting them.	1. Work with the Maine DOT (or independently if necessary) to repair the sidewalk from Fernald Point Road to the center of Town and to the Manset Corner.	2 years	Selectmen/Town Manager/Public Works
				2. Continue to identify, and where possible acquire, public rights-of-way for pedestrians in order to link up existing routes which are not along public roads. (1996 plan)	2 years	Selectmen/Town Manager/Public Works
				3. Continue to include sidewalk repair and maintenance as an item in the Capital Improvement Plan as well as in the Operating Budget of the town. Consider needs of elderly residents for access to in-town facilities (sidewalk cuts, location of handicapped parking spots) as repair and maintenance occur.	2 years	Selectmen/Town Manager/Public Works
Transportation	37	Traffic congestion in the town center is a problem from the beginning of July through mid-October.	The Town should develop appropriate management measures to improve		2 years	Selectmen/Police Dept/Public Works/Chamber of Commerce

1. The Town should consider installing emergency traffic lights (controlled from the fire station) at the exit from the fire station and at the intersection

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
		(1996 plan). It can be difficult for emergency vehicles to get through the town center. The increase in land-locked boatyards means that more boats are transported through the center of town for launching in Manset.	traffic flow through the town center.	of Clark Point Road and Main Street. (modified from 1996 plan)		
				2. The Board of Selectmen should work with the Chamber of Commerce and the foot patrol officer to educate pedestrians and to restrict foot traffic to marked pedestrian crossings, especially during the summer season.	2 years	Selectmen/Police Dept/Public Works/Chamber of Commerce
				3. The Board of Selectmen should study public and private parking in the area from Community Lane to the Village Green and consider the possibility of a public-private partnership to increase parking efficiency in this area, especially in the summer.	2 years	Selectmen/Police Dept/Public Works/Chamber of Commerce
				4. The long-term parking area above the Town Office should be more clearly marked, and employees of businesses in the center of town should be encouraged to park there.	2 years	Selectmen/Police Dept/Public Works/Chamber of Commerce
Transportation	38	All roads built in the last 12 years (to service new subdivisions) have been private roads that do not necessarily meet standards for town roads.	All private roads shall meet minimal design standards and have a long term maintenance plan.	Planning Board to examine and revise LUO as needed to ensure proper private road standards and management. Amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections, and as needed to address applicable state laws and rules.	2 years	Planning Board
Transportation	39	During storms, the Seal Cove Road floods where Marshall Brook goes under the road through culverts. These culverts are also inadequate fish ways and hinder fish migration.	Protect natural resources and critical habitats (this stream flows into Bass Harbor Marsh) and to enhance road safety.	The Town should cooperate with ANP to secure state and/or federal funding to replace these culverts with larger ones that allow fish migration and are adequate to drain the wetland upstream during storms, and so prevent road flooding.	2 years	Selectmen/Public Works

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
Transportation	40	There is a shortage of parking space at the Lower Town Dock and at the Manset Town Dock.	Support commercial and public access to the harbor.	Explore the possibility of satellite parking areas outside the town center with a shuttle (or convenient pedestrian way) into the center and to the Town Docks (and ferries), with adequate short-term loading/unloading areas at the Town docks.	2 years	Selectmen/Public Works/Town Manager
Fiscal Capacity	41	In recent years, capital investment spending has not been adequate to maintain the town's infrastructure. This is particularly true in the area of roads, public water and sewer.	Finance existing and future facilities and services in a cost effective manner, including exploring grants available to assist in funding needed capital investments.	1. Step up capital investments, particularly in road maintenance, water and sewer delivery systems, and storm water run-off management.	On-going	Selectmen/Town Manager/Public Works
				2. Use institutional knowledge and engineering expertise to prioritize project spending.	On-going	Selectmen/Town Manager/Public Works
				3. Spend with the view to managing long term expenses by considering the longevity of improvements and repairs.	On-going	Selectmen/Town Manager/Public Works
				4. Expand and raise fee collections where appropriate to relieve the burden on property taxes.	On-going	Selectmen/Town Manager/Public Works
				5. Seek all state and federal grant opportunities available to assist in funding capital improvement projects. And support the comprehensive planning process at the administrative and leadership level to put the town in a more favorable position to qualify for grants and loans.	On-going	Selectmen/Town Manager/Public Works
				6. Review the Capital Improvement Plan yearly to see whether it continues to reflect the priorities of the voters.	On-going	Selectmen/Town Manager/Public Works

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible party
Fiscal Capacity	42	SWH is primarily reliant on residential property taxes to pay for capital improvements and services.	1. Target spending on facilities and services that support the town's ageing population.	1. Focus spending on the downtown area with improvements to sidewalks and parking lots.	On-going	Selectmen/Town Manager
			2. Reduce Maine's tax burden by staying within LD 1 spending limitations. (State minimum)	2. Partner with the State (and Tremont) to repair Route 102.	On-going	Selectmen/Town Manager
				3. Pursue property tax relief policies to equalize and relieve the tax burden.	On-going	Selectmen/Town Manager
Fiscal Capacity	43	With a falling and ageing population projected, and the lack of job opportunities, the town does not anticipate the need for expansion of services into undeveloped land.	The cost of any subdivision development should be entirely born by the developer/landowners.	1. Examine the cost and burden of added users to roads, water and sewer.	On-going	Selectmen/Town Manager/Public Works
				2. Review and expand fee structures for land development and water and sewer usage.	On-going	Selectmen/Town Manager/Public Works
Fiscal Capacity	44	Economy of Scale Opportunities. There are opportunities to achieve economies of scale by sharing services with surrounding communities.	The Town should explore opportunities to share services with neighboring towns to economize on costs.	Continue to explore cooperative strategies with Tremont and other neighbors to combine facilities and administrative functions in the Elementary Schools, public safety services, Public Works Dept., and public administration.	On-going	Selectmen/Town Manager/Staff
Current and Future Land Use	6-1	The 1996 Plan recommended that the area between the Manset corner and the Manset Town Dock be re-zoned from Harbor to Shoreland Residential to reflect its current (and fully developed) use.	The LUO should support the locations, types, scales, and intensities of land uses the community desires as stated in its Vision while reflecting the realities of modern land use requirements.	1. Rezone the area between Manset Corner and the Manset Town Dock from Harbor to Shoreland Residential to reflect its current use (1996 Plan). The Planning Board should propose LUO changes with respect to this zone within 1 year.	1 year	Planning Board/Selectmen
				2. Update the Floodplain Management Ordinance as needed.	On-going	Planning Board
Current and Future Land Use	6-2	New types of residential development are changing the traditional character	The LUO should support the locations, types, scales, and		1 year	Planning Board/Selectmen

1. The Subdivision and Land Use Ordinances should be clarified with respect to the development of

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
		and appearance of the Town.	intensities of land uses the community desires as stated in its Vision while reflecting the realities of modern land use requirements. The purpose of regulation should be to control the impact of development.	condominiums where the subdivision owns land (and possibly buildings) in common, in combination with individual ownership of dwelling units. Planning Board to evaluate the Land Use and Subdivision Ordinances, propose changes if needed, and report to Selectmen within 1 year.		
				2. The Planning Board should develop definitions and standards for condominiums within 1 year.	1 year	Planning Board/Selectmen
Current and Future Land Use	6-3	Buffering standards may not be effective particularly in the many areas of town where pre-existing development is non-conforming.	Buffering standards should be made adequate to protect mixed-use zoning and protect the types of land uses the community desires as stated in its Vision.	1. The Planning Board and Conservation Commission should undertake a thorough review of the buffering standards and include recommendations and suggestions for how to meet standards within 2 years.	1-2 years	Planning Board/Conservation Commission/CEO
				2. Augment buffering standards for commercial, industrial, and large residential developments with an emphasis on protecting rural character. The CEO should develop and the Planning Board evaluate proposed standards within 1 year.	1-2 years	Planning Board/Conservation Commission/CEO
Current and Future Land Use	6-4	With recent weather events (two 100-year rainstorms within six months) storm water run-off has resulted in erosion, road damage, flooding and property damage.	1. Coordinate land use strategies (and in this case stormwater management) with planning efforts related to the state highway.	1. Continue to develop enforceable language for storm water run-off standards for individual residences as well as subdivisions. CEO and Planning Board to develop and evaluate standards, ongoing.	On-going	Planning Board/CEO
			2. Establish efficient permitting procedures, especially in growth areas.	2. Cooperate with the Maine DOT to maintain State Roads 102 and 102A and their ditches, ongoing.	On-going	Planning Board/CEO
Current and Future Land Use	6-5	Growth and Rural Area Designation	1. Support the locations, types scales, and intensities of land uses the community desires as stated in the Vision Statement.	1. Implement land use recommendations included in this comprehensive plan.	As indicated	Planning Board/CEO/Selectmen

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible party
			2. Support the level of financial commitment necessary to provide needed infrastructure in growth areas.	2. Target 75% of growth-related capital investments (State minimum) to Zones A and BG and MA.	On-going	Selectmen/Town Manager
			3. Protect critical resource areas from the impacts of development.			
Current and Future Land Use	6-6	Two additional areas outside the Park's boundaries have been identified by "Beginning With Habitat" for possible inclusion as Critical Resource Protection Areas.	1. Support State Coastal Management Policies #6: "to protect and manage critical habitats and natural areas of state and national significance....", and #8: "to restore and maintain the quality of our fresh, marine and estuarine waters...." by helping to alleviate storm water run-off in vulnerable areas.	1. The Planning Board and Conservation Commission should study "Beginning with Habitat" maps and evaluate the importance of indicating these two areas as Critical Resource Protection areas with appropriate restrictions and set-backs as recently applied to Seawall Pond, and report to public within 2 years.	2 years	Planning Board/Conservation Commission
			2. Coordinate land use strategies with local and State land use planning efforts (for critical habitat areas).	2. The Planning Board, within 2 years, should incorporate "Beginning with Habitat" maps into the planning review process under the Land Use and Subdivision Ordinances. Particular attention should be paid to high value habitats, priority species habitats, and wetland areas.	2 years	Planning Board/Conservation Commission
Current and Future Land Use	6-7	The small-town and rural appearance of SWH is part of its character and appeal.	1. The LUO and the Subdivision Ordinance should support the locations, types, scales, and intensities of land uses the community desires as stated in its Vision.	1. The Subdivision and Land Use Ordinances should encourage cluster development in lieu of dispersed single family housing in Zone C. The intent	1 year	Planning Board/Selectmen/CEO

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible Party
				residences is unchanged, but the homes are clustered more closely together, with adjacent common open land. CEO and Planning Board should conduct this study and make recommendation to Selectmen within 2 years.		
			2. Establish more efficient permitting procedures, especially in growth areas (by clarifying the ordinances).	2. The Planning Board, within 1 year, should clarify the Subdivision and Land Use Ordinances with respect to condominiums where the subdivision owns land (and possibly buildings) in common, in combination with individual ownership of dwelling units. The purpose of regulation should be to minimize the impact of development, rather than to increase permitted density.	1 year	Planning Board/Selectmen/CEO
			3. Coordinate land use strategies with other local and regional planning efforts.	3. The Town and its committees should work more closely with Acadia National Park, the Friends of Acadia, Maine Coast Heritage Trust, and Hancock County Planning Commission on issues of land use and management, ongoing.	On-going	Planning Board/Conservation Commission/Selectmen
Current and Future Land Use	6-8	Data on land parcels, land use, zoning changes, development and infrastructure is laborious to collect, which compromises the ability of the Planning Board and the Code Enforcement Officer to assess the effectiveness of the Land Use Ordinance.	The Town should be more proactive in tracking land use changes, evaluating their impacts, and pursuing ordinance changes if and when needed in order to support the locations, types, scales, and intensities of land uses the community desires as stated in its Vision.		On-going	Assessor/Selectmen/Planning Board

1. The Town should maintain its assessing/tax parcel maps in the GIS format, update them annually using the assessor's data base, and

Chapter	Issue #	Description	Policy	Recommendation	Timeframe	Responsible party
				needed.		
				2. The Town should contract with a professional planner as needed to advise the Planning Board and other volunteer committees on land use issues and to assist in reviewing and keeping the Land Use Ordinance and the Comprehensive Plan up to date. Selectmen should review annually.	On-going	Planning Board/Selectmen
				3. Within one year of the passage of the Comprehensive Plan, the Planning Board shall review the LUO, the Subdivision Ordinance and other relevant ordinances for compliance and consistency with the Comprehensive Plan and propose necessary changes.	1 year	Planning Board
				4. Evaluate the implementation of the Comprehensive Plan every two (2) years, and preferably annually. This should include a review of the degree to which Future Land Use plan strategies have been implemented, how municipal investments relate to growth areas, and how well critical resources are protected. This should be overseen by the Selectmen, with the assistance of a planner, an ad hoc advisory committee, and/or the Planning Board. 5. Within 6 months of the passage of the Plan, Selectmen should appoint an Implementation Comm. to serve as an information resource, to assist town boards and committees in implementing the recommendations, and to report on progress to the Selectmen.	2 years	Selectmen/ Ad-hoc advisory committee

CHAPTER 5: THE PLAN: ISSUES AND RECOMMENDATIONS

The Issues below have been identified during the fact gathering and analysis process detailed in the Appendices for each topic. They are followed by Recommendations for how to resolve each issue. These recommendations are suggestions that can only be acted upon by those individuals and bodies authorized to do so by Town by-laws, regulations and ordinances. Each issue is related to the appropriate state growth management goal and policies, as required by the Maine State Planning Office.

Chapter 5.2 ECONOMY Issues and Recommendations

State Growth Management Goal #3

Promote an economic climate that increases job opportunities and overall economic well-being.

Issue #1: Perceived quality of place, defined as a small, walkable, working community with good family oriented services such as the library, school and community center is an asset (and could be a draw to expand the tax base and the school aged population).

Policy: Promote SWH as a livable community and encourage in-migration from under-represented populations.

Recommendations:

1. Allow for and encourage affordable housing stock development.
2. Promote walkability of community through development of sidewalk and bicycle ways infrastructure.
3. Maintain the appearance of the Town's approaches (gateways) through appropriate buffering and development standards.

Issue #2: Acadia National Park is a unique economic resource.

Policy: Coordinate and cooperate with Park planners and managers to protect land use interests and support appropriate economic development, especially near Park boundaries and in Park view sheds.

Recommendation:

1. Develop public forums with stakeholders to review development topics and concerns including LUO changes.

Issue #3: Southwest Harbor's traditional role as a service center for Tremont and outer Island towns is eroding.

Policy: Cooperate with other Island towns and regionally to support economic development opportunities.

Recommendation:

1. Identify critical local services – existing, threatened and needed -- and gauge/engage deliberate community and regional support.

Issue #4: Tensions between different types of land use and related changes to the Land Use Ordinance (LUO) may inadvertently raise impediments to business activity – existing and developing.

Policy: Take care to fully understand the impact of LUO development/changes and management actions on economic development and the tax base.

Recommendations:

1. Contract a professional planner and Hancock County Planning Commission as needed to assist with LUO development.
2. Employ information outreach and input from staff, volunteer committees and citizens to review LUO changes and management practices.

Issue #5: Community support for planned economic development is difficult to achieve.

Policy: Support public infrastructure and public services improvements to complement the private sector economy.

Recommendations:

1. Explore the options including Tax Increment Financing (TIF), Community Development Block Grants (CDBG), Small Harbor Improvement Grants (SHIP), Federal Stimulus Funds (especially those supporting green practices and development), etc.
2. Develop a strong Capital Improvement Plan (CIP) and promote citizen understanding and support through public meetings.

Issue #6: Although there are limited ways in which the Town can encourage economic development, the opportunity to be self-employed and run a business based at home is an important aspect of the economy of SWH.

Policy: Support appropriate economic development, reflecting SWH's history and regional identity, and develop an economic plan to take advantage of changing economic trends and opportunities.

Recommendations:

1. Work with local businesses (including the self-employed), the Chamber of Commerce, existing merchant associations/non-profits and other interested parties to learn how the Town can be a partner and support new business development and expansion.
2. Home occupations: Continue the exceptions in the LUO for the seasonal sale of firewood and agricultural products (all zones), and for lobstering and other commercial fishing in the Residential Shoreland zone as specified (one boat less than 40 ft and employing not more than 2 persons including the owner).
3. Work with providers of broadband access as needed to insure town-wide coverage.
4. Continue municipal support of the local public library as an information services resource.
5. Encourage the local Chamber of Commerce to have an active presence at the new gateway transportation center in Trenton when it is completed.

Chapter 5.3 HOUSING Issues & Recommendations

State Growth Management Goal #4: Encourage and promote affordable, decent housing opportunities for all Maine citizens.

Issue #7: Income data and real estate sales data (before 2008) show that 80% of year-round residents of Hancock County do not earn enough to be able to afford to buy median-priced houses in this town, in part because of the relatively expensive seasonal homes and rentals that have increased property values. This leads to a lack of affordable housing for our workforce and for families raising children. Also, boat builders and boat maintenance services complain of the difficulty in finding enough qualified workers within commuting distance of SW Harbor. Local rents and homes are too expensive for the wages earned by the average marine services worker. There is a need for affordable workforce housing for these workers. Other employers who will increasingly need a qualified local labor pool include hospitals and clinics and other healthcare facilities.

Policy 1: Encourage and promote adequate workforce housing to support the community's and region's economic development.

Policy 2: Ensure that land use controls encourage the development of quality affordable housing, including rental housing.

Policy 3: Seek to achieve at least 10% of all housing built or placed during the next decade be affordable.

Policy 4: Encourage and support the efforts of MDI Housing Authority and Island Housing Trust in addressing affordable and workforce housing needs.

Recommendations:

1. Design and enact amendments to the Land Use, Subdivision and Road Ordinances to allow increased density, smaller lot sizes and narrower setbacks and road widths where appropriate in growth areas in Zones A and B.
2. Create density bonuses to make housing less expensive to develop.
3. Develop clear language for the LUO that would encourage more affordable housing of various types including cluster development housing.
4. Work with the Island Housing Trust and HCPC to explore local and regional (MDI) approaches to create and maintain the affordability of workforce housing for SWH workers.
5. Develop language for the LUO that clarifies standards for mobile home parks pursuant to 30-A MRSA §4358(3)(M). (State minimum)

Issue #8. Although SWH currently has enough housing for elders, our population is projected to age significantly during the planning period, and there is a projected shortage of assisted living and adult day care facilities in the coming decade. In addition, many of the services currently available for elders (transportation, emergency services, home care) depend on family members and volunteers who are themselves getting older and/or are working full-time outside the home. Many people are unaware of the various services available and how to access them.

Policy 5: Ensure that elders who need assistance can continue to live in the community or nearby family and friends.

Recommendations:

1. Continue municipal support for volunteer agencies providing essential services.
2. Work with volunteer agencies to make information about their services readily available locally.
3. Continue municipal support for MDI Housing Authority.
4. Support the work of the Island Housing Trust.

Chapter 5.4 HISTORIC and ARCHAEOLOGICAL RESOURCES

State Growth Management Goal #9: Preserve the state's historic and archaeological resources.

Policy: Protect where practicable the significant historic and archaeological resources in the community.

Recommendations:

1. Consider trying to list the original section of the Public Library on the National Register. The MDI Historical Society, and possibly the SWH Historical Society, could assist in pursuing this goal.
2. For sites with identified potential for historical and archeological resources, through local land use ordinances require subdivision or non-residential developers to look for and identify any historical and archaeological resources and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation. (State minimum)
3. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process. (State minimum)

Chapter 5.5 WATER RESOURCES Issues and Recommendations

State Growth Management Goal #5:

Protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.

Issue #9. SWH should consider exercising more control over its municipal water supply. The public water supply comes from a lake (shared with Acadia National Park and the town of Mt. Desert) with a launching ramp near the water intake pipe and with minimal regulation of swimming, boating, or pets in the water.

Policies:

1. Protect current and potential drinking water sources.
2. Protect significant surface water resources from pollution and improve water quality where needed.
3. Cooperate with neighboring communities and ANP to protect water resources.

Recommendations:

1. Improve signage and enforcement at Long Pond to prohibit swimming by people or pets and to guard against gas spillage from motors near the intake.

2. Improve access to information about preventing the spread of invasive species with signs at the launching site and information in the town office, library and on the TV.
3. Continue to update the floodplain management ordinance as needed to be consistent with state and federal standards. (State minimum)

Issue #10. Ground water is susceptible to pollution from storm run-off, septage, pesticides, herbicides, and fertilizers, disposal of chemicals and hazardous wastes, etc. About a quarter of the town's residents get their drinking water from wells and half have on-site septic tanks; wells are vulnerable to pollution.

Policy: Protect current and potential drinking water sources.

Recommendations:

1. Examine the effectiveness of density controls in the LUO to prevent well contamination by septage.
2. Identify and protect the recharge areas for our groundwater.
3. Work with state, regional, local entities as needed to determine, if possible, the extent of the groundwater aquifers used by wells in town. (Most of these wells are in fractured bedrock.)
4. Protect the sustainability of our aquifers by regulating large-scale ground water extraction.
5. Evaluate local ordinances to ensure that development standards and regulations protect groundwater aquifers and recharge areas.

Issue #11. Storm water run-off creates erosion and flooding problems for many residents and pollutes our harbor and streams.

Policy: Minimize pollution discharges from the municipal sewage treatment plant. Minimize damage from floods or storm water run-off. To cooperate with neighboring communities and Acadia National Park to protect water resources.

Recommendations:

1. Identify and remove storm water infiltration into the sewer system.
2. Review storm water management standards in the subdivision, zoning and road ordinances to enhance the CEO's enforcement capacity and make sure local ordinances are consistent with State laws and rules.
3. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards. (State minimum)
4. Monitor town and state road construction practices to enhance storm water management and minimize storm water run-off.

5. Enter into a cooperative agreement with ANP to monitor water quality in Marshall Brook (including the former test wells) and with ANP and Tremont to monitor water quality in Bass Harbor Marsh.
6. Work with ANP to secure funding and increase the size of the culvert where Marshall Brook goes under the Seal Cove Road to prevent flooding and to enhance fish passage.
7. Work with the maritime industry to identify toxic chemicals used in boat construction, servicing and maintenance, their potential dispersal in the environment, and educate all users (residents as well as commercial/industrial users) about affordable ways to limit pollution.

Chapter 5.6 CRITICAL NATURAL RESOURCES Issues and Recommendations

State Growth Management Goal # 6:

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

State Coastal Management Policy # 6

Protect and manage critical habitats and natural areas of state and national significance, and to maintain the scenic beauty and character of the coast, even in areas where development occurs.

Issue #12. Although most of the critical habitat areas in town are protected in Acadia National Park or by shoreland zoning, a few areas remain vulnerable to development and/or pollution. Critical habitat includes places and conditions where "at risk" species and those important to the ecology of the Gulf of Maine live, feed and/or breed. The Federal government, through Acadia National Park, protects (and in the view of some, restricts) half of Southwest Harbor (and about half of the entire Mt. Desert Island), and the proximity and ubiquity of the Park affects residents' view of additional protection efforts.

Policies:

1. Conserve critical natural resource areas in the community.
2. Coordinate with neighboring communities, Acadia NP, regional and state agencies to protect shared critical resources.

Recommendations:

1. Incorporate "Beginning with Habitat" maps into the planning review process under the Land Use and Subdivision Ordinances and require developers to take appropriate

measures to protect critical natural resources. Particular attention should be paid to high value habitats, priority species habitats, and wetland areas.

2. Enter a cooperative agreement with ANP to monitor and protect water quality in Marshall Brook and (with Tremont as well) in the Bass Harbor Marsh. (see Water Resources)
3. Work to eliminate remaining overboard sewage/septic discharges to improve clam flats and shorebird feeding areas.
4. Adopt and enforce natural resource protection practices and standards for construction and maintenance of public and private roads.
5. Evaluate the importance of extending the Critical Resource Protection areas to include a forested wetland area west of Seawall Road and a deer wintering area on the western slope of Freeman Ridge, in addition to Seawall Pond (recently enacted). See Future Land Use Plan.
6. Make information available to residents and visitors about local, state and federal regulations that apply to local critical natural resources.
7. Continue to amend local shoreland zone standards as needed to meet state guidelines. (State minimum)
8. Where appropriate, designate critical natural resources as Critical Resource Areas in the Future Land Use Plan. (State minimum)
9. Direct the Planning Board to develop reasonable LUO standards to require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation. (State minimum)

Issue #13. Scenic views of the harbor, along the shore and from the mountains of ANP are an important attractive feature of SWH. Changes in land use can have a negative impact on views.

Policies:

1. Protect natural area and scenic vistas that are considered important to the town through land use controls and working with groups such as the Conservation Commission and local land trusts. (1996 plan)
2. Pursue public/private partnerships to protect natural resources, including views.

Recommendations:

1. Work with Maine Coast Heritage Trust and other groups to 1) develop criteria for identifying and prioritizing important scenic views and areas and 2) learn about and

develop procedures to accept conservation easements and other measures to assure their identification and protection. (1996 plan)

2. Investigate incorporating design standards into the permit review process for subdivisions and for building in any zone or parcel adjacent to or visible from the harbor.
3. Maintain the current land use controls, such as structure sideline setbacks and height limits to protect views of the water and harbor. (1996 plan)
4. Maintain public access to public views through necessary cutting and maintenance of public rights of way (such as North Causeway Lane, Lawler Lane).

Issue #14. Dark skies are threatened by increased light pollution from human activities and buildings. Dark skies at night and the ability to enjoy and observe the heavens is a natural resource important to the quality of life in our town and to the quality of visitor experience here and in ANP.

Policy: Coordinate with neighboring communities and groups to protect the night sky.

Recommendations:

1. Ensure that the Town sets a good example by shielding all lights on its buildings and piers.
2. Upgrade existing streetlights to shielded lights within 10 years.

Chapter 5.7 AGRICULTURE AND FORESTRY RESOURCES Issues and Recommendations

State Growth Management Goal # 8: Safeguard the State's agricultural and forest resources from development that threatens those resources.

Policy: Support small-scale local farming and forestry where economically viable.

Issues:

Notwithstanding the existence of privately maintained small home gardens and woodlots, the policies under this section have little applicability in Southwest Harbor. There is very little prime agricultural soil in Southwest Harbor, and what little there is has already undergone development. There are some 450 plus acres that are currently registered under the state Tree Growth program. There is no commercial timber harvesting or agricultural protection, and neither farming nor forestry is economically viable beyond the small (landscaping) or household scale. Road-side stands, greenhouses, pick-your-own operations are permitted in our mixed-use zoning. The

occasional sale of firewood to campers or small amounts of agricultural produce in season are permitted as home occupations. With half the Town's acreage within the boundaries of Acadia National Park, there is little or no political will for expanding preserved lands. Issues of scenic preservation and storm water runoff are discussed elsewhere in this plan.

Recommendations:

There are no local recommendations for this Plan under this topic. Applicable State minimum recommendations are:

1. Amend land use ordinances to require commercial or subdivision developments in *critical rural areas* to maintain areas with prime farm soils as open space to the greatest extent practicable. (State minimum)
2. Limit non-residential development in *critical rural areas* to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations. (State minimum)
3. Continue to permit activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, and pick-your-own operations. (State minimum)
4. Consult with the Maine Forest Service District Forester or Soil and Water Conservation District as appropriate when developing any land use regulations pertaining to forestry or agricultural management practices. (State minimum)

Chapter 5.9 MARINE RESOURCES Issues and Recommendations

State Growth Management Goal # 7: Protect the State's marine resources industry, ports, and harbors from incompatible development, and to promote access to the shore for commercial fishermen and the public.

State Growth Management Goal #5: Protect the quality and manage the quantity of the State's water resources, including...coastal areas.

State Growth Management Goal # 6: Protect the State's other critical natural resources, including ...fisheries habitat, ... shorelands, scenic vistas, and unique natural areas.

State Coastal Management Policy # 1: Promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation, and recreation.

State Coastal Management Policy #2: Manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats... and to enhance the economic value of the State's renewable marine resources.

State Coastal Management Policy #6: Protect and manage critical habitats and natural areas of state and national significance, and to maintain the scenic beauty and character of the coast....

State Coastal Management policy # 8: Restore and maintain the quality of our fresh, marine, and estuarine waters to allow for the broadest possible diversity of public and private uses.

State Coastal Management Goal #5: Encourage and support cooperative state and municipal management of coastal resources.

Issue #15. The Manset Town Dock and launching ramp is a central access point for commercial fishing and boating activity, as well as for recreational boating. Adequate parking is necessary. The Town relies on using rented land adjacent to this dock for parking, float storage, etc.

Policy: Support shoreline development that gives preference to water-dependent uses and promotes public access to the shore.

Recommendation: The town should make a concerted effort to acquire property in order to protect public access to this part of the shore for commercial fishermen, local boatyards, and the public.

Issue #16. The needs of commercial fishermen, marine activities and recreational boaters are sometimes in conflict. Harbor management needs to be proactive as harbor uses and needs change.

Policies:

1. Manage town docks and launching ramps to minimize conflict and enable access wherever possible.
2. Maintain and improve harbor management and facilities.

Recommendations:

1. The Harbormaster and the Harbor Committee should work to update and enforce the Harbor Ordinance.
2. The Harbormaster and Harbor Committee should recommend and implement a mooring plan to make efficient use of the harbor.

3. The Harbor Committee should review harbor user fees with the intent to use them to help pay for harbor management.

Issue #17. Pedestrian access for boaters to the town center from the marina and the Manset shore needs improvement.

Policy: To protect, maintain, and possibly improve public access to the community's harbor for all appropriate uses.

Recommendations:

1. Planned sidewalk improvements and road painting along Main Street should improve the safety of foot traffic to and from the marina.
2. The Town should investigate opportunities for alternative transportation for visitors who arrive by boat, especially from the Manset shore and the Lower Town Dock.

Issue #18. Boat transport through the town center and to the Manset ramp can be problematic, especially during the busy summer season. Many of the boat services in town are not on the shore and rely on the Manset launching ramp for water access.

Policy: Foster the water-dependent marine industries as one type of economic activity desired by town residents.

Recommendations:

1. As electric and communications wiring need upgrading or replacement on Mansell Lane, run lines on both side of the street or underground to eliminate cross-overs and facilitate boat transport.
2. Expand access to the Lower Town Dock launching ramp and pier by adjusting parking in the immediate area.

Issue #19. The extent of land-based run-off pollution of coastal waters, if any, is unknown. Possible pollution of coastal waters by septic and sewage discharges (both on-shore and from boats in the harbor), by toxic substances from the marine industry, and from storm water run-off can harm shellfish, lobsters and other fishing resources.

Policies:

1. Manage our coastal waters to preserve and improve the ecological health of the fisheries in our area.
2. Protect and, where warranted, improve marine habitat and water quality.

Recommendations:

1. Continue to improve storm water management to further reduce infiltration into the municipal sewer system.
2. The Town should work with local schools, COA , and ANP, as well as local residents and businesses, to test for specific pollutants, identify sources, and inform residents and businesses how to reduce any pollution.
3. Inform local marine businesses about and encourage them to participate in clean marina/boatyard programs.
4. Make information about pump-out facilities for boats in the harbor readily available to local residents and visiting boaters.
5. Better educate residents and businesses about hazardous household and garden chemicals to reduce use and improve proper disposal.
6. Work with local residents and businesses, the DEP and the DMR to determine what actions, if any, would improve local fishery habitats, and identify and work to eliminate sources of pollution.
7. Conduct a survey of Norwood Cove to detect sources of pollution. Inspect septic systems there and require that they meet the code. Work with property owners to mitigate sources of non-point pollution.

NOTE: The code enforcement officer, who has the necessary resources and training, enforces local shoreland zoning provisions. The town employs a harbormaster year-round. There are no regional harbor/bay management plans. Visual access to coastal waters is protected and is discussed in Appendix 9, Table 9.3. Both of the commercial fishing enterprises have received information about the current use taxation program, but neither has completed an application for consideration in the program.

Chapter 5.10 RECREATION Issues and Recommendations

State Growth Management Goal #10

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

State Coastal Management Policy #7: Expand the opportunities for outdoor recreation, and to encourage appropriate coastal tourist activities and development.

Issue #20: Residents have repeatedly identified the need for bicycle ways, particularly along State Route 102 between Seal Cove Rd., through the middle of town, south to Manset Corner and continuing south to Tremont as well as along the entire length of Route 102A from the Manset Corner to the Park in Seawall. Many of our residents including our school-aged children enjoy bicycle riding for

recreation as well as a means of transportation. Also, many summer visitors either bring their own bicycles or rent them from local businesses with the plan of enjoying the Park and the Island generally. While some lightly traveled local roads may be reasonably safe for bicyclers, and bicycling is popular in the Park on the carriage trails, the main thoroughfares in our town are too narrow to safely accommodate bicycling along with automobile traffic. The development of bicycle ways along the above identified roads would be an asset to the Town. In addition to making the roads safer for both cars and bicycles, bicycle ways would promote physical exercise, reduce traffic congestion from cars and be an attraction for tourism, the largest economic resource in Southwest Harbor and regionally.

Policy: Work with the State to develop bicycle ways along State Routes 102 and 102A.

Recommendations: The Selectmen, within the next year should:

1. Review the MDI Tomorrow Bikeway Plan and update its findings and recommendations.
2. Add the development of bicycle ways along Routes 102 and 102A to the State's development plans and work to see them implemented along with upcoming road maintenance and upgrades.
3. Coordinate with MDOT to leverage State funds and construction plans that complement bicycle way construction.

Issue #21: Green spaces in and around the center of town contribute to an attractive appearance and enhance the quality of life appreciated by so many of Southwest Harbor's residents and visitors. The Veteran's Memorial Park and the Rhoades Butterfly Garden plus the school's ball field and playgrounds are assets to the community and should be preserved and maintained. With half the town's land located within the borders of Acadia National Park, which includes many opportunities to hike, picnic and enjoy the natural environment, there is no demonstrated interest for expanding open space. However the green spaces in town are used by the school and families with children and enhance visitors' enjoyment and experience.

Policy: Support the maintenance of and access to green spaces in and around the center of town and the Conservation Commission's efforts to preserve healthy trees in the town center.

Recommendations:

1. The Public Works Department should continue to cooperate with and support volunteer efforts to maintain and preserve green spaces and tree planting in the town center where appropriate.
2. Adequately fund the Town's Tree Fund.

Issue #22: The only freshwater boating access within Southwest Harbor is located at the southern end of Long Pond, which is also the town's public water

supply. The pond is a popular place to fish and canoe, and residents wish to preserve the privilege while protecting water quality. Land around the pond is owned mostly by Acadia National Park and the town of Mt. Desert. Local freshwater swimming is possible at Echo Lake in Acadia NP.

Policy: Continue to maintain public access to Long Pond, our only major water body, for boating and fishing, and to Echo Lake for swimming.

Recommendations:

1. Maintain parking and boat launch access.
2. Post notices regarding prohibited water uses, particularly around the pumping station and enforce compliance.
3. Cooperate with the Park to maintain water access.
4. Work with Acadia NP as needed to maintain foot and bicycle access to the Echo Lake swimming area (via Lurvey Spring Road) as well as by car from Route 102.

Issue #23: Ocean access is increasingly a recreational priority as well as a priority for commercial fishermen. While Southwest Harbor has three public town docks and has made support of the fishing and boatbuilding/recreational boating industries a top priority, the docks are crowded and heavily used. With two boat launches, only one of which is accessible for large boats and with recreational water uses growing, expanded launch access is desirable. Expanded parking is also needed along with expanded dinghy tie up. There is a long waiting list for moorings in the harbor. The recommendations under this issue are also relevant to the Marine Resources section.

Policy: Enhance access to the ocean for all users.

Recommendations:

1. Acquire land adjacent to the Manset Town Dock to improve ocean access.
2. Consider making launching space suitable for smaller boats such as kayaks to relieve traffic at the larger launch site.
3. Expand parking for vehicles and trailers (can be off-site).

NOTE: Because Acadia NP, with its hiking trails, swimming area, open space and recreational land, comprises half the town, needs for additional open or recreational space and facilities are minimal. Harbor House (a private, non-profit organization) works to identify recreational needs such as playgrounds and playing fields for residents of all ages and works with the community to meet capital needs as identified.

CHAPTER 5. 11. PUBLIC FACILITIES AND SERVICES Issues and Recommendations

State Growth Management Goal #2

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

State Coastal Management Policy # 8: Restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses. (Issue #27)

Issue #24: Continuing improvements in water quality standards may require water filtration plant upgrades and modernization of practices. Development of the public water system in Southwest Harbor has been and will be driven by increasingly stringent EPA standards. The town owns the public water system and is currently complying with a consent agreement that will bring the water quality into compliance with the 2003 EPA more stringent limits for HAA's and THM's which are by-products of the water treatment process. Southwest Harbor's surface water source, Long Pond, is in a different watershed than the Town and enjoys the protection of being surrounded mostly by Acadia National Park and thus is protected from development.

Policy: Stay informed of changing water quality standards and plan for upgrades and changing practices as needed.

Recommendations:

1. Monitor changing EPA and DEP regulations. Maintain ongoing relationships with Maine Rural Water and with water engineers to stay ahead of changing water standards and water delivery technologies and best practices.
2. Pursue public/private and regional partnerships to protect drinking water sources and critical natural resources.

Issue #25: Water delivery infrastructure is ageing and contributing to inferior water quality in some parts of the Town. Over one third of the Town's water lines are in poor condition resulting in poor water quality that is occurring after it leaves the filtration plant at Long Pond. In addition, shallow installations and rusty pipes lead to wasted water through unintentional leaks and water left running purposely to keep it clear and to prevent freezing in winter.

Policy: Eliminate water waste and provide safe, clean drinking water to all Water Dept. customers.

Recommendations:

1. Prepare an engineering study and plan to upgrade the water delivery systems, using the study to prioritize the work.
2. Include roads, sidewalks, storm water run-off drainage, and bikeways in the plan with the intention of making comprehensive upgrades road by road.
3. Coordinate with the MDOT when the way is State owned to enlist their support and commitment to the roads for which they are responsible.

Issue #26: The Sewer Treatment Plant is aging and will require future upgrades. In 2009, the Plant received a renewed five-year license to operate. With very low growth and an anticipated decrease in population over the next 20 years, wastewater volume is unlikely to exceed the Plant's capacity. But operational and equipment upgrades will be needed.

Policy: Provide for the long-term needs for sewer treatment.

Recommendations:

1. Eliminate inefficiencies in public and private use through maintenance plans, the elimination of storm water infiltration and water efficiency education.
2. Plan to modernize and upgrade sewer treatment with infrastructure improvements and best practices.

Issue #27: Storm water management systems should be inventoried and reviewed. Heavy rain has occasionally resulted in flooding in several areas of Town. Parts of the system work well, others should be expanded and repaired. Storm water infiltration occasionally overwhelms the treatment plant, flushing sewage into the harbor.

Policy: Expand storm water management systems to reduce flooding and eliminate storm water infiltration from the sewer filtration plant.

Recommendations:

1. Identify sources of infiltration – private and/or public collector lines and remove.
2. Expand culverts and ditches where appropriate.
3. The Planning Dept. and Planning Board should examine the Land Use and Subdivision Ordinances and offer amendments where needed to protect against incremental expansion of development that could increase storm water runoff.

Issue #28: Sewer and Water management assistance needed. The Town Water and Sewer systems have grown more technically complex and more financially demanding.

Policy: Efficiently and effectively oversee Water and Sewer Dept. work.

Recommendation:

1. Establish a Water and Sewer Board composed of citizens/users appointed by the Board of Selectmen and holding regular meetings. It will be the W&S Board's responsibility to track changing demands and technologies, to track recurrent and capital expenditures, to review fees and capital funding mechanisms, to review the Water and Sewer Ordinances, and to advise the Board of Selectmen.
2. The Water and Sewer Departments should develop Capital Improvement Plans, make their budgets available as public documents, and hold an annual public budget hearing for each department.

Issue #29: Inadequate public toilet facilities. Improvements are needed for public toilets. There are port-a-potties installed at the Manset and Upper Town Docks in the summer and there is a bathroom at the Lower Town Dock. There is a bathroom in the center of Town behind the Village Green, which is open in summer. Tourism is the single biggest contributor to Southwest Harbor's economy and more and more day-trippers make up a part of the mix of visitors. Not all businesses offer toilet facilities and there are no public toilets available at the Chamber of Commerce or the Town Offices. Year round, modern restrooms would make a valuable improvement to visitors' experience and support the tourist economy. The toilets should be handicapped accessible to accommodate out town's ageing population.

Policy: Create and maintain secure, handicapped-accessible public toilet facilities year-round in the center of town. Maintain existing seasonal toilet facilities at the town docks.

Recommendation:

1. Prepare and implement a cost effective plan to create and maintain public toilet facilities near the Village Green for year-round use and improve the maintenance of the existing seasonal toilet facilities at the Town Docks.

Issue #30: More Town Office Space Needed. The Town Office has inadequate work, storage and meeting room space. In addition, the Town needs a fireproof record storage vault. The Town Offices meeting space is often too small for public meetings and/or it has competing demands. When this occurs, the Town is using the meeting room at the Fire Dept. or the American Legion Hall, the Library or the school's

gymnasium. The Town's public records are currently being stored in the laundry room of the Fire Dept. The Harbormaster shares winter office space with the assessors, and workspace for all departments (code enforcement, water and sewer, billing and other administrative functions) are too small and lack adequate storage. There is no space available for the installation of video recording equipment which prevents the Board of Selectmen from realizing their ambition to broadcast public meetings. The public's access to files and the photocopier is relatively unrestricted creating the potential for possible security issues. The public service area and toilets are not handicapped accessible. The insulation and wiring should be modernized and the interior is worn out and presenting a poor appearance to the public.

Policy: Develop a plan to provide adequate space for administrative functions, public meetings, and records storage, and make the space handicapped accessible.

Recommendations:

1. Consider remote meeting room space and expand into current meeting room for other functions. Consider vertical expansion. Locate a vault. Consider an addition.
2. Reduce administrative functions by moving to more online services. Consider contracting for some administrative functions with Tremont.
3. Expand electronic records keeping and reduce hardcopy records keeping where possible.

Issue #31: Funding for public education is a substantial cost for SWH taxpayers comprising 54 % of our (2008-09) local tax burden. The elementary school aged population is expected to bottom out at about 135 students during the next planning period. While the building has a capacity of about 300 students, fixed costs do not fall at the same rate as the student population. In addition, demands for education, special education services, and related health and social services continue to add to the per pupil cost of student education. Our per-pupil costs for elementary education are among the highest in the state (1.67 times the state average).

At the same time, the general population is shrinking and aging; fewer and fewer taxpayers will be enrolling children in the school and the demand to control education costs will likely increase. Forums run by the school district in 2008 suggested that parents of school children opposed consolidating with Tremont School, yet 77% of year-round respondents to our survey indicated support for some form of consolidation.

Policy: Reduce and control the costs of education while maintaining a high quality of education services.

Recommendations:

1. Continue to explore ways of consolidating elementary education services with Tremont and/or other neighboring communities.
2. Explore ways to reduce the school's fixed costs by combining education functions into a smaller space and freeing a portion of the building for other uses.
3. Examine other education models, such as combined classroom models to deliver education more efficiently.

Issue #32: Our local dispatch service is expensive compared with regional alternatives. There is an opportunity to make significant savings in the area of emergency and non-emergency dispatch service for police, fire, ambulance and administration by discontinuing our local dispatch and removing the service to Hancock County. The operations budget for dispatch services in FY 09-10 was nearly \$237,000. The Town estimates that it could save about \$150,000 on this budget item. On the CPC 2009 survey, 36% of respondents favored regional dispatch services. The public values the high quality of local service staffed by employees with an intimate knowledge of the community and wants to understand the trade-offs in service and security of such a change.

Policy: Meet dispatch service needs efficiently.

Recommendation:

1. Continue to look for the most cost efficient ways to effectively deliver Dispatch service.

Issue #33: Solid waste disposal is the Town's single biggest contract representing nearly 16% of FY 09-10's operations budget. SW Harbor is a member of the Acadia Disposal District (ADD), which includes Tremont, Mt. Desert, Trenton, Cranberry Isles, and Frenchboro, and uses a private contractor (EMR) located in SWH to handle its solid waste. ADD has recommended that member towns look for competitive alternatives for delivering solid waste disposal services more efficiently and economically. In 2006 Southwest Harbor recycled about a quarter of its solid waste.

Policy: Meet solid waste management needs efficiently and cost effectively.

Recommendations:

1. Support the ADD's efforts to develop a regional and cooperative approach to handling solid waste.
2. Encourage local and regional efforts to reduce solid waste through education and recycling.
3. Start and publicize a community wide composting program.
4. Pursue competitive contracts with existing solid waste disposal providers.

5. ADD should explore a program to include expanded recycling, a swap shop, curbside pick up, and a pay per bag program.
6. Investigate banning polystyrene containers for take-out food.
7. Provide better publicity for hazardous waste and universal waste disposal dates and locations.

CHAPTER 5.12 TRANSPORTATION Issues and Recommendations

State Growth Management Goal #2: Plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

State Coastal Management Policy #7: Expand the opportunities for outdoor recreation, and to encourage appropriate coastal tourist activities and development. (Issues 34, 35, 40)

State Coastal Management Policy # 9: Restore and maintain coastal air quality to protect the health of citizens and visitors, and to protect enjoyment of the natural beauty and maritime character of the Maine coast. (Issue 34. rec 4 – Explorer bus uses propane fuel and reduces traffic congestion. Issue 35)

Issue #34: SWH may need more public transportation at all times of year both in town and between towns to relieve seasonal congestion and for those who cannot drive. (1996 plan) Public transportation to and from Southwest Harbor is very limited, particularly between Labor Day and mid-June when the ANP Explorer bus is not running. An aging population may generate increased need for public transportation, especially during the winter.

Policies:

1. Meet the diverse needs of residents (including elders), workers, and visitors by providing safe, efficient, and adequate local and regional public transportation.
2. Continue to explore opportunities to foster or develop public or quasi-public transportation. (1996 plan)

Recommendations:

1. Work with local employers to determine whether there is a need for year-round bus service for commuters from off-island and between Southwest Harbor (or the western side of MDI) and Bar Harbor.
2. Work with the Island Explorer to create scheduling that works so residents actually use the bus, in addition to providing transportation for visitors to the quiet side of MDI and to the Cranberry Isles Ferry.

3. Continue to provide support through the municipal budget and investigate other cost-sharing possibilities for the Island Explorer, Downeast Transportation, and Island Connections, all of which provide public transportation or the equivalent to the town's residents.
4. Move the Island Explorer bus stop to a different in-town location to reduce traffic congestion in the town center.
5. Continue to participate in regional transportation and land use efforts, and work with the MaineDOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system. (State minimum)

Issue #35: Bicycling and walking should be viable options for SWH residents and visitors. Bicycling in town from the Seal Cove Road to the Manset Corner and along Seawall Road to the ANP campground is unsafe. (1996 plan)

Policy (from 1996 Plan): Develop an integrated system of bicycle ways.

Recommendations:

1. Work more actively with Maine DOT to re-engineer and rebuild Route 102 (Main St.) between the center of town and the Manset corner to include a bicycle way. (1996 Plan)
2. Investigate the feasibility of adding bike ways to Route 102 between the Manset Corner and the Hio Road to connect with the ANP campground at Seawall.
3. Continue to prioritize transportation investments as part of the capital improvement planning process.

Issue #36: A safe and effective network of pedestrian ways is needed. (1996 plan)

Policy: Develop a plan for an integrated network of pedestrian ways, and then begin work on obtaining and protecting them. (1996 Plan)

Recommendation:

1. Work with the Maine DOT (or independently if necessary) to repair the sidewalk from Fernald Point Road to the center of Town and to the Manset Corner.
2. Continue to identify, and where possible acquire, public rights-of-way for pedestrians in order to link up existing routes which are not along public roads. (1996 plan)
3. Continue to include sidewalk repair and maintenance as an item in the Capital Improvement Plan as well as in the Operating Budget of the town. Consider needs of elderly residents for access to in-town facilities (sidewalk cuts, location of handicapped parking spots) as repair and maintenance occur.

Issue #37: Traffic congestion in the town center is a problem from the beginning of July through mid-October. (1996 plan). It can be difficult for emergency vehicles to get through the town center. The increase in land-locked boatyards means that more boats are transported through the center of town for launching in Manset.

Policy: The Town should develop appropriate management measures to improve traffic flow through the town center. (1996 plan)

Recommendations:

1. The Town should consider installing emergency traffic lights (controlled from the fire station) at the exit from the fire station and at the intersection of Clark Point Road and Main Street. (modified from 1996 plan)
2. The Board of Selectmen should work with the Chamber of Commerce and the foot patrol officer to educate pedestrians and to restrict foot traffic to marked pedestrian crossings, especially during the summer season.
3. The Board of Selectmen should study public and private parking in the area from Community Lane to the Village Green and consider the possibility of a public-private partnership to increase parking efficiency in this area, especially in the summer.
4. The long-term parking area above the Town Office should be more clearly marked, and employees of businesses in the center of town should be encouraged to park there.

Issue #38: All roads built in the last 12 years (to service new subdivisions) have been private roads that do not necessarily meet standards for town roads.

Policy: All private roads shall meet minimal design standards and have a long term maintenance plan.

Recommendation: Planning Board to examine and revise LUO as needed to ensure proper private road standards and management. Amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections, and as needed to address applicable state laws and rules.

Issue #39: During storms, the Seal Cove Road floods where Marshall Brook goes under the road through culverts. These culverts are also inadequate fish ways and hinder fish migration.

Policy: Protect natural resources and critical habitats (this stream flows into Bass Harbor Marsh) and to enhance road safety.

Recommendation: The Town should cooperate with ANP to secure state and/or federal funding to replace these culverts with larger ones that allow fish migration and are adequate to drain the wetland upstream during storms, and so prevent road flooding.

Issue #40. There is a shortage of parking space at the Lower Town Dock and at the Manset Town Dock.

Policy: Support commercial and public access to the harbor.

Recommendation: Explore the possibility of satellite parking areas outside the town center with a shuttle (or convenient pedestrian way) into the center and to the Town Docks (and ferries), with adequate short-term loading/unloading areas at the Town docks.

Chapter 5.14. FISCAL CAPACITY AND CAPITAL INVESTMENT PLANNING Issues and Recommendations

State Growth Management Goal #2

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

Our Capital Improvement Plan (developed in 2008) is reviewed and updated annually before Town Meeting. Studies have been budgeted for the next fiscal year to assess and prioritize needed infrastructure improvements, and we would expect planned improvements to be included in future CIPs. Because of the nature of our Growth Areas (see Chapter 6), we do not anticipate extending municipal water, sewer or roads to these areas or needing capital to do so. Because the CIP is only concluding its second year, the town is still developing public support and its skill in using the CIP as a planning tool, and as potential projects are identified, prioritized and scheduled (particularly if they are large and complex), we anticipate that funding sources and mechanisms will also be developed. Funding sources will likely continue to include the municipal budget (tax revenues), bonding, state or federal grants or matching funds, and other grants. There are no evident opportunities to share capital investments with adjacent towns to improve efficiencies.

Issue #41: In recent years, capital investment spending has not been adequate to maintain the town's infrastructure. This is particularly true in the area of roads, public water and sewer. Remaining within LD 1 limits has come at the expense of some capital improvements. The town has had to prioritize where capital investments may be made and while the elementary school is well maintained and the town has a new fire station and police station, the roads and sidewalks are in some places in poor repair. Poor walking conditions along Route 102, which is owned by the State and is at the same time SWH's most important road, receive the most complaints. Underneath many of the roads are ageing water and sewer systems that should be repaired at the same time. The Water and Sewer Departments are publicly owned; user fees support operations and capital improvements. More than half (73%) of the town's residences

use public water. About 52% use the public sewer. Both services do not necessarily support the same residences.

Policy: Finance existing and future facilities and services in a cost effective manner, including exploring grants available to assist in funding needed capital investments.

Recommendations:

1. Step up capital investments, particularly in road maintenance, water and sewer delivery systems, and storm water run-off management.
2. Use institutional knowledge and engineering expertise to prioritize project spending.
3. Spend with the view to managing long term expenses by considering the longevity of improvements and repairs.
4. Expand and raise fee collections where appropriate to relieve the burden on property taxes.
5. Seek all state and federal grant opportunities available to assist in funding capital improvement projects. And support the comprehensive planning process at the administrative and leadership level to put the town in a more favorable position to qualify for grants and loans.
6. Review the Capital Improvement Plan yearly to see whether it continues to reflect the priorities of the voters.

Issue #42: SWH is primarily reliant on residential property taxes to pay for capital improvements and services. Since the last planning period, SWH has undergone a demographic shift. Once the fastest growing town on the Island, the population peaked in 2005 at 1983 persons. By 2030 projections show the population falling to 1778 even as the average age will increase. Increasingly, homeowners are retired and their support for services and capital improvements may be constrained by fixed incomes, a more short term planning outlook and an emphasis on different types of services.

Policies:

1. Target spending on facilities and services that support the town's ageing population.
2. Reduce Maine's tax burden by staying within LD 1 spending limitations. (State minimum)

Recommendations:

1. Focus spending on the downtown area with improvements to sidewalks and parking lots.
2. Partner with the State (and Tremont) to repair Route 102.

3. Pursue property tax relief policies to equalize and relieve the tax burden.

Issue #43: With a falling and ageing population projected, and the lack of job opportunities, the town does not anticipate the need for expansion of services into undeveloped land. Some building and development is occurring when existing homes are sold and expanded, renovated, torn down or rebuilt. Some new development is occurring in the Marshall Brook area south of Long Pond and there are a few new subdivisions, but demand for undeveloped land is low. Land and houses developed through speculation will likely cater to upper middleclass incomes from outside the state looking for second and/or retirement homes. These properties could help expand the tax base but this is only a monetary gain if they use relatively fewer services.

Policy: The cost of any subdivision development should be entirely born by the developer/landowners.

Recommendations:

1. Examine the cost and burden of added users to roads, water and sewer.
2. Review and expand fee structures for land development and water and sewer usage.

Issue #44: Economy of Scale Opportunities. There are opportunities to achieve economies of scale by sharing services with surrounding communities.

Southwest Harbor maintains its own administrative offices, road crew, fire department, ambulance service, police department and dispatch service, plus its own elementary school. The expense of the ambulance service is shared with Tremont. Grades 8 – 12 education expenses and school superintendent and administrative expenses are shared with the other towns in the Alternative Organization Structure: Bar Harbor, Mt. Desert, Tremont, Trenton, Cranberry Isles, Frenchboro, and Swan's Island.

Policy: The Town should explore opportunities to share services with neighboring towns to economize on costs.

Recommendation:

1. Continue to explore cooperative strategies with Tremont and other neighbors to combine facilities and administrative functions in the Elementary Schools, public safety services, Public Works Dept., and public administration.

CHAPTER 6. CURRENT AND FUTURE LAND USE PLAN -

ISSUES AND RECOMMENDATIONS

6A. CURRENT LAND USE

Southwest Harbor is a small coastal village that has historically identified itself with the marine resources available at our doorstep (fishing and boat building) in conjunction with subsistence activities typical of small Maine towns and, since the late 19th century, with meeting the needs of summer visitors to the quiet side of Mt. Desert Island. At 8884 acres (12% of Mount Desert Island), Southwest Harbor's land area makes it the smallest town on the island and Acadia National Park owns 50% (4430 acres) of the town's land area, including most of the wetlands and steep slopes.

The town was originally settled along the shore and along what have become the major roads, with village centers in Manset and in the present town center. Summer visitors began to build second homes during the later years of the 19th century, filling in along the shores and in between existing homes and businesses. Both our harbor and Acadia National Park are major attractions for those who live or visit here.

Because proposals for Future Land Use depend on current land use and the issues surrounding it, we will consider those first.

Southwest Harbor and the neighboring town of Tremont are unique in the state of Maine for their mixed-use zoning that has deep roots in community traditions. To quote from our most recent (1996) Comprehensive Plan, "Traditionally land within SWH has been used not only for a mixture of uses upon one lot at one time, but also for a succession of different uses....This tradition of mixed land-use is an important part of the culture of SWH." Our economy has always relied on a mix of fishing, subsistence farming in home gardens, boat-building, summer visitors and residents, and work based at home. "Another tradition which contributes to the character of SWH is the home occupation. A large proportion of the year-round residents conduct a business from their home, be it the major occupation of the family or just augmenting the family income." (1996 Comprehensive Plan)

Although this mix of business, industry and residence can create conflicts from time to time, resistance to regulation is also strong. It was not until 1988 that Southwest Harbor passed its first zoning ordinance. A public forum in June, 2009, reaffirmed our sense that zoning in the harbor area has effectively protected the character of the harbor and central village, and mixed use zoning in the town at large protects the rural/suburban atmosphere of a small working community favored by residents.

Recent development has been mostly residential and has included redevelopment and expansion of existing uses in the built up portions of the community. Additional development is occurring lot by lot in subdivisions with many undeveloped house lots throughout. Most of these subdivisions are bordered in the rear by Acadia National Park, and so, by design, ingress and egress is via the same street opening. Where these

subdivision are located in Zone C, a more rural character is preserved that seems appropriate adjacent to the Park.

Southwest Harbor's character and identity has always been closely linked to its harbor, and our Land Use Ordinance (LUO) reserves some areas of the harbor shore for Commercial Fishing/Maritime Activities (there are currently two commercial fish wharves in town) and for Maritime Activities, although residential and a few other uses are grandfathered in these two areas. Remaining shoreland is either in the Harbor zone near the village center, zoned Shoreland Residential, or in Acadia National Park. The three mixed-use zones for residences, businesses and industry (Zones A, B, and C) have larger required lot sizes as one gets further from the town center and are based on the existence of, or potential for, town water and/or sewer service. Developers of subdivisions in the last 14 years have (with one exception) created private roads that the town does not expect to take over (often because they do not meet the standards for town roads). Mobile homes are allowed anywhere where other LUO provisions and standards are met. Mobile home parks are permitted in Zone A where existing density standards are consistent with State law.

Buffering and setback requirements are intended to prevent conflict between uses within these zones. All the National Park land in town is in a Resource Protection Zone. The state has identified another Resource Protection Zone at Seawall Pond at the boundary between the Park and privately held land and the town has recently increased restrictions and setbacks to protect it. The Park owns much of the land that forms the watershed of our town water supply, as well as steep slopes on our mountains, significant wetlands, bogs, tidal marshes, and other habitats crucial to the flora and fauna of the Gulf of Maine region.

Land use in Southwest Harbor is regulated by a group of ordinances which are summarized in Appendix 13, including the Land Use Ordinance, the Subdivision Ordinance, a Floodplain Ordinance, a Coastal Waters and Harbor Ordinance, a Road Ordinance, Water and Sewer Ordinances, and a Board of Appeals Ordinance. They contain lot dimensions, performance standards, and so forth, and are enforced by a full-time, certified Code Enforcement Officer assisted by appointed volunteer Planning and Appeals Boards with seven and five members, respectively. Consistent application and enforcement of these ordinances will engender public support and confidence.

Land use regulation is overseen by a full-time Code Enforcement Officer (CEO) and a seven member volunteer Planning Board whose members are appointed by the Selectmen. Remaining vacant (for last 11 years) is the staff position of a part-time planner. Elsewhere, this Plan has recommended that the Town consider contracting for a planner as needed to assist with comprehensive land use and subdivision ordinance updates.

The information and data to support these statements can be found in Maps and Tables in Appendix 13, Land Use.

6B. FUTURE LAND USE PLAN

The Future Land Use Plan aligns with the community's vision statement through its discussion of current and anticipated development pressures, recommendations for changes to the Land Use Ordinance particularly in the areas of buffering, density and stormwater runoff standards. The Plan also includes recommendations for further protection of Critical Natural Resource areas and the further and continuing development of the Capital Improvement Plan and assessing data. The Future Land Use Map illustrates the recommendations for future land use included in this Plan.

The Town seeks to protect its rural character where possible and encourage in-fill building along existing roads in the more densely developed parts of town. This approach reflects the town's historical pattern of development as well as recent development patterns. As one of only two towns in Maine with town-wide mixed-use zoning, Southwest Harbor has taken the approach of permitting a mix of residential, commercial and industrial uses in all zones, using appropriate buffering to protect neighbors from unwanted impacts. This pattern reflects land uses in place before we had any zoning ordinance, our history of development along the shore and major roads, and our encouragement of small entrepreneurship and home occupations. This approach is not without occasional tensions, but it continues to receive the support of residents in all parts of town.

For this planning period and beyond, our best information on development trends and population projections indicate that there will not be a need for many new market-rate residential units. It is anticipated that any residential development will occur in vacant lots near the town center or in existing subdivisions.

Land values, location, lack of space and traffic patterns likewise preclude any significant commercial or industrial expansion. There will likely be a need for expanded medical and healthcare services for the elderly. These will likely develop in and around the center of the village in either Zone A or B. Limited commercial and any industrial development is anticipated to occur using existing commercial spaces for different commercial uses, in keeping with the community's vision and desire to maintain a small coastal village atmosphere with commercial and residential uses intermixed.

The Commercial Fisheries/Maritime Activities zone on the north side of the inner harbor, with two fish wharves, US Coast Guard, two town docks, and several marine businesses affirms our support for traditional fishing and marine-related activities, as does the Maritime Activities zone to protect recreational boating activities on the south side of the harbor. The challenge for the future is how to encourage economic sustainability for these properties and businesses in the face of demand for waterfront residential property and shifts in our economic base towards the increasing impact of tourism.

The Shoreland Residential zone (to which we propose an addition to recognize the current and expected future reality) acknowledges both the historic importance of the waterfront to our residents as well as the economic importance of seasonal residents who know and care about our community. In the Harbor zone, new single-family residential development

is allowed, as are restaurants, boat businesses and a marina, but motels, hotels and multi-family residential development are prohibited in order to protect the character of the harbor. Town water is available in all these zones around the inner harbor as well as in Zone A and most of Zone B. Town sewer, which serves about half the town's households, is available in the areas right around the inner harbor, in Zone A and in some parts of Zone B. This part of town is well served by the state highway and town roads.

A look at the Growth Over Time Map shows that efforts to encourage growth in the "growth area" along Route 102 on the northern approach to town named in the 1996 plan have been unsuccessful. Most development in the last 30 years (and since the last plan in 1996) has been residential and has largely been scattered through new subdivisions in various parts of Zone C, zoned for the least density of development. Because our population is projected to remain stable or decrease slightly while also ageing somewhat during the next 10 years, we do not expect pressure to grow as a year-round community. As our population ages, more elder care and assisted living facilities will be needed, but because of municipal fiscal constraints and lack of a large population needing service, these will most efficiently be met regionally, in neighboring communities if possible. A modest growth in seasonal homes is possible, though difficult to predict at this juncture.

There is no regional economic development plan. Acadia National Park is the major factor in regional natural resource plans, and its boundaries have been established as of 1986. The fact that it occupies half the town's land area makes a significant contribution to natural resource protection. We recommend cooperating with the Park particularly in managing Bass Harbor Marsh and in replacing the Seal Cove Road culvert at Marshall Brook. Regional transportation planning has centered on the seasonal Island Explorer bus, and it allows visitors to access major points of interest throughout the town. This Plan recognizes that it may be some time before Southwest Harbor has the resources to create affordable workforce housing or assisted living facilities for elders, and we anticipate that these needs will partially be met by facilities in adjacent communities or by changes in the way services for the elderly are delivered in town.

In evaluating current land use patterns and proposing our Future Land Use Plan, as well as in the development of the Comprehensive Plan with issues and recommendations for action in Chapter 5, we have referred to (and often incorporated) the State Growth Management Goals and the State Coastal Management Policies. A summary of these goals and policies and where they are applied in this Plan can be found in Appendix 17, State Growth Management Goals and Coastal Management Policies.

Additionally, Chapter 4 (a long table) summarizes the key regulatory and non-regulatory approaches and strategies that Southwest Harbor will use to implement its Future Land Use Plan, delegates responsibility for oversight and suggests time frames.

6C. DESIGNATION OF GROWTH AND RURAL AREAS

There is generally no popular appetite to legally restrict growth or to further define appropriate land use. The Ordinance consistently protects the harbor for its uses and appearance and voter support for this remains solid. Most people consider Acadia

National Park, with its ownership of half the town, sufficient to protect critical natural resources.

Growth Areas: Southwest Harbor's policy of applying minimal restrictions to land development as characterized in its mixed use zoning ordinance has not limited development, which has been fairly slow and incremental and much to the general satisfaction of local residents. The State Planning Office required the insertion of a growth area into the 1996 Plan, and requires that growth areas be designated in this comprehensive plan in order for it to be consistent with Maine's Growth Management Act. Growth areas are defined as an area that is designated as suitable for orderly residential, commercial, or industrial development, or any combinations of those types of development and related infrastructure, and into which most development projected over 10 years is directed. The growth area previously identified did not turn out to be the location where growth (such as it was) occurred. This probably suited the existing residents in that area very well.

Rural and Critical Rural Areas: The half of our town that is included in Acadia National Park amply fulfills the requirements in the Growth Management Act for a designated rural area, and it has been zoned as a Natural Resource Protection zone since at least 1996. For this reason, residents have understandably been reluctant to further expand Rural or Critical Resource Areas. The town recently created a Critical Resource Protection area around Seawall Pond, with accompanying restrictions and set-backs, at the State's request. This Plan proposes evaluating two additional areas for Critical Resource Protection (Issue 6-5 below).

6D. ISSUES AND RECOMMENDATIONS

State Growth Management Goal #1

Encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of services, and preventing development sprawl.

Issue #6-1: The 1996 Plan recommended that the area between the Manset corner and the Manset Town Dock be re-zoned from Harbor to Shoreland Residential to reflect its current (and fully developed) use. Voters have identified protection of traditional Harbor uses as a priority, hence the Harbor designation, but as virtually all the properties in question are "grandfathered" for residential use, it may be a case of closing the barn door after the horse has run away. The current non-conforming status of most of the properties makes permitting difficult and contentious and arguably places an unreasonable burden on the property owners. Moreover the likelihood that any of these properties will ever be returned to traditional harbor uses is extremely remote.

Policy: The LUO should support the locations, types, scales, and intensities of land uses the community desires as stated in its Vision while reflecting the realities of modern land use requirements.

Recommendations:

1. Rezone the area between Manset Corner and the Manset Town Dock from Harbor to Shoreland Residential to reflect its current use (1996 Plan). The Planning Board should propose LUO changes with respect to this zone within 1 year.
2. Update the Floodplain Management Ordinance as needed.

Issue #6-2: New types of residential development are changing the traditional character and appearance of the Town. Just prior to adoption of a zoning ordinance in 1988 SW Harbor began to see the development of large condominiums built on speculation on lots that had once held single-family residences. The change in appearance was as alarming to some as the dramatic increase in density. These anxieties conflicted with traditional attitudes about property rights and a desire NOT to impede potential economic development in the form of home-based businesses and other commercial/industrial uses. The mixed use zoning ordinance that was eventually developed and passed by the voters in 1988, allows all uses in zones A, B and C, with different density limitations and buffering standards as warranted. Accessory uses are allowed. Accessory dwelling units are allowed and the density standards are less restrictive here. The LUO has no definition at all for condominiums. In the 90's property valuations climbed substantially. The Town's population was still increasing in significant part due to retirees who were downsizing and liked the small town community feel of SW Harbor and to a country-wide, prosperous upper middle class looking for second homes.

The general permissiveness of the LUO coupled with rising land values have created development opportunities/pressures that may not coincide with SW Harbor's vision.

Policy: The LUO should support the locations, types, scales, and intensities of land uses the community desires as stated in its Vision while reflecting the realities of modern land use requirements. The purpose of regulation should be to control the impact of development.

Recommendations:

1. The Subdivision and Land Use Ordinances should be clarified with respect to the development of condominiums where the subdivision owns land (and possibly buildings) in common, in combination with individual ownership of dwelling units. Planning Board to evaluate the Land Use and Subdivision Ordinances, propose changes if needed, and report to Selectmen within 1 year.
2. The Planning Board should develop definitions and standards for condominiums within 1 year.

Issue #6-3: Buffering standards may not be effective particularly in the many areas of town where pre-existing development is non-conforming. Residents continue to report concerns about buffering practices in areas of mixed use. Complaints about noise and light trespass are the most prevalent.

Policy: Buffering standards should be made adequate to protect mixed-use zoning and protect the types of land uses the community desires as stated in its Vision.

Recommendations:

1. The Planning Board and Conservation Commission should undertake a thorough review of the buffering standards and include recommendations and suggestions for how to meet standards within 2 years.
2. Augment buffering standards for commercial, industrial, and large residential developments with an emphasis on protecting rural character. The CEO should develop and the Planning Board evaluate proposed standards within 1 year.

Issue #6-4: With recent weather events (two 100-year rainstorms within six months) storm water run-off has resulted in erosion, road damage, flooding and property damage. SW Harbor's hilly terrain and shallow soil, coupled with development and impervious surfaces over what was once forested swamp land, have aggravated this problem. The LUO may not adequately address the incremental loss of remaining wetlands as development occurs.

Policies:

1. Coordinate land use strategies (and in this case stormwater management) with planning efforts related to the state highway.
2. Establish efficient permitting procedures, especially in growth areas.

Recommendation:

1. Continue to develop enforceable language for storm water run-off standards for individual residences as well as subdivisions. CEO and Planning Board to develop and evaluate standards, ongoing.
2. Cooperate with the Maine DOT to maintain State Roads 102 and 102A and their ditches, ongoing.

Issue #6.5 - Growth and Rural Area Designation: We do not predict any industrial growth, and any commercial growth is likely to be modest and could use facilities currently available. Only 52 new homes were built in the period 1996-2008, and we do not anticipate significant residential growth over the next decade. There are 46 lots still vacant in existing subdivisions (two with potential access to the town sewer, 29 with potential access to town water), and there are 39 units remaining in a new 40-unit subdivision that has both town water and sewer. These latter units are likely to appeal to seasonal residents and upper middle class retirees.

For municipal growth-related capital investment purposes, the growth areas are designated as those areas already built up that require repair and maintenance of existing

infrastructure (See Future Land Use Map). All of Zone A, parts of Zone B (designated as Zone BG), and the Maritime Activities zone in Manset are included in this area.

The remainder of Zone B and all of Zone C are considered Transition Areas, with the exception of those areas designated Critical Resource Area. Transition areas are neither intended for 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. It is anticipated that some level of development will occur in these areas, but the town does not propose any investments to make these areas attractive to development.

All the National Park land in town is in a Resource Protection Zone, and is designated as rural area for the purposes of meeting state comprehensive planning requirements.

Policies:

1. Support the locations, types scales, and intensities of land uses the community desires as stated in the Vision Statement.
2. Support the level of financial commitment necessary to provide needed infrastructure in growth areas.
3. Protect critical resource areas from the impacts of development.

Recommendations:

1. Implement land use recommendations included in this comprehensive plan.
2. Target 75% of growth-related capital investments (State minimum) to Zones A and BG and the Maritime Activities zone in Manset.

Issue #6-6: Two additional areas outside the Park's boundaries have been identified by "Beginning With Habitat" for possible inclusion as Critical Resource Protection Areas: 1) in the southern part of town, west of Seawall Road, with hydric soils, wetlands, and critical habitat, which the 1996 Plan suggested should be rezoned to protect the 91 priority species important to the ecology of the Gulf of Maine and 2) the western slopes of Freeman Ridge, a deer wintering yard with steep slopes draining into Marshall Brook and ultimately Bass Harbor Marsh.

Policies:

1. Support State Coastal Management Policies #6: "to protect and manage critical habitats and natural areas of state and national significance....", and #8: "to restore and maintain the quality of our fresh, marine and estuarine waters...." by helping to alleviate storm water run-off in vulnerable areas.
2. Coordinate land use strategies with local and State land use planning efforts (for critical habitat areas).

Recommendations:

1. The Planning Board and Conservation Commission should study "Beginning with Habitat" maps and evaluate the importance of indicating these two areas as Critical Resource Protection areas with appropriate restrictions and set-backs as recently applied to Seawall Pond, and report to public within 2 years.
2. The Planning Board, within 2 years, should incorporate "Beginning with Habitat" maps into the planning review process under the Land Use and Subdivision Ordinances. Particular attention should be paid to high value habitats, priority species habitats, and wetland areas.

Issue #6-7: The small-town and rural appearance of SWH is part of its character and appeal. Dense, large-scale development, whether residential, commercial or industrial, threatens this character and impacts the provision of municipal services. In-building should be encouraged on vacant or underutilized lots in already developed areas in order to protect the rural character of the town.

Policies:

1. The LUO and the Subdivision Ordinance should support the locations, types, scales, and intensities of land uses the community desires as stated in its Vision.
2. Establish more efficient permitting procedures, especially in growth areas (by clarifying the ordinances).
3. Coordinate land use strategies with other local and regional planning efforts.

Recommendations:

1. The Subdivision and Land Use Ordinances should encourage cluster development in lieu of dispersed single family housing in Zone C. The intent should be to control the impact of development on the rural character of the town. Cluster development is used here to mean that the total acreage needed for a particular number of residences is unchanged, but the homes are clustered more closely together, with adjacent common open land. CEO and Planning Board should conduct this study and make recommendation to Selectmen within 2 years.
2. The Planning Board, within 1 year, should clarify the Subdivision and Land Use Ordinances with respect to condominiums where the subdivision owns land (and possibly buildings) in common, in combination with individual ownership of dwelling units. The purpose of regulation should be to minimize the impact of development, rather than to increase permitted density.
3. The Town and its committees should work more closely with Acadia National Park, the Friends of Acadia, Maine Coast Heritage Trust, and Hancock County Planning Commission on issues of land use and management, ongoing.

Issue #6-8: Data on land parcels, land use, zoning changes, development and infrastructure are laborious to collect, which compromises the ability of the Planning Board and the Code Enforcement Officer to assess the effectiveness of the

Land Use Ordinance. The old mapping software is out of date and does not interface with GIS (mapping) or TRIO (assessing) software, making updates to maps difficult and time-consuming. The maps, including data layers, are an important planning tool for the Town.

Policy: The Town should be more proactive in tracking land use changes, evaluating their impacts, and pursuing ordinance changes if and when needed in order to support the locations, types, scales, and intensities of land uses the community desires as stated in its Vision.

Recommendations:

1. The Town should maintain its assessing/tax parcel maps in the GIS format, update them annually using the assessor's data base, and coordinate the maps with the assessing data base for planning and public information purposes. The Selectmen should provide necessary funds for the updates (minimal, since we can collaborate with the GIS lab at College of the Atlantic). The Planning Board should immediately begin providing an annual training session for relevant town employees and volunteers in using this information, and provide ongoing training as needed.
2. The Town should contract with a professional planner as needed to advise the Planning Board and other volunteer committees on land use issues and to assist in reviewing and keeping the Land Use Ordinance and the Comprehensive Plan up to date. Selectmen should review annually.
3. Within one year of the passage of the Comprehensive Plan, the Planning Board shall review the LUO, the Subdivision Ordinance and other relevant ordinances for compliance and consistency with the Comprehensive Plan and propose necessary changes.
4. Evaluate the implementation of the Comprehensive Plan every two (2) years, and preferably annually. This should include a review of the degree to which Future Land Use plan strategies have been implemented, how municipal investments relate to growth areas, and how well critical resources are protected. This should be overseen by the Selectmen, with the assistance of a planner, an ad hoc advisory committee, and/or the Planning Board.
5. Within 6 months of the passage of the Comprehensive Plan, the Selectmen should appoint an Implementation Committee to serve as an information resource, to assist town boards and committees in implementing the recommendations, and to report on progress to the Selectmen.

APPENDICES

With information about current Conditions and Trends and an accompanying Analysis for each topic that leads to the Issues identified in Chapter 5 and for which the Plan makes Recommendations for Action. These contain the data upon which we have based our Recommendations.

1. Population and Demographics
2. Economics
3. Housing
4. Historical & Archaeological Resources
5. Water Resources
6. Critical Natural Resources
7. - 8. Agriculture and Forestry
9. Marine Resources
10. Recreation
11. Public Facilities and Services
12. Transportation
13. Land Use
14. Fiscal Capacity and Capital Improvement Plan
15. Capital Improvement Plan
16. Regional Coordination
17. State Growth Management Goals & Coastal Management Policies
18. Public Participation and Acknowledgments
19. List of Maps

Appendix 1. POPULATION & DEMOGRAPHICS

Introduction

Recognizing the inherent flaws of using estimates and projections, we nonetheless can identify certain trends that are likely to continue (even if later modified by census data for 2010) - revised 5-year projections of population, and additional year-to-year reports from the SPO). The magnitude of these trends and shifts in data may be evaluated in light of additional information that may have an impact on them. In effect, the database we create is a work-in-progress as more (and more accurate) data are received, interpreted and projections are modified.

Population Trends

US Census Bureau Data* & Projections

	2000	2005	2010	2015	2020	2025	2030
State	1,227,928	1,274,923	1,321,501	1,362,938	1,401,553	1,434,404	1,470,869
County	47,160	51,869	53,660	55,380	56,873	58,006	58,891
Ellsworth	6,002	6,473	7,021	7,312	7,681	8,014	8,543
Bar Harbor	4,476	4,833	5,118	5,332	5,571	5,782	6,099
SW Harbor	1,952	1,966	1,983	1,979	1,956	1,914	1,778
Mount Desert	1,891	2,115	2,197	2,319	2,424	2,516	2,655
Tremont	1,321	1,535	1,643	1,785	1,918	2,045	2,271

Rate of Change

	2000	2005	2010	2015	2020	2025	2030
State	3.83%	3.65%	3.14%	2.83%	2.34%	1.42%	1.10%
County	9.99%	3.45%	3.21%	2.70%	2.70%	1.99%	1.23%
Ellsworth	7.85%	8.47%	4.15%	5.05%	4.34%	3.39%	3.10%
Bar Harbor	7.98%	5.90%	4.19%	4.48%	3.78%	2.85%	2.57%
SW Harbor	0.72%	0.86%	-0.19%	-1.19%	-2.13%	-3.31%	-3.92%
Mount Desert	11.85%	3.88%	5.57%	4.50%	3.80%	2.86%	2.58%
Tremont	16.20%	7.04%	8.66%	7.44%	6.62%	5.57%	5.19%

US Census data from 1990 and 2000, and 5-year projections thereafter show a decline in population for SWH – even while the State, County, Ellsworth and the other MDI communities are growing. Note that Tremont's population is expected to surpass SWH's shortly after 2015.

Annual population data can be used to compare to the natural population change (as derived from annual Birth/Death records). We can then infer a net migration of residents. We have to wait until the 2010 census to get the "actual" Out-migration and In-migration data. Hancock County PC population estimates for 2000-2020 are the most recent figures available; for Southwest Harbor they show an annual population of 1,980 in 2009 declining slightly through 2020 to 1,939 – a 2% decline

Natural Population & Migration

Natural Population	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Births	19	15	19	23	22	22	13	15	25	16
Deaths	(32)	(23)	(23)	(19)	(26)	(28)	(27)	(15)	(25)	(17)
Natural Population Change	(13)	(8)	(4)	4	(4)	(6)	(14)	0	0	(1)

The natural population change over the past 10 years has averaged a decrease of 5 per year; however note that natural population change has been flat from 2007 through 2009.

Our Aging Population: comparing 1990 and 2000 US census data

Age Cohort Breakdown	SWH Population	1,952	2000 1,966	Change since 1990
under 5 years- Pre-School Age		143	85	-40.56%
% of Total Population(Under 5)		7.33%	4.32%	
Ages 5-14 (Elementary/Middle School Age)		254	245	-3.54%
% of Total Population(5-14)		13.01%	12.46%	
15-19 Years (High School Age)		106	116	9.43%
% of Total Population(15-19)		5.43%	5.90%	
Ages 20-44 (Est. Prime Child-bearing Age)		727	622	-14.44%
% of Total Population (20-45)		37.24%	31.64%	
Ages 45-64 (Est. Peak Earning Age)		385	512	32.99%
% of Total Population (45-64)		19.72%	26.04%	
Total 65 Years and over		337	386	14.54%
% of Total Population		17.26%	19.63%	
		100.00%	100.00%	

From 1990 to 2000 the fastest growing segment was the group aged 45-64 which *grew* at a 33% rate, and there was an equally large *decrease* in the preschool age group. The adult population was ageing and the school population was dropping. Compare these trends with the Hancock County projections for changes from 2009 to 2020 in the table below.

State Estimates			
	2009	2020	
SWH Population	1,980	1,939	
Ages			Change since 2009
0-4	78	72	-8.06%
% Total Population	3.95%	3.71%	
5-17	255	235	-7.73%
% Total Population	12.88%	12.13%	
18-29	274	202	-26.20%
% Total Population	13.83%	10.42%	
30-44	333	347	4.12%
% Total Population	16.83%	17.89%	
45-64	629	575	-8.47%
% Total Population	31.75%	29.66%	
65-79	283	373	31.85%
% Total Population	14.28%	19.22%	
80+	128	135	5.56%
% Total Population	6.47%	6.97%	

Now, almost 10 years later, those aged 65 and over represent 20.75% of our population. The current projections through 2020 show the 65-79 year cohort group as the fastest growing (at almost a 32% growth rate); together with the 80+ group, our 65 and over residents will be over 26 % of our population by 2020.

While there is a significant projected decrease from 2009 through 2020 in the total of the 3 cohort groups beyond high school age, the reasons for the changes are not yet clear. Certainly there is some projected negative economic influence (jobs, housing, etc), but the net loss is about equivalent to the net gain in the older cohort groups. More details will become available with the 2010 Census results.

Discussion

These three groups can have significant impact on Town services and expense.

The elementary school population is declining at Pemetic; the decade from 1996 to 2006 saw a decrease in enrollment from 264 to 194 students, whereas the School District had projected 254 pupils by 2006. The school district projects enrollment at Pemetic to level off at 140 students in 3 years. This change is straining the Town's resources as cost per pupil exceeds State averages and low in-migration of families with school age children will likely continue due to high home prices and fewer jobs. Fewer students being educated without a substantial reduction in fixed costs means an increasing burden on the existing homeowners via the property tax.

Further, as our population of retired and elderly persons increases, the portion of their tax dollars that goes to education may be perceived by them (and others) as unfair. We should investigate comparative data from Tremont to better make a case for consolidation or reallocation of grade levels and reducing the overall cost/student.

The increasing size of our 65 and older population has two additional implications for the Town. One is the ever-increasing need for ambulance, social and nursing services. The other is the transition to alternative living arrangements that need to be considered as people become less mobile or infirm and as their current homes become expensive and/or too burdensome to maintain.

The cost of ambulance, social and nursing services is also increasing and is likely to continue upward as demand for these services increase. This is another opportunity for consolidation/sharing of services with other towns on the island.

Further, as housing prices continue on a relative basis to be high coupled with a decline in local population of likely candidates for home purchases, the demand for housing must come primarily from new residents (in-migration) or from seasonal residents. At the high end of housing prices, this will likely mean more retirees; at more moderate prices, a robust economic recovery and its affect on job creation will be the key factor.

We really won't know how the economy and shifts in work/living patterns since 2000 have altered the above until early 2012, the anticipated publishing date of the final 2010 Census data.

The current economic climate and anticipated 2-3 year recovery may influence the working patterns more than the living patterns. While we may not know the extent, we can assume the hunt for jobs off island will increase and eventually lead to more out-migration, particularly among younger workers.

SWH has a significant seasonal population:

- 1996 Plan estimated an increased number of summer dwellings; it is now estimated that there are about 1100. The recent Village at Oceans End subdivision will probably add to this number.
- SWH/Tremont Chamber of Commerce figures for transient tourist accommodations: approximately 1880 beds + 25% additional nonmember accommodations at 75% occupancy suggests approximately 1700 summer visitors who stay in SWH.

- People who live on boats + “day-trippers” estimated at 300 persons
- Thus, the Town year-round population of 1,966 is augmented during the two summer months by an additional 3,100 persons, for a total of 5,066 persons – 1.5 times the number who live here. These numbers will have an increased impact upon the Town, as the services required to meet the needs of the summer population have to be provided by the residents.

Working and Living on MDI (As of the 2000 Census)

Where Do MDI Residents Work?

Live in:	Work in:			Total
	MDI	E/T	Other	
Bar Harbor	1941	215	220	2376
Mount Desert	829	118	118	1065
Southwest Harbor	807	54	87	948
Tremont	663	64	73	800
Totals	4240	451	498	5189
	81.71%	8.69%	9.60%	100.00%

Where do MDI Workers Live?

Work In:	Live In:			Total
	MDI	E/T	Other	
Bar Harbor	2335	473	901	3709
Mount Desert	662	73	230	965
Southwest Harbor	962	111	367	1440
Tremont	281	45	74	400
Totals	4240	702	1572	6514
	65.09%	10.78%	24.13%	100.00%

Where Do SWH Residents Work?

SWH	553	58.33%
MDI	254	26.79%
Work On Island	807	85.13%
Ells./Tren.	54	5.70%
Other	87	9.18%
Work Elsewhere	141	14.87%
Total	948	100.00%

Where do SWH Workers Live?

SWH	553	38.40%
MDI	409	28.40%
Live On Island	962	66.81%
Ells./Tren.	111	7.71%
Other	367	25.49%
Live Elsewhere	478	33.19%
Total	1440	100.00%

85% of SWH resident working population work on MDI; 60% work in SWH.
 6% commute to Ellsworth/Trenton; 9% to elsewhere.
 67% of people who work in SWH, live on MDI (39% in SWH)
 8% Commute from Ellsworth/Trenton; 25% from elsewhere.

Discussion

In 2000, SWH "imported" 887 workers and "exported" 395 SWH working residents who work elsewhere; SWH in 2000 had a total workforce of 1440 of whom 62% lived elsewhere. With the move of the Hinckley and Morris production facilities to Trenton soon after 2000 and the recent economic downturn, there are fewer jobs in SWH, and SWH residents who work in these two businesses may now be commuting to Trenton.

Based on a very small increase in population and number of families, the economy was expected to grow at a low level in the decade following the 1996 plan. In 2005, the unemployment rate continued to fluctuate monthly from 8.6% to 2.8%, compared with the State's fairly constant rate of 4.8%. This is however much less fluctuation than in 1994 (20.5% to 1.8%), perhaps indicating a shift in the type of employment. The 1996 Plan projected that the growth sectors of the economy would be in services, retail and construction. This was shown to be true in the 2000 census - marking the trend toward a tourism-based economy. SWH also has a large number of people who are self-employed or who have home occupations. Specific data are hard to get, and it is hard to predict how this may or may not change in the next decade.

Our two major "industries" – boatbuilding and tourism – are both subject to nationwide economic conditions. The economic recession of 2008-09 saw major layoffs in the boatbuilding and related businesses. Shifting priorities and business locations will have a negative effect on SWH short- to intermediate-term. Whether jobs/businesses will be replaced during an eventual recovery is still in question. Also yet to be determined is the impact on tourism as a result of increased sales taxes in 2010 on lodging and dining and the potential impact of any spike in gasoline prices.

Appendix 2. THE ECONOMY

A. HISTORICAL PERSPECTIVE

For the first 200 years of its history, Southwest Harbor's economy was based on fishing and boat building, supplemented by subsistence farming. Seasonal residents and tourists began arriving in the late 19th century, drawn by the beauty and fame of Acadia National Park and the example of wealthy families traveling from the metropolitan areas of Boston, New York and Philadelphia, to their summer "cottages" in Bar Harbor and Northeast Harbor. These visitors continue to have an increasing impact on the local economy. Increasingly Southwest Harbor's community is made up of retirees who, having visited at one time or another in the past, have now made Southwest Harbor their permanent residence after their working careers are through. To the extent that these newcomers are living on fixed incomes and/or investments (which lately have been volatile) the tax base, which is largely residential, may be constrained.

Through the 1980's and most of the 1990's, fishing and boatbuilding continued to flourish. At the writing of the previous Plan in 1997, Southwest Harbor saw significant landings of scallops, lobsters, sea urchins, crab, groundfish, clams, shrimp, and bait. Today, only the lobster fishery remains viable. Boat building has diminished as well. The world famous Hinckley Company has moved its main production facilities off Island to be nearer its work force. It continues to provide boat maintenance, launching and charter services at its traditional location on the Manset shore. Morris Yachts has also removed production of its luxury sailboats off Island.

Tourism has become increasingly important as the season has expanded from 10 weeks to five months bracketed by Memorial Day in the spring and Columbus Day in the fall. Many small, self-employed business owners provide lodgings, meals and recreational services such as boat charters and tours, canoe, kayak and bicycle rentals, and on Main Street, gift shops and galleries have replaced the shoe store and the several small grocers. The hardware store and the drugstore are important anchor stores providing convenient service to the year round community as well as seasonal visitors. A few storefronts remain empty year round. Many people do their shopping out of town in Ellsworth in the big box stores and online shopping has likely diminished the viability of small, traditional service shops. Still, the traditional downtown seems secure for the immediate future with services such as the library and community recreation building located in the center of town along with the town offices, police station, elementary school, banks and post office – all within easy walking distance of each other and much of the residential neighborhoods as well. The small, walkable downtown is one of the most often mentioned and valued assets.

Home construction services have traditionally thrived as immigrating retirees build or renovate their new homes. In addition to the beauty of the area and the attractive small town, working community feel that Southwest Harbor projects, land values in town continue to be much lower than in much of the rest of the country, making retirement here economically affordable.

Coastal land is particularly valuable which has resulted in tax assessments for some long-time residents that have forced them to sell their homes and move inland or off Island.

Medical care and elder care services are expanding to care for the ageing population. The recently built Straus Center provides adult daycare and the demand for this type of service is likely to grow.

B. ECONOMIC DEVELOPMENT

Southwest Harbor has no economic development plan and does not participate in any regional plan. The local chamber of commerce is an effective agent for businesses in the seasonal lodgings and restaurant businesses. Its annual Octoberfest showcases local brewers and crafters and is one of the largest on the east coast. Recently local retailers have begun their own merchants' association but there appears to be no community support for attracting industry or commercial activities to the town.

Southwest Harbor has a relatively high percentage of self-employed and home based businesses, including crafters, food processors, property maintenance workers and housekeepers, fishermen, and professional services. It is likely that the income from some of this work is underreported. Support for home-based businesses was one of the defining issues in developing a mixed-use zoning ordinance in 1988 and will likely remain an important issue in the future. There are no major employers in town except the Coast Guard, which although having undergone a reduction in workforce with the consolidation of some administration functions in Portland, should continue as an important member of the community. Jackson Laboratory in Bar Harbor, the largest employer in Hancock County, employs many SWH people, and its future here seems secure even as it expands its activities in other parts of the country. The College of the Atlantic, in Bar Harbor, founded in 1969, is also a major employer with an expanding community presence. The Hinckley Company once the biggest employer in Southwest Harbor as well as one of the major employers in the region, has moved its production operations off island leaving only its boat servicing and launching business in town. The economic downturn of 2008 has diminished production operations in Trenton, but that is expected to recover.

Notwithstanding the recent economic downturn, Hancock County is growing with Ellsworth, the shire town and major service center, undergoing an expansion in retail services and investments in infrastructure.

The economy of Southwest Harbor with its proximity to the ocean and Acadia National Park, should continue to enjoy a healthy and increasing tourist business and while boat building is diminishing, boat service, storage and brokerage should continue as defining economic activities. No other significant changes are anticipated for this planning period. The harbor's three public town docks are busy and there is a waiting list for moorings. Recreational boats have long since outnumbered the fishing boats. The lobster fishery appears to remain healthy,

while other types of commercial fish landings have ceased. More and more the fishermen are using the town docks rather than private piers to unload their catch. There is a real question about the continued viability of private piers, neither of which to participates in the state's Working Waterfront program. The town's citizens have always indicated their support for maintaining the working harbor both to help preserve the fishing industry and to preserve the traditional character of Southwest Harbor. The Town has applied for and received two SHlp Grants, one in 1998 and the second in 2008 for improvements to two of its three public town docks to support fishing activities and general water access.

This working harbor is also a draw for tourists who use it for recreation and travel to the outer islands. This dual use of the harbor, both for fishing and recreation sometimes causes tension when disputes occur about the primacy or legitimacy of an activity. Recreational uses have not replaced fishing activities so much as overtaken them. On land, the seasonal doubling of the population with its accompanying traffic congestion and lack of parking can feel like an "invasion" and some maintain that the Town would be better off without it, so it is hard to garner general, coordinated support for expanding the tourism business. It is very difficult, however, to imagine how the area would do without the income it produces.

Southwest Harbor does not have a Tax Increment Financing District, but it has placed 70 acres in the Pine Tree Development Zone program. The land covered is entirely involved in marine related activities and almost exclusively in boatbuilding. To date, only one business has taken advantage of the program.

C. WORKFORCE

The majority of Southwest Harbor residents are employed locally and/or on the Island, but workers do travel further in Hancock County to Ellsworth and occasionally beyond. As of 2000, 85% of SWH's working residents work on MDI, 60% in SWH itself.

By the same token, the labor force in town is local: 67% of people who work in SWH live on MDI (39% live in SWH), and 33% commute from elsewhere in Hancock County including Trenton and Lamoine and as far downeast as Sullivan and north to Bangor. Southwest Harbor has its share of laborers, skilled tradesmen and professional workers, but land values make housing starts difficult for new families and workers entering the region. Many property owners prefer to rent out their homes on a weekly or monthly basis at seasonal rates, leaving them vacant in winter.

Data also show that 23% of SWH residents work in education, health care and social services.

With the expanding of the tourist season, it is sometimes difficult to find staff to work. More and more, seasonal labor is imported from countries such as the Czech Republic, Slovakia and Russia. Housing for seasonal workers is difficult to come by.

D. ZONING

Southwest Harbor has a mixed-use zoning ordinance. When it was enacted in 1988, the feeling was that the Town should not encumber home occupations, the entrepreneurial spirit and potential new business startups. This was in keeping with traditional development patterns. Still, the ordinance rendered much of the properties and uses non-conforming. Development pressure, such as it is, is moving toward residential and second home development. There are few performance standards regulating commercial and industrial uses, but nor is there much prospect of commercial and industrial expansion.

E. PUBLIC FACILITIES

During the following planning period capital improvements to public facilities will be focused on repairing existing services rather than expansion. Roads and sidewalks, water and sewer delivery and storm water run-off will be upgraded. Retailers have long requested installation of decent, handicapped accessible, year round public toilets in the downtown. The latter would be most needed during the tourist season, which has expanded in recent years.

*** THE LOCAL ECONOMY: THE WAGE-INCOME DISPARITY**

One of the challenges Hancock County faces is that it is difficult for many towns to qualify for many grants since our income levels are too high. At the same time our wages are low. In 2007, the Maine Department of Labor reported that the average annual wage in Hancock County was \$31,410, which is less than the livable wage. According to the Department of Labor, a two-person (one adult and one child) household in 2008 required an annual salary of \$35,226 for a livable wage. Why are our incomes so high if we have so many low paying jobs? A July 2009 report from the Maine Department of Labor indicates that 22.55 percent of household income in Hancock County is derived from

interest, dividends and rent and only 58.5 percent from wages. (The remaining income is from transfer payments such as social security). By contrast, the statewide proportions of income derived from interest, dividends and rents and from wages are 14.9 percent

and 65 percent respectively. The high rate of unearned income is due in large part to the immigration of relatively well-off retirees who are not dependent on locally based jobs for their income. Those who are dependent on local wages for their income, primarily those of working age, have lower incomes.

- Hancock County Planning Commission, Winter 2009 Newsletter.

Appendix 3. HOUSING

Southwest Harbor housing is a complicated mix ranging from old (nineteenth century) to new (since 1980), year-round and seasonal residences that are sprinkled along the major roads, partly clustered on Clark Point and near the village center, partly growing in newer subdivisions. Two-thirds of households own their homes (MSHA 2008). Most (72%) live in single-family houses or mobile homes (7.4%) (US census 2000). In 2008 there were 952 year-round households. (MSHA) Since population projections show Southwest Harbor getting a bit smaller with an ageing population, it doesn't appear that additional housing units will be needed for the year-round population. At this point, it appears that there will be continued demand for seasonal residences and tourist accommodations, although we don't know of any projections about this aspect of local housing. It is very difficult to quantify what type of housing and how much might be needed to maintain a vigorous year-round community. An important question is what type of housing is needed for our future workforce and for the young families we hope to encourage to live here.

Getting a clear picture of the housing situation and housing needs in Southwest Harbor is complicated by several factors. One important factor in costs is the number of seasonal residences, most of which, if sold, sell for prices that average substantially higher than year-round homes. A second difficulty is that of getting reliable data that are comparable. (For example, the US census and the MSHA show quite different data on median family/household income for 1999; it is difficult to know which to use in comparisons.) Thirdly, many residents own their homes and have lived here a long time. A blind application of state data on affordability would suggest that almost everybody who lives here can't afford to, yet they are and hope to continue to do so. Many people in SWH are self-employed and it is possible that self-employment income is under-reported. The key question is not whether those living here could afford to buy their homes now, but whether they will be able to stay in their homes because of rising assessments and taxes as our population ages, living increasingly on fixed incomes, and supporting municipal services on a residential tax base. Additionally, state criteria and averages for vouchers and housing assistance do not take into account the fact that the opportunity to make higher rental income through summer rentals tends to decrease the amount of year-round rental housing that qualifies for assistance on MDI. Changes in the economy and the housing market also make it very difficult to make accurate projections at this time.

Difficulties aside, what is the general picture? Most households live in single-family houses that they own. Mobile homes are allowed anywhere in town where they meet standards for other housing, and they are dispersed. During the last decade or so, there has been an influx of new residents who are choosing to live here, often retired, usually those who have come to know the area by visiting as summer residents or vacationers. After selling a home elsewhere, they can often outbid a local resident for year-round housing; this also contributes to a rise in home costs. In addition, summer residents are choosing to come earlier in the spring and stay later in the fall.

About one third of our residents live in rental housing. Most of the rental housing in town is seasonal, and not available to year-round residents except between October 15 and June 1. In 2007, renters included 98 families and 49 seniors, while the town had 21 and 68 units,

respectively, of partially subsidized rental housing with income qualifications. Although there clearly is additional rental housing, it is not necessarily affordable to families who need it, and there is a notable lack of rental housing of a quality that is likely to appeal to professional workers.

Southwest Harbor has three groups of subsidized apartments. The current need for affordable apartments for the elderly appears to be met by Ridge Apartments with 32 units and Norwood Cove with 18 units. These apartments are subsidized by HUD (Federal funds). Some additional assisted living housing and adult day care for adults still living at home with caregivers who work all day will undoubtedly be needed in the region as our population ages. This housing need will probably be met regionally (in other towns on the island, as well as within a 50 mile radius). The new community health center includes an elder day care center.

Beech Cliff has 21 apartments for families and others of which 9 family units are subsidized by the Rural Development Authority. According to data from the state, there is an unmet need for subsidized housing for families in our town. The problem here is that, where state or federal funds for vouchers are available, rental apartments in Southwest Harbor (and on MDI in general) are either not available for a year lease (because of summer season rentals) or the rents in our local (MDI) market exceed the state's guidelines for fair market rent.

Affordability has often been discussed, but it's hard to come to reliable conclusions. According to the SPO data, the income needed to afford a home at the median price is about 2.5 times the actual median income of year-round residents. Housing prices are pushed upwards by competition from retirees from away who can afford to buy homes that are not affordable to locally employed families. This appears to be a more important trend than the conversion of seasonal homes to year-round use. There is no apparent demand for more affordable year-round rental housing. (This may be deceptive in a market where most of the rentals are seasonal and relatively expensive.) There appears to be a lack of rental housing that is desirable (and affordable) for young professional or entrepreneurial families.

Since the median home price is inflated by higher-end summer homes, the numbers provided by the SPO showing that 61% of our residents are unable to afford to live here (using the criterion that affordability means spending 28% or less of household income on mortgage, taxes and insurance) obscure the fact that people do live here, in houses that are valued at much less because they bought them years or decades ago. More worrisome in terms of housing affordability is that median household income in SWH has decreased between 2000 and 2008, while increasing in Hancock County and in the state. Unemployment in SWH has risen in the same time period to 6.2% (2007) compared to 3.6% in the Hancock county area and 4.7% in the state. Both these trends are likely related to the loss of two boat building firms that moved to Trenton soon after 2000. If there isn't enough good employment in town or nearby, workers, and especially young families starting out, may not choose to live here even if there is "affordable" housing. Substandard housing is not an issue in SWH.

Understanding the extent to which more affordable workforce housing is needed for our future workforce (where the job market is not growing) and how to attract young families with school-age children to keep a viable year-round community are important issues for this town. Many people in our current workforce live elsewhere and are unlikely to move to Southwest Harbor if more affordable housing were to be developed, so the real question is how affordable workforce housing might affect

the future size and nature of our population. As a town, we have not yet explored “non-traditional” approaches to more affordable housing. Most housing here consists of single-family residences on lots of 0.5 to 1.0 acres (with smaller lots in the center of town). We have not seriously considered encouraging smaller lot sizes, multi-family housing, or condominiums for year-round residents. The existing Land Use Ordinance neither encourages nor discourages the development of affordable housing.

Both the Island Housing Trust and the MDI Housing Authority are taking regional initiatives to increase the amount of workforce housing on MDI. Their economic approaches have been different, and with the current economic downturn it is hard to predict how successful they will be. Certainly people who work in SWH could live in these developments, and the town could cooperate with the Island Housing Trust to acquire workforce housing in SWH by converting appropriate existing housing stock that comes on the market to long-term affordability through covenants.

Table 3.1 Factors in Housing Affordability

	# Households	2000 Median family income (b)	2008 Median family income (c)	2007 Median home price (a)	2008 Home owner- ship(c)	2007 (c) Unemployment
Southwest Harbor	966 a	\$50,000	\$43,962	\$ 337,500 d	66%	6.20%
Hancock County	21, 864 b	\$43,216	\$47,849	\$196,500	76%	5.60%
Maine	518,200 b	\$45,179	\$46, 419	\$185,900	72%	4.70%

NOTES:

- a) SPO data to town
- b) 2000 US census
- c) Maine State Housing Authority
- d) 2008 median home price \$170,650 (MSHA) shows market change, few sales, implications not clear

Table 3.2 Owner- and Renter-Occupied Housing – 2000 and projections (3)

	July 2000 (1)	July 2005 (2)	July 2010 (2)	July 2015 (2)
Owner occupied or for sale	594	617	643	677
Renter occupied or for rent	337	347	357	367
Total units occupied/for sale or rent	931	964	1000	1044

Notes: (1) US Census 2000; (2) Maine SPO projections from US Census 2000; (3) source: Maine SPO

Table 3.3 Households Unable to Afford Median Home

<u>Location</u>	Percent of	Number of
	Households Unable to Afford	Households Unable to Afford
	<u>Median Home Price</u>	<u>Median Home Price</u>
Southwest Harbor	83.9%	810
Ellsworth, ME LMA Housing Market	67.9%	16,340
Hancock County	67.8%	16,267
Maine	65.8%	369,172
Congressional District 2	58.4%	162,231

Table 3.4 Renter Households That Can't Afford the Average 2 Bedroom Rent

<u>Location</u>	<u>% Households</u>	<u># Households</u>	<u>Average 2 BR</u>	<u>Income Needed</u>
	<u>Unable</u>	<u>Unable</u>		
	<u>to Afford</u>	<u>to Afford</u>		
	<u>Average</u>	<u>Average</u>	<u>Rent</u>	<u>Average 2 BR Rent</u>
	<u>2BR Rent</u>	<u>2BR Rent</u>		
Southwest Harbor	59.7%	197	\$814	\$32,544
Hancock County	59.3%	3,449	\$856	\$34,244
Ellsworth, ME LMA Housing Mkt.	59.0%	3,431	\$848	\$33,902
Maine	57.7%	90,160	\$842	\$33,678
Congressional District 2	57.5%	43,643	\$747	\$29,862

Table 3.5 Population and Projections for SW Harbor:

www.maine.gov/spo/economics/projections/index.htm

Year	1990	1995	2000	2005	2010	2015	2020	2025	2030
Pop.	1967	2077	1969	1983	1979	1956	1914	1851	1778

Table 3.6 ESTIMATED UNITED STATES CENSUS BUREAU POPULATIONS AND PROJECTIONS FOR HANCOCK COUNTY

AGE	1990	1995	2000 %	2005	2010 %	2015	2020	2025	2030 %
0-4 YRS	3,234	2,853	2,496 4.8	2,493	2,574 4.6	2,631	2,552	2,389	2,262 3.1
5-9 YRS	3,362	3,476	3,030 5.8	2,573	2,557 4.6	2,637	2,697	2,620	2,455 4.2
10-14 YRS	2,904	3,474	3,682 7.1	3,123	2,652 4.9	2,624	2,704	2,765	2,690 4.7
15-19 YRS	3,051	3,256	3,546 6.8	3,720	3,169 5.7	2,691	2,656	2,732	2,795 4.7
20-24 YRS	2,933	2,806	2,601 5.0	3,442	3,588 6.5	3,045	2,586	2,565	2,636 4.5
25-29 YRS	3,486	2,857	2,634 5.1	2,598	3,434 6.2	3,578	3,029	2,575	2,554 4.3
30-34 YRS	3,918	3,725	3,173 6.1	2,828	2,768 5.0	3,596	3,790	3,255	2,769 4.7
35-39 YRS	3,927	4,262	4,028 7.8	3,445	3,060 5.5	2,972	3,789	4,040	3,524 6.0
40-44 YRS	3,730	4,154	4,368 8.4	4,366	3,788 6.8	3,357	3,233	4,032	4,349 7.4
Sub totals			28,588 56.9		27,131 49.8				26,034 44.3
45-49 YRS	2,691	3,778	4,349 8.4	4,561	4,571 8.3	4,000	3,542	3,394	4,176 7.1
50-54 YRS	2,248	2,969	4,174 8.0	4,542	4,775 8.6	4,800	4,242	3,755	3,578 6.1
55-59 YRS	2,177	2,420	3,132 6.0	4,237	4,660 8.4	4,911	4,950	4,410	3,906 6.6
60-64 YRS	2,341	2,305	2,357 4.5	3,182	4,304 7.8	4,798	5,077	5,136	4,626 7.9
65-69 YRS	2,071	2,201	2,276 4.4	2,126	2,896 5.2	3,916	4,349	4,596	4,644 7.9
70-74 YRS	1,793	2,035	2,162 4.2	2,075	1,939 3.5	2,626	3,549	3,955	4,183 7.1
75-79 YRS	1,403	1,467	1,606 3.1	1,948	1,902 3.4	1,782	2,348	3,168	3,576 6.1
80-84 YRS	1,017	1,094	1,181 2.3	1,230	1,483 2.7	1,459	1,368	1,779	2,396 4.1
80 YRS and older	874	983	1,074 2.1	1,171	1,261 2.3	1,451	1,543	1,549	1,773 3.0
Sub totals			22,311 43.0		27,791 50.2				32,858 55.9
Totals	47,160	50,115	51,869	53,660	55,380	56,873	58,006	58,717	58,891

Appendix 4. HISTORIC & ARCHAEOLOGICAL RESOURCES.

Pre-History. Native people have been coming to the coast in Southwest Harbor for centuries. The latest inventory in 1989 recorded six prehistoric sites. All are Indian shell middens located in the coastal zone, including the most important one on Fernald Point, which was excavated in 1976 for the National Park Service (which holds the collection). It is listed on the National Register of Historic Places. Much of the shoreline of Southwest Harbor is designated as potentially having archaeological resources, but surveys are very incomplete and there is currently no protection for these areas beyond the Shoreland Zoning requirement of a 75-foot setback from the high water mark for any construction. The Maine Historic Preservation Commission has surveyed historical archaeological sites within Acadia National Park.

Settlement. The first attempt to settle in Southwest Harbor was by a small group of Jesuits who arrived in 1613, but they were driven out by the British within a few weeks. Governor Bernard of Boston was granted the entire island, which he came to survey in 1762-3. The land passed to his son John Bernard, and then to Thomas Russell, then to Thomas Sullivan, the administrator of Russell's estate. After the Revolution, the area's population grew substantially with the arrival of fishermen and lumbermen from Massachusetts coastal towns. William Gilley, the town's first settler, arrived in the early 1780's. Sixteen settlers who arrived prior to 1784 received grants of 100 acres each from the Bernard grant in what is now Southwest Harbor. Historic patterns of settlement can sometimes be inferred by one who is familiar with architectural styles, but settlement was rural and scattered, and subsequent development has filled in vacant areas with increasing density, leading to our pattern of mixed use. The **Growth Over Time Map** shows when different buildings were built and gives a graphic picture of early settlement patterns.

The Plantation of Mount Desert was created by the Commonwealth of Massachusetts in February, 1776. In 1789, the town of Mount Desert was established, and it included the entire island and several smaller off-shore islands. As a result of the long distances from one part of the island to another and disputes over equitable funding for public needs in the northern and eastern parts of the island, a petition was presented in Boston, and in 1796 permission was granted for the formation of the new town of Eden (which became Bar Harbor in 1918). The southern part of the island (then called Mansel, which included what are now the towns of Tremont and Southwest Harbor) separated from Mt. Desert in 1848, and changed its name to Tremont.

In February of 1905, the town of Southwest Harbor was incorporated as the result of disagreements about the need for new schools and its impact on the property tax. The first action of the town of Southwest Harbor involved the construction of a new school (now Harbor House) for use as a high school in 1908. In 1917 a two-room primary school was constructed next to the high school. After the brick Pemetic School was built in 1938, this two-room building was moved to its current location where today it houses the town offices, police station and ambulance service.

Historic Inventory and Preservation. The first summer visitors to Mount Desert Island began coming to Southwest Harbor in the 1880's and it was at this time that the early hotels were built. The Island House, no longer in existence, was the first summer hotel on Mt. Desert Island. The Claremont Hotel, built in 1883, is now on the National Register of Historic Places and continues to function as a traditional hotel for summer visitors. Local people began renting houses to summer visitors, some of whom later built houses of their own. One of these, "Raventhorp", built on Greenings Island in 1895, is also listed on the National Register. In 1987 a reconnaissance survey of 60 summer cottages (potentially historic properties) was done with a grant from the Maine Historic Preservation Commission. The 1996 Comprehensive Plan states, "The Commission suggests that SWH needs to do a comprehensive survey to identify properties that may be eligible for nomination to the Register". A more intensive survey was completed between 1997 and 2000 with another grant from the Commission. The results of these surveys are available in the Town Office and at the public library. The oldest house still extant in town was built in 1805. The survey identified a total of 48 houses that might qualify for inclusion on the National Register, and their owners were notified as to the implications of inclusion and how to proceed, but to our knowledge, no buildings have been added to the Register. Further protection is a matter for individual owners, not a municipal function.

The Mount Desert Island Historical Society and the Southwest Harbor Historical Society (formed in 2004) are interested in and actively working to, preserve historical resources, including material objects, historic photographs, and oral history. Volunteers at the Southwest Harbor Library are pursuing a project to digitize historical images both in the Library's collection and in those of local residents and to relate the images to those of the buildings in the Maine Historic Preservation surveys. Acadia National Park has preserved the Carroll homestead (1825) and its contents, and it is open to the public with tours at selected times during the summer months as well as for school groups.

Currently there are no protections for historic sites in Southwest Harbor outside of Acadia National Park except for the two buildings on the National Register. Site plans and subdivision regulations do not require a survey for historic or archaeological resources. It is not clear what structures, if any, the townspeople might consider to be worth protecting as important to the history of the community, beyond Harbor House (the original high school), which is now an active community center, and/or the original section of the public library.

See Historic, Archaeological and View Resources Map.

Appendix 5. WATER RESOURCES

To understand the water resources of Southwest Harbor, one must look at the surface water and its watersheds, and the nature of the groundwater resources.

Watersheds. SWH's northern area has a major watershed (over 1000 acres) draining into the southern end of Long Pond, the source of water for our municipal water supply. This watershed and the adjacent one that flows into the south end of Echo Lake just north of the town line are mostly within Acadia National Park, so the impact of pollutants from development does not arise.

A boundary between two major watersheds splits the town, running north/south along the Long Pond Road and Freeman Ridge; one drains east through town to the sea, the other drains into Marshall Brook and thence into Bass Harbor Marsh on the west. There is a lesser north/south watershed boundary in the southern, lower part of town, draining to the sea to the east and into the Big Heath on the west. Most of the earlier development in town was on the eastern side of these two watersheds. (source: 1996 Plan). Since 1996, development in the Marshall Brook area has occurred, affecting storm water runoff in that area.

Table 5.1 below shows the lakes and ponds in town. Three streams flow south off the mountains: Mitchell's Stream, Connor's Stream, and an unnamed stream toward Norwood Cove. Several streams drain off Freeman Ridge eastward, off Hio Hill through Manset, and toward Buttermilk Brook and Marshall Brook into the Bass Harbor Marsh. All these streams pass through developed areas and receive surface water on their way to the sea.

Groundwater. In Southwest Harbor, the well water upon which one fourth our residents depend for drinking water is contained in fractures in the granite bedrock. It is difficult, if not impossible, to map the extent of these water sources and their recharge areas. There is no recorded well history in town, although the DEP did begin to collect some information from well drillers in the late 1980's. Well depths range from more than 500 feet to less than 50 feet, and yields range from 1gpm to almost 100gpm. Withdrawals vary considerably, from those for household domestic use to public water supplies for restaurants and campgrounds to a drinking water bottling company. Approximately 60 well locations have been documented by the Maine Geological Survey, including both private wells and those classified by the state as public water supplies (privately owned, but supplying water to the public, including Top of the Hill, Smuggler's Den, Acadia NP at Echo Lake, Seawall Campground, and Mt. Desert Spring Water). Many wells are shown on the **Public Water Supply Map**.

Table 5.1 Surface Waters (Lakes and Ponds)

Water body	Ecol./Econ./ Rec. Values	Land Uses	Threats: Quant/Qual
Long Pond (S. end)	Drinking H2O, boating, swim.	Natl Park, some residential	Use near intake pipe; motors; invasive species
Chris' Pond	skating	residential	--
Ice Pond(s)	aquifer recharge	residential, vacant	--
Seawall Pond	Water bird habitat	Motel, natl park	septage, road, people (recreation)
Marshall Brook	Wetland/flood plain	Residential, industrial	storm run-off; septage; former dump; transfer station
Big Heath	Subarctic bog species habitat	Natl park	--

Drinking water protection.

In the responses to the survey sent to residents in January, 2007, the following statement from the 1996 Comprehensive Plan ranked #2 in importance on a list of issues and concerns: "Continue to protect our sources of drinking water for all inhabitants of our town". Both the Long Pond watershed and our aquifers of limited and unknown capacity were important considerations. Comments in our August, 2009, survey also indicated a need for better education about how residents' actions can more effectively protect water quality. A local water quality advocacy group has recently been disbanded for lack of support, and there are no other local or regional groups that are obvious partners in this education effort.

About 73% of the town's households are connected to the municipal water system. Because the water is drawn from a lake with multiple uses (residential with septic tanks, motor boating, swimming, etc) under three jurisdictions (towns of Mt. Desert and Southwest Harbor, Acadia NP), the town has not been able to restrict use and manage its supply as the other island towns have, without needing filtration. As a result, the Town built a new filtration plant 1998 and has been working for the last several years to comply with EPA drinking water standards as requirements have increased. The major problem appears to be a result of the treatment process, rather than the quality of the

water coming in. The Town is currently working to comply with a consent agreement by removing excessive chlorine by-products at the water filtration plant and in the water delivery system. The next phase of the consent agreement will be completed by 2012. Recent testing has identified no other issues. From the filtration plant, water is treated (with chlorine) and pumped to two storage tanks (300,000 gal. and 1,000,000 gal.) on Freeman Ridge, whence it is gravity fed through delivery and service pipes from Carroll's Hill to Seawall. An additional 10,000 gal. tank is located on Fernald Point for seasonal users. The town has recently extended the intake pipe into deeper water beyond the boat launching ramp at the southern end of Long Pond. The delivery system is ageing rapidly and needs upgrading; an inventory and feasibility study is included in the town's Capital Improvement Plan. No public water system expansion is expected during the planning period. (See **Public Water Supply Map**.)

Our public surface water supply (Long Pond) is probably adequately protected. In our August 2009 survey, respondents indicated concerns about protection of groundwater where there are septic systems (serving about half the town's residents) although there have been no recent known cases of contamination. There are some concerns about the depletion of groundwater from commercial water extraction, as the extent of the aquifer and the location and extent of recharge areas are unknown. Several respondents indicated a need for more citizen education about water resource protection.

Local road construction practices generally protect water resources adequately, although the increase in private roads, which are not held to the same standards as town roads, may be cause for concern. Two recent 100-year rain events within 6 months have increased concerns about storm water run-off, and the town is moving to improve storm water management through standards in local ordinances and their enforcement. There are no specific known sources of point or non-point pollution to drinking water supplies. There are currently no active local advocacy groups for water resource protection.

Floodplains are a very minor part of our geography. The Marshall Brook floodplain shows signs of stress from development activities, as water quality in the associated wetland has been degraded and increased flooding occurs after storms where the brook crosses Seal Cove Road. The town participates in the National Flood Insurance Program. The ordinance is up-to-date and enforced. Forested wetlands, of which there are several, may be important in recharging our groundwater. The town provides literature and posts Long Pond for protection against invasive species.

Water pollution.

The municipal sewage system discharges into the harbor; except when there is storm run-off, the discharge meets quality standards. The outflow is monitored periodically by the state. Pollution discharge happens mainly when there is a large rainfall in a short time period and the storm sewers drain water through the system. Improvements to stormwater management have reduced stormwater infiltration into the sewer pipes and reduced the number of overflows at the sewer plant to around five per year. The town is

working to improve further its handling of storm run-off and prevent it from getting into the sewer system. There are about 5 grandfathered residential direct overboard discharges into the ocean. These are monitored by the state and only end when a significant change is made to the property; the town has no control over these. The recent upgrade to the sewage system at the ANP Seawall Campground has reduced pollution from that source. Run-off from the local golf course has not been tested; improperly applied fertilizer can have a negative impact on eelgrass beds and habitat for young fish. Coastal water quality recently improved to allow the re-opening of the Fernald Cove clam flats to recreational clamming. See the **Sewer System Map**, which includes overboard discharges.

Water quality in Bass Harbor Marsh is not monitored regularly, and there is some concern about pollution from nearby septic systems, construction activities along its edge, and development in the Marshall Brook area, which drains into the upper reaches of the Marsh. The former town dump (now closed) is also in the Marshall Brook drainage, and testing in wells to monitor potential leakage was discontinued some time ago when no contaminated runoff was found. This plan has a recommendation, carried over from the 1996 Plan, to begin monitoring water quality at Marshall Brook and in the Bass Harbor Marsh.

Town ordinances and practices are in compliance with the Maine Stormwater Management Law Title 38, 420D. The LUO and Road Ordinances require Maine Erosion and Sedimentation Control best management practices, and additional levels of phosphorus are allowed only by DEP permit, which must be presented to the town. The town's adoption of the plumbing code and LUO provide for inspection of subsurface waste water disposal systems by licensed site evaluators under the Maine Pollution Discharge Elimination System Stormwater Program. Our flood plain management ordinance complies with state and federal standards. To prevent future flooding events in the Marshall Brook area, both the east and west branches of the brook crossing the Seal Cove Road need to be upgraded as recommended under Issue #11 in Chapter 5. Maintenance of private roads with 100-500 cubic yards of fill, or construction of a driveway longer than 250 feet or requiring more than 500 cubic yards of fill, require a permit and require meeting best management practices for erosion control, sedimentation and stormwater management. Our LUO also requires the town to report to DEP any activities that may affect water quality standards.

Appendix 6. CRITICAL NATURAL RESOURCES

Critical Natural Resources, definition and locations. Critical Natural Resources consist of habitats that support important plant and animal species, such as freshwater wetlands, riparian (stream) habitats, salt marsh, forested wetlands, and forests. They include large habitat blocks, places where rare plants live, where waterfowl and wading birds feed or nest, seabird nesting areas, and winter deeryards. Some of these areas are important in protecting sources of drinking water and water quality. (In addition to the town water supply at Long Pond, these would include several wells designated as "public water supplies" in town at facilities such as campgrounds.) In SWH, many of these areas are wetlands that absorb rainwater and release it slowly, protecting against storm water run-off.

In studying the maps that are provided by the state, nearly all these critical habitat areas in Southwest Harbor fall within Acadia National Park. Two exceptions are a forested deer wintering area between the south end of Freeman Ridge Road and Route 102 on both sides of the ridge, and a state-designated high-value wet-forest habitat area between the Hio Road and Route 102A in Seawall for 91 "trust" species important to the Gulf of Maine watershed. Both of these areas are part of large habitat blocks identified by Beginning with Habitat and are shown on the **Future Land Use Map**. The Bass Harbor Marsh and the Big Heath, both in Acadia NP, are distinctive, fragile, and ecologically valuable habitat areas.

On the other hand, most of the undeveloped part of the town outside the national park is included in a "Focus Area of Statewide Ecological Significance" map. These areas, according to the Beginning with Habitat maps which the state urges towns to use for planning purposes, "have been designated based on an usually rich convergence of rare plant and animal occurrences, high value habitat, and relatively intact natural landscapes...Focus area boundaries were drawn by MNAP [Maine Natural Areas Program] and MDIFW [Maine Dept. of Inland Fisheries and Wildlife] biologists, generally following drainage divides and/or major fragmenting features such as roads. Focus Areas are intended to draw attention to these truly special places in hopes of building awareness and garnering support for land conservation by landowners, municipalities, and local land trusts." (Our town need not feel singled out, however; nearly all the undeveloped land on MDI is included in these areas.)

Significant scenic areas and views are in large part either water views (see Table 9.4 in the Marine Resources section) or views from places in Acadia National Park. They are shown on the **Historic, Archaeological and View Resources Map**. Four view areas that need to be protected and kept open by regular trimming are on Route 102

overlooking Norwood's Cove, the end of the town ROW on North Causeway Lane, the end of the town ROW on Lawler Lane, and the pull-out on Route 102 near the Manset corner.

Management and Protection. Existing regulations and management by Acadia National Park (half the town's land area) do a good job of protecting most of the community's critical natural resources. This protection could be enhanced by incorporating a review of the top priority habitats shown on the Beginning with Habitat maps into the subdivision review and development permitting processes, with the onus on the developer to show that critical natural areas will not be harmed significantly. The town has recently restricted a salt-water pond to protect critical seabird habitat. The town has also recently revised its shoreland zoning to bring it into compliance with state guidelines. The **Development Constraints Map** shows State Critical Wetlands and Prime Agricultural Soils in addition to flood hazard areas and hydric soils.

In addition to regulatory approaches, the town could partner with the local Conservation Commission, and regional groups such as Maine Coast Heritage Trust, Maine Audubon, Friends of Acadia, and Acadia National Park to protect critical habitats, although we are not aware of any particular regional protection efforts relevant to our town at this time. Acadia NP is concerned about protecting the water quality and integrity of the Bass Harbor Marsh, although water quality monitoring, when it occurs, is sporadic. It is probably unrealistic to expect the town or any other organization to purchase easements of property to protect the two critical habitat areas mentioned above. Protecting critical habitats enhances the experience of visitors to ANP and protects water quality and quantity for our town's residents who get their drinking water from wells. In addition, there are large areas of forested wetlands in town that are important sources of groundwater recharge, and the town might want to pay more attention to and develop a policy about cutting of vegetation and about development in these areas.

Appendix 7-8. AGRICULTURE AND FORESTRY RESOURCES

Southwest Harbor has no identified undeveloped prime farmland or land capable of supporting commercial forestry on an economically viable scale. There are no significant blocks of undeveloped prime agricultural soils, land use patterns are not affecting farm or forest lands, and clear-cutting or industrial forestry are not of local concern. The community offers no direct support to small farming or forestry.

Agriculture and forestry are of very minor economic importance because of the high land costs on Mt. Desert Island and the general unsuitability of the soil. They are also of minor importance to the rural character because of the much larger significance of Acadia National Park, which occupies half the land area of the town and is largely forested. Southwest Harbor has 11.2 acres enrolled in the state open space program and 50 acres of blueberry land (161.2 acres total in the parcel) enrolled in the state farm program. The open space land was added to the program within the last 10 years, but the blueberry land has been in the program for more than 20 years. Our town has 409 acres enrolled in the state managed forestland program. Sixteen acres were added to the program in 1996; the remaining acreage was put into the tree growth program in 1982-83. (Source: town assessor) Some individuals sell bundles of firewood (for campers) as a home occupation, but the wood is not from tree growth lands.

The Conservation Commission manages our street trees and the gardens at Charlotte Rhodes Park. There are no community vegetable gardens or forest. The weekly summer farmer's market is small and features products from the region but not from our town. Many people in town have home gardens or small orchards, but they are not enrolled in state programs. There are a few landscaping businesses that are economically viable and can be encouraged.

In short, the questions in this section are not really applicable to Southwest Harbor.

Appendix 9. MARINE RESOURCES

For most of its history, Southwest Harbor's identity has been tied to its fishing and boat building industries. With its large harbor, during the last century it was a major fishing port along the Maine coast, with a sardine cannery and an evolving fishery that relied on a changing assortment of species. During the second half of the twentieth century, the town boasted two of the leading fiberglass cruising yacht builders in the country. The economic importance of recreational boating is gradually replacing commercial maritime activities, and fishermen find it increasingly hard to make a good living from the sea.

Traditional water-dependent uses in town include lobstering, other fisheries (ground fish, sardines, scallops, urchins, etc), boat building, and boat services, storage and repair. Lobstering has increased since the 1996 plan, but the other fisheries have collapsed, in part from overfishing. The long-term viability of the two fish wharves in town and of the fishery in general is a current topic of discussion. Boat building has decreased, partly because two large builders have moved their production facilities to Trenton for financial reasons and to be closer to their labor supply. Recreational boating, with the accompanying storage, repair and services business has grown. Availability of a well-trained workforce (and of affordable housing for them) continues to be a concern for the boat building industry. There continues to be a US Coast Guard base in the harbor. Table 9.1 below summarizes Marine-Related Employment in 2006, a decade after our previous Plan.

Table 9.1 Estimates of **MARINE-RELATED EMPLOYMENT** (estimated from local interviews)

(FT= full time, PT = part time)

	1995	2006
Fishing	56 FT/ 52 PT	80 FT/ 40 PT
Fishing related	55	22 FT/ 14 PT
Boat Shops	315	160 FT / 27 PT
USCG	101	88
Other	20	34 FT/ 34 PT
TOTALS	599	499

Estimates of marine-related employment (fishing, boat building, marine services, USCG) show a decrease from about 600 full-time equivalents to about 500 full-time equivalents (as of 2006; recent economic conditions have continued the decrease in employment). The number of full-time lobstermen has increased, as has marine-related employment (charters, marine supply, day tours, etc). The overall decrease is primarily due to the fact that both the Hinckley Co. and Morris Yachts have moved their production facilities from Southwest Harbor to Trenton. Boat building is declining, while services, maintenance and brokerage are on the rise. The marine services industry could use more slips as well as more winter storage space, and they think perhaps SWH could use another marina. There were approximately 30 boat builders and marine-related businesses in 2006, and they had 138 dedicated moorings out of a total of about 700. Landlocked boat builders and yards now employ about one third of the workers in the boating industry in our town.

Fishing. Because the State's Marine Resources data set is obviously inaccurate (it only shows one commercial lobster license for SWH) we relied on interviews with local fishermen to estimate the scale of the fishery (in 2006, before the drop in the lobster market in the fall of 2008). DMR estimates for landings and sales were significantly lower than estimates based on local interviews with those in the industry. We therefore present local estimates of fish landings and marine-related activities and employment.

The Crab, Scallop, Urchin, and Groundfish catches were still significant in 1996; they have dwindled to very little, much of which is now sold directly to local retail outlets and restaurants. As one can see from Table 9.2 below, although the dollar amount of the fishery was approximately the same in 1996 and 2006, it now rests entirely on lobsters. Lobsters not eaten fresh are largely shipped to Canada for processing, and the demand fluctuates depending on the competing supply from Canadian lobstermen. The required rope replacement program has had an additional negative economic impact.

In 2006 there were 47 resident fishermen and 10 non-resident fishermen with moorings in the harbor. There were two commercial fish wharves, of which one was for sale but still in operation. About 20% of the lobster sales were to independent buyers at the Town Dock or off lobster cars in the harbor, and this has become an important issue in usage at the town docks.

The Town has a standing Shellfish Committee that has worked successfully to expand recreational clam harvesting in Southwest Harbor. Overflows of the sewer treatment plant into the harbor during dramatic storm events constitute the largest impediment to the expansion of clam harvesting. Southwest Harbor does not participate in any regional fish resources management programs. Lobster landings remain strong and there are no known conflicts between communities over the management of this resource.

Table 9.2 FISH LANDINGS – estimated from interviews with people in the industry

	1995 LBS.	1995 \$ Sales	2006 LBS.	2006 \$ Sales
Lobsters	818,000	\$3,050,000	2,250,000	\$9,126,000
Crabs	500,000	\$ 630,000	50,620	\$ 20,017
Scallops	850,000	\$3,650,000	--	minor
Urchins	1,400,000	\$1,340,000	--	very minor
Ground fish	170,000	\$ 300,000	--	very minor
Clams	900 bu	\$ 90,000	no commercial clam flats	
Shrimp	75,000	\$ 75,000	--	?
Bait	7800 bu	\$ 50,700	?	?
<hr/>				
TOTAL SALES	3,813,000 lbs	\$9,185,700	2,300,000lbs	\$9,146,107

Around the harbor there are three different zones that seek to protect water dependent uses while acknowledging the historic residential settlement patterns. The zoning ordinance, first passed in 1988 rendered much of the properties and uses around the harbor non-conforming making planning review for development occasionally confusing. Southwest Harbor's only shoreland neighbor is Acadia National Park which, does not usually have any issues with the way the Town manages its coastal land. Nearby Tremont like SW Harbor has the State's only mixed use zoning ordinance and while less intensely developed than Southwest Harbor, experiences similar issues which it handles in similar ways. Also nearby is Northeast Harbor with a very different land and harbor management style and ordinance, but there are no known management conflicts between the towns.

Coastal land use in Southwest Harbor falls into four main categories: facilities related to commercial fishing (two commercial docks, two of three town docks, and related services); boat yards (building and/or maintenance) and boat services; private homes (often seasonal); and Acadia National Park. The local zoning ordinance specifies permitted or prohibited activities in each zone, although many parcels are grandfathered with uses pre-dating the zoning ordinance. In addition, Southwest Harbor is one of only two towns in the state to have multi-use zones as a major feature of the zoning ordinance. See the **Zoning Map**.

Shoreland within our harbor includes four zones: Commercial Fishery/Maritime Activities (on the north side of the harbor); Maritime Activities (other than fishing, on the south side of the harbor); Harbor (at the head of the harbor and along the south side); and Zone A, a mixed use zone near the center of town on a very shallow part of the harbor. The LUO has restricted additional residential growth in the first two zones, although there are many grandfathered lots in our town's tradition of mixed use. Multi-family residential development and new hotels or motels are also restricted in all zones around the harbor. Recent discussions about zoning around the harbor suggest that perhaps more small B&B's could be allowed in the Harbor Zone without adversely affecting the character of the zone.

The rest of the town's seacoast is in the Shoreland Residential Zone or in Acadia National Park (our Resource Protection zone).

Two commercial fishing wharves (neither registered under the Working Waterfront Act) share the **Commercial Fishing zone** with two town docks (one used primarily by fishermen and slated for repairs in the very near future, the other used by a local ferry and others), the Coast Guard base, a boatyard, two piers providing marine services to the local area, including the off islands, and a marine supply store. (Several independent fishermen also unload and sell their catch at the third town dock on the other - south - side of the harbor.) This area is also home to our award-winning Community Sailing Program and our very successful MDI high school sailing team. This program was in its infancy ten years ago and has played a major role in getting our children and young people on the water in their own harbor.

In the **Maritime Activity zone**, we find the third town dock (mentioned above), a large boatyard, a ship store, and two boat rental businesses, as well as many year-round and seasonal residences. It is worth noting that only two of the town's nine boat shops and boat storage facilities are on the harbor. The rest (employing about a third of the town's boat building workforce) are inland and rely on the launching ramp at the Manset town dock to put boats in the water. The town recently classified all the boat building yards as Pine Tree Zone areas, conferring some incentives for creating new jobs, although several yard owners were unaware of this. We also note that the only zones that permit commercial boat storage within structures (except for those grandfathered by the act) are inland in zones B and C. If recreational boating continues to grow in the harbor, landlocked storage will likely put increased demands on the town launching ramp at the Manset town dock and trucking boats through town will increase local transportation concerns, especially through the town center.

The town's only marina is not located in either of these zones, but near the head of the harbor in the **Harbor zone**. On the same wharf are a sail-maker, a marine supply store, and a yacht charter business. Most of the Harbor zone is residential in nature.

Water-dependent uses and tourism are the main economic forces in town. Commercial water-dependent uses have declined somewhat while recreational use (and demand for more moorings) has increased. The current zoning ordinance has limited the number and nature of any land use conversions, and the balance between residential and commercial, or marine-related and residential, is not noticeably different from 1996. The residents and visitors still see access to the harbor and the islands beyond as an important attraction.

Facilities for coastal access: In the harbor, the public has access to the water at the **three town docks**, although parking and space for dinghy tie-up are limited. Repairs and an extension to the Lower Town Dock and its launching ramp were approved by the 2008 town meeting, are now underway, and are partially funded by a state grant. Inadequate parking is a particular issue at this dock. Parking and access for residents of the Cranberry Islands has improved in recent years with the purchase of a parking area near the Manset town dock where the ferry calls. Parking is adequate at the Upper Town Dock, and usually adequate (with the adjacent leased Hook property) at the Manset Town Dock. The Town leases, but does not own, land adjacent to the Manset Town Dock, and the dock could not meet current needs without this adjacent property. There is considerable interest in having the town make a concerted effort to acquire this parcel. (See Transportation Map for the location of the town docks.)

Marine facilities also include: Marine railways at Stanley Boats and Southwest Boat; 2 Travel Lifts at Hinckleys and 1 at Manset Yacht Sales; Launching ramps at Lower Town Dock (too steep for general use) and Manset Town Dock. A Marina with 146 berths offers fuel, ice, water, and a pump-out facility for boat sewage, and easy walking access to town. Fuel, ice and water are also available at SW Lobster, Beal's wharf, and Hinckley's. Marina usage has grown, particularly from visiting yachts. The marina has a sewage pump-out facility but usage is not proportional to the boating traffic in the harbor.

Harbor Management. The town has a Harbor Ordinance, enforced by a Harbormaster, that regulates moorings, channels, speed limits, fees, the Manset launching ramp, usage at town docks, etc. The ordinance was recently revised and the revisions accepted by the 2009 town meeting. Certain mooring areas are set aside for fishermen and boat yard use (fishermen have priority), and there is a waiting list for residents and non-residents to obtain moorings for pleasure craft. It is likely that the harbor's capacity could be increased with a new mooring plan. The Town is moving in the direction of better harbor management and increasing user fees to help cover its costs. The number of moorings in the harbor has increased from 633 in 1996 to about 700 in 2006. People in the boating industry predict that recreational boating is likely to continue to grow, as is the demand for moorings for both residents and non-residents. It is possible that dredging will be needed in part of the harbor towards the end of the 10-year planning period; this

will require cooperation with the Army Corps of Engineers, the DEP, and some funding assistance.

Shore and near-coastal land use is influenced by both regulatory provisions and non-regulatory factors.

Current regulatory provisions influencing land use patterns include:

National park lands and regulations;

State shoreland zoning. Working Waterfront law (and its tax incentives) does not currently apply to any properties in town. Boat building shops have all been designated Pine Tree Zones (but only one seems to be taking advantage of its provisions).

Local zoning ordinances (Commercial fishing, Marine Activities, Harbor zones), many grandfathered lots; harbor ordinance (mooring, town dock use, launching ramps).

Non-regulatory factors influencing shore and near-coast land use include:

Assessed valuation and tax burden of waterfront property

Large fraction of town's coast is in the national park

Economy partially based on seasonal residents and tourists

Competition between lobster buyers at wharves and independent truckers

Increased inland boat storage, requiring trucking to launching ramp

Pollution of clam flats in the inner harbor has not changed appreciably in the last decade, nor is it likely to because of the (treated) outflow from the town sewage treatment plant. Clam flats in Fernald Cove have recently been opened to recreational clamming, however. The State tests the water quality from the sewer treatment plant outflow weekly or monthly, depending on the season; the only time it does not meet standards is after a very heavy rain, due to storm water infiltration. The Town is actively working to reduce storm water run-off and infiltration into the sewer system. As mentioned in the Marine Resources section, there are still a few grandfathered overboard discharges and a golf course that are potential sources of some pollution. There are also some concerns about possible pollution in Bass Harbor Marsh; a cooperative effort between our town Tremont and Acadia NP could follow up with water quality testing.

Largely because of Acadia NP there are many public access points to the shore. Additional viewpoints are the result of both public and private land; a few will need periodic maintenance (cutting) in order to continue to provide views. See Table 9.4 below for a list of access and view points. The viewpoints are also shown on the Historic, Archaeological and View Resources Map.

Table 9.3 Water-dependent /Marine-related Activities and Facilities

Facility	Zone*	Uses
Marina	H	berths, fuel, water, pump-out
Fish Wharf Beal	CF/MA	buy fish; sell bait, fuel, water, ice, etc; charter boat tie-up
Harper	CF/MA	buy fish; sell bait, etc
US Coast Guard	CF/MA	search & rescue, maintain aids to navigation
Town Docks Lower	CF/MA	fishermen's access, launching ramp
Upper	CF/MA	recreational access, ferry stop
Manset	MA	fishermen's access, land-locked boatyard access, recreational boating access, launching ramp
Travel Lifts Hinckley (2)	MA	haul/launch, fuel, ice, water, etc.
Manset YS	MA	haul/launch
Other		
SW Boat	CF/MA	transport materials to outer islands (barges), marine railway, community sailing program
Cranberry Ferry	MA	passenger transport to Cranberry Isles
Stanley Boats	CF/MA	marine railway

* H=Harbor, CF= Commercial fisheries, MA = Marine Activities. See **Zoning Map**.

Table 9.4 Other Public Access points and Viewpoints:

Public Access points	Viewpoints only
<p>a. Beach at Valley Cove, ANP. Foot access from parking area.</p> <p>b. Trail and beach at Wonderland, ANP. Foot access from parking area.</p> <p>c. Trail and beach, rocky shore at Ship Harbor, ANP (toilet). Foot access from parking area.</p> <p>d. Beach and picnic area at Seawall, ANP. Access by car and on foot.</p> <p>e. Town right-of-way down Cable Crossing Road, beach access. Parking very limited.</p> <p>f. Town right-of-way down North Causeway Lane, no parking, no turn around. Getting overgrown, needs to be kept open.</p> <p>g. Town right-of-way at end of Lawler Lane, does not appear to be an access, overgrown, needs to be kept open.</p>	<p>Over or abutting Private Land:</p> <p>a. from causeway at head of Fernald Cove (near ANP Valley Cove parking);</p> <p>b. head of Clark Cove;</p> <p>c. overlooking Norwood Cove just south of Fernald Point Road on 102;</p> <p>d. Charlotte Rhodes Park (overlooks Norwood Cove);</p> <p>e. overlook at pullout near Manset Corner on Route 102;</p> <p>f. field just north of Cable Crossing Road.</p> <p>Partially Private: North and South Causeway Lanes and the causeway connecting them (on foot from each end)</p> <p>Public:</p> <p>a. Valley Cove</p> <p>b. Wonderland</p> <p>c. Ship Harbor</p> <p>d. Seawall</p> <p>e. Cable Crossing Road</p>

Appendix 10. Recreation

A. RECREATIONAL ACTIVITIES

Southwest Harbor along with all of Mt. Desert Island and Acadia National Park is a destination for summer tourists who enjoy outdoor recreational activities. Residents also take advantage of easy Park access to exercise and enjoy the outdoors year round. Both fresh and saltwater activities include sailing, power boating, canoeing, kayaking, rowing, fishing windsurfing, swimming, ice fishing and boating and ice skating.

On land people go walking, hiking, bicycling, rock climbing, picnicking, camping, bird watching, berry picking, cross country skiing, snowmobiling, and sledding. During the five-month tourist season there are many private businesses supporting these activities plus offering sightseeing excursions and tours on water and land. Amongst this variety of services is something suitable for all ages and activity levels.

Organized group activities and the community fitness programs offered at Harbor House include: tennis, golf, soccer, baseball, softball, basketball, weight room, paddle tennis, croquet, aerobics, yoga, dance, and kickboxing.

The community has ample indoor facilities, outdoor fields, open space, trails, and water access (lake and ocean) to handle future growth and changes in the recreational needs of the local population.

B. PRIVATE AND PUBLIC RECREATIONAL PROGRAMS

Harbor House:

Harbor House, administered by a private, non-profit organization with some municipal financial support, leases a community building in the center of town and owns a separate 1.8-acre property with a childcare center and tennis courts adjacent to the elementary school's outdoor playing field. Harbor House is a community center that serves year round and summer residents of Southwest Harbor as well as users from neighboring towns. Harbor House has grown substantially in the past years, now offering 60 sports/fitness and youth focused classes and activities. The programs offered include health and fitness classes, a Children's Center providing child care for 120 children from age 30 months through 5th grade, the Youth Underground that provides a safe hang out for local children and teenagers, Camp Harbor House that offers summer programs for children, and the Great Harbor House Shootout (a basketball tournament with 66 teams coming from all over Maine).

As the town's population ages and shrinks, Harbor House is making accommodations to adapt by offering programs specifically designed for retirees. The town does not anticipate a need to expand facilities though program priorities will shift somewhat.

MDI Community Sailing Center (MDI CSC):

The MDI CSC is located at the end of Clark Point Road in Southwest Harbor, where it offers sailing classes to children and adults. The MDI CSC has grown substantially since 1996 when it served less than 50 youths. In 2008 the sailing program served 63 youth during the summer months, 30 high school-aged youth in the spring and 9 high school-aged youth in the fall. Twenty-one adults were also participants in MDI CSC in 2008. The Center is planning on expanding its sailing program to accommodate continued growth in participation.

Causeway Club:

The Causeway Club is a private country club that was founded in 1916. The country club sits on 35 acres located on the north shore of Norwood Cove. It provides a nine-hole golf course (open to the public), (clay) tennis courts, and a (saltwater) swimming pool. The grounds are used for sledding in the winter.

Campgrounds:

There are two campgrounds located within the town of Southwest Harbor. The Seawall Campground is run by the park service and is located at the entrance to the Seawall area of Acadia National Park. There is a picnic area with fire pits and tables across the road on a large, rocky coastline. There is a private campground, Smuggler's Den, adjacent to the National Park. Smuggler's Den has a swimming pool and private trails accessing those in the Park that are used by the general public.

C. ACCESS TO OPEN SPACE AND WATER.

Fields: Pemetic School has 4.5 acres of open space that consists of playgrounds, sports fields and basketball courts. These play areas located in the center of town are used throughout the year by residents and tourists.

Bicycle Ways: One continued area of concern in Southwest Harbor is the lack of bike lanes. An emergency room nurse reported to the writer that 1 to 2 people die a year from bike accidents on MDI. As environmental issues become more pressing (global warming) and gas prices rise, the need for safe places to ride a bike recreationally and for commuting will only increase. MDI Tomorrow's MDI Bicycle Plan includes recommendations for the creation of bike lanes in Southwest Harbor. The implementation of this plan will be important to accommodate the needs of current and future cyclists.

Parks and Gardens: The Charlotte Rhoades Park and Butterfly Garden sits on one acre of land adjacent to Norwood's Cove, with gardens, lawns and a swing set. The gardens and plants are maintained by volunteers and the Public Works Dept. does the mowing. The Village Green in the center of town consists of a recently landscaped park with seating and a memorial to local veterans. An annual Memorial Day service is held each year at the Park. The town installs a Christmas tree there in winter.

Fresh water: The southern end of Long Pond is the only lake within the boundaries of Southwest Harbor. Swimming is not allowed at the south end of the lake because it is the Town's drinking water supply. Long Pond is stocked with trout for both summer and winter ice fishing. Chris's Pond, which is owned by the town and was given a conservation easement through The Maine Coast Heritage Trust in order to protect the pond "in perpetuity," once an ice harvesting pond, is now used in winter for skating. The Pond is maintained by volunteers, who groom the ice and who have built a shelter for skaters to rest.

Ocean: The ocean is accessible to the public from many points including Valley Cove, Fernald Cove, North Causeway Lane, Cable Crossing, Acadia National Park (Seawall, Wonderland and Ship Harbor), and Lawler Lane out to Little Island in the eastern reaches of the Harbor. There are three Town docks. Access to the ocean is also provided by several commercial property owners.

A boat launching ramp is located at the Manset Town Dock. It is suitable for launching large boats and loading barges for deliveries to the outer islands. A second town owned ramp is located at the Lower Town Dock at the end of Clark Point Rd. Because of its steep narrow design and the crowding in the parking lot, it is of use to only small boats. Other boat ramps exist at the end of Mansell Lane and at Morris Boatyard. The Hinckley Boatyard and the Brown Manset Boatyard have boatlifts. The Stanley Boatyard and Southwest Boat launch by railway.

D. OPEN SPACE

The most important and largest open space in Southwest Harbor is Acadia National Park with many parking lots at access points including Seawall, Ship Harbor, Wonderland, the southern end of Long Pond, the southern end of Echo Lake, and Fernald Point Road. The Park has lately installed portable toilets near many of its trails and parking areas. The town maintains seasonal toilet facilities and or portable toilets at the public docks.

There are traditional paths used by local residents to access the ocean such as the South Causeway Lane to the Mill Dam and the end of Lawler Lane (on a town ROW). The town does not anticipate a need or desire to acquire more publicly owned open space. Traditional access to private land is not restricted and in any case, the resource

of Acadia National Park which surrounds the town provides plenty of recreation opportunities.

The national park offers many miles of trails available for hiking and cross-country skiing within SW Harbor. (See the Transportation Map.) All-terrain vehicles and snowmobiling are not allowed in the park area. However, there are trails available to snowmobiles in other areas of the national park located in adjacent towns to SW Harbor on MDI, and on park gravel roads in town (Seal Cove Road, Lurvey Spring Road) during the winter. Park crews, with the help of the local nonprofit organization, Friends of Acadia, maintain the trail system in the national park.

The Maine Coast Heritage Trusts holds an easement on a field along Seawall Road, which not only maintains open space but preserves the ocean view for passersby. The town does not have a designated fund to purchase land or important access points.

Although the population of Southwest Harbor is shrinking, house construction on vacant land has reduced the number of trail systems crisscrossing Southwest Harbor. However, in some cases where new construction interferes with local walking trails, informal agreements between new land owners and local trail users allows for continued use of historical paths. As well, the privately owned fields most commonly used by local residents (the blueberry field on Long Pond road, for example) are bordered by public roads, providing easy access.

IMPORTANT PUBLICLY-USED OPEN SPACES and facilities

Acadia National Park – 4430 acres

Manset Town Dock – large boat launch, pier, hoist, toilet, parking, Harbor master's office

Lower Town Dock – small boat launch, pier, hoist, toilet, parking

Upper Town Dock – pier, toilet, parking

Village Green – green space, seating

Charlotte Rhoades Park and Butterfly Garden – picnic area, water views, swing set, parking

Chris's Pond – skaters' shelter

Cable Crossing Road – public ocean access

LOCAL AND REGIONAL LAND TRUSTS

Acadia National Park

Maine Coast Heritage Trust

Appendix 11. PUBLIC FACILITIES AND SERVICES

WATER: Southwest Harbor's Water Treatment Plant, located on the Long Pond Rd. above the Pumping Station, and completed in 1998 in compliance with EPA requirements, is Town owned (the Board of Selectmen serve as the Water and Sewer Board) and has the capacity to treat up to half a million gallons of water/day. Year round it serves 723 residential and 56 commercial customers as well as 24 public authorities. In summer 50-75 additional users include the Causeway Club, a 9-hole golf course located on Fernald Point Rd., and two campgrounds: Smuggler's Den on Route 102 and Seawall Campground within Acadia National Park.

In summer, when the population of Southwest Harbor, more than doubles from 1966 people to as many as 5000, the water treatment plant treats as much as 375,000 gallons of water/day.

About a quarter of Southwest Harbor's residences use private wells. There are no plans to expand municipal water service and demand is not expected to increase significantly for the planning period and beyond.

Southwest Harbor's water supply is Long Pond, 2/3 of which is located in the adjacent town of Mt. Desert. Since much of the pond is also surrounded by land owned by Acadia National Park it is relatively protected from many development and water runoff issues affecting open water sources in more urban and suburban areas.

Evolving EPA regulations in 2004 have caused Water Dept. personnel to modify their practices by reducing and more closely monitoring the amount of chlorine used in treatment. In 2009, the Town installed an aeration system at the plant to remove most of the remaining disinfection by-products. Also in 2009, the Town installed generators to move the treated water during power outages. A third improvement in 2009 extended the water intake into deeper water with the goal of reducing turbidity which has clogged the filters during storms and when water levels are low due to dry weather. Treated water is stored in two tanks with a combined capacity of 1,300,000 gallons located about 2 miles away on top of Freeman Ridge. An additional 10,000 gallon storage tank is located on the Fernald Point Rd. for seasonal users.

The water is gravity fed from these tanks to the delivery and service pipes throughout most of the community from Carroll's Hill to Seawall. There is no good inventory of the estimated 10 miles of delivery system piping and in some locations there appear to be duplications where old systems were left intact after upgrades.

The condition of the pumping station, generators, water filtration and storage tanks is good. The condition of the delivery system is mixed; some pipes probably need replacement. The 2010 Town Meeting passed a Capital Improvement Plan that includes an infrastructure feasibility study to determine repair/replacement needs and prioritize them. The policy of not extending the water system until the current delivery system is upgraded is in accord with the Growth Areas (vacant lots in existing approved subdivisions) described in the Future Land Use Plan. (Sources: Public Works, Town Office Staff)

See the **Public Water Supply Map**, which also includes several wells.

SEWER: The Town owned and operated wastewater treatment system, which went on line in 1975, is located on Apple Lane adjacent to Dysart's Great Harbor Marina off Route 102 (Main St.). The plant provides secondary treatment by means of the activated sludge process and disinfection by Hypo Chloride. The flow is then passed through a dechlorination system and discharged into the harbor. The facility includes a pretreatment room, a lab, an office, a pump and equipment room, a chlorination contact tank, clarifiers, a generator and chlorination and dechlorination equipment. Three pumps located at various locations throughout the Town were upgraded in 2004. The plant was designed to handle up to 375,000 gallons/day. During the busy summer tourist season it averages 250,000 gallons/day. Service is provided to about 50% of the community most of which also uses Town Water. There are a few customers, primarily in the Carroll's Hill area at the northern end of the Town who use town sewer while maintaining private wells.

Noise reduction equipment, donated by a neighboring resident and installed in 2007, has made the facility quieter. The plant is in good condition, with no upgrades or maintenance issues anticipated for the planning period.

The collection system contains approximately 7.28 miles of delivery piping and three pump stations transporting the flow to the treatment plant. It has sufficient capacity to handle current and future flows. The condition of most of these pipes is good.

While most of the system components are publicly owned, there are many sections of privately owned and maintained sewer that may not meet the specifications of a public sewer system. For the Town to take over these lines they would have to be upgraded and there are no plans to do so or to expand sewer service at this time. The policy of not extending the sewer system at least until the current system is upgraded is in accord with the Growth Areas (vacant lots in existing approved subdivisions) described in the Future Land Use Plan. (Sources: Public Works, Town Office Staff)

See the **Sewer System Map**, which also shows Licensed Overboard Discharges.

SEPTAGE: Approximately half of SWH's households rely on septic tanks. These residents pay private haulers to pump the tanks out. Southwest Harbor has arranged with the town of Bar Harbor to receive the waste from these tanks. Bar Harbor bills the Town and the haulers reimburse the Town later.

STORMWATER MANAGEMENT: Southwest Harbor is not a Municipal Separate Storm water System (MS4) community and is not required to monitor its storm water runoff. With relatively steep topography and shallow soils, it does experience problems with storm water runoff. The large parking area behind Main St. that lies at the foot of the eastern slope of Freeman Ridge was originally a swamp. An old retention pond part way up the slope, above the parking area

and behind the Town Offices accommodates some of the water running off Freeman Ridge. In 1979-80 a 48" storm drain was installed under a portion of the parking area now known as Village Greenway, across State owned Route 102 (Main St.) and the property of Pemetit Elementary School (the addition was built over it in 2001-02). It empties out near Cedar Lane.

Further south there is a second 18" storm drain running across Route 102, which may not be adequate to handle severe storm events. A drain near the western end of Clark Point Road, across from the Post Office Parking Lot, empties out somewhere around Phillips Lane (exact location is unknown). Businesses and residences along Main St. sometimes experience flooding in their basements; the biggest problem seems to be getting the water across the street. Needed repairs including drains, sidewalks and a rebuild of the road are not on the MDOT's 6-year plan and are likely very low priority beyond that time.

Recently several storm drains between the center of town and the Manset corner (on State Route 102) have been replaced as the town prepares to repair sidewalks (in the absence of any state plans to upgrade the highway). Students from College of the Atlantic have recently helped to locate some of the town's storm drains using GPS, in preparation for mapping them with GIS technology. The CIP contains a line item for stormwater management assessment in 2011, and funds have been assigned to it. Recent (2010) changes in our Land Use, Subdivision, and Road Ordinances have raised the standards for future stormwater management and drainage.

Flooding and lack of adequate ditches and regular ditch maintenance are also a problem on other sections of Route 102A (Seawall Rd.) and at the foot of Seal Cove Rd. where it connects to Route 102 (also originally a swamp). Seal Cove Road, like Route 102, is State-assisted. Recent storm events, particularly one in late summer of 2008 where nearly 7 inches of rain fell in a 24-hour period, call for an examination of the storm water infrastructure. The 2009-10 CIP saw the addition of \$14K toward a \$28K town wide storm water assessment. Repeated and varied citizen complaints about these issues would suggest that improvements may be wanted for the storm water management system.

In 1998-99 the Town made improvements to its storm water run-off infrastructure, largely removing storm water intrusion into the wastewater treatment plant from publicly maintained infrastructure. Storm water intrusion remains a problem at the wastewater treatment plant, up to 20 days/year when the plant has received as much as 1,000,000 gallons of water during storms, possibly through the sections of sewer pipe that are privately maintained.

(Sources: Public Works, Town Office Staff)

POWER AND COMMUNICATIONS: Electricity, telephone, broadband internet service, and cable are available throughout most of the community. The public library offers free Wi-Fi service, as do some commercial establishments in the center of town. Three-phase power is available along all the major roads in town: State Routes 102 and 102A (as far as the Seawall Motel), to the Hinckley yard on the Shore Road, along Seal Cove Road to the Pettegrow boat

yard, along Long Pond Road to the transfer station, and on Clark Point Road to the USCG station.

SOLID WASTE: Southwest Harbor contracts with a private company, Eastern Maine Recycling (EMR) located in Southwest Harbor, to receive its solid waste and transfer it to PERC (Penobscot Energy Recovery Company, a waste to energy incinerator located in Orrington, Maine). EMR accepts rubbish, construction materials, white goods and tires. It recycles glass, plastic, metal, paper, cardboard, and wood and brush. EMR also schedules monthly to receive universal waste. It composts seafood waste from local restaurants and processors. EMR is open 6 days/week to individuals from the member towns. Many people choose to haul their own waste, though some people and many businesses contract with private haulers.

The Acadia Disposal District (ADD), acting as a representative of Southwest Harbor, Tremont, Mt. Desert, Trenton and the Cranberry Isles co-ordinates with EMR for solid waste disposal and recycling. ADD schedules an annual island-wide hazardous waste disposal day. ADD and EMR have recently negotiated a new contract which meets the community's needs. ADD is researching a publicly owned regional recycling and solid waste facility, but no suitable land has been found to locate the project.

A new Solid Waste Committee, formed in 2008 is looking into increasing recycling and is discussing with the management of EMR, the idea of opening up a "swap shop" with the goal of further reducing solid waste disposal costs.

Table 11.1 SWH Municipal Solid Waste and Recycling 1996-2006, in tons (T)
(Sources: Town Offices and SPO Solid Waste Report)

Year	Municipal solid waste T	Municipal Recycling T	Bulky * waste T	Bulky Recycling T	Total waste T	Total Recycling T	Recycling %	Municipal Expense
1996	2162.8	535.8	285.1	488.9	3472.7	1024.7	29.5	
2001	2651.1	508.8	1036.8	480.7	4677.3	989.5	21.2	\$340,551
2006	2624.8	521.4	1016	670.1	4823.3	1182.5	24.5	\$386,300

* Bulky waste includes metal, yard waste, construction demolition debris, wood, etc.

EMERGENCY RESPONSE SYSTEM: FIRE

Built in 2006, the 9600 square foot Fire Station is located at 250 Main Street. The station features five apparatus bays each approximately 20 feet wide and 62 feet deep. The entry doors are 14'x14' and will provide access for any future equipment that the Town may require. The station also provides office space for the Fire Chief, Deputy and Assistant Chiefs, Station office and Crews' day room along with a large meeting room with kitchen facilities and an engineering workshop. Ample storage space is located at the rear of the apparatus bay.

The station was designed to serve as an emergency shelter for the Town and adjacent islands. To meet this role, a 200 Amp emergency generator and facilities to feed and house 200 people are included.

Vehicle inventory includes seven trucks, three of which have been purchased new since 2002. The trucks serve as pumpers, hose wagons, initial response vehicles and equipment transport vehicles.

In 2003, the Town commissioned a report to assess the needs of the Fire Dept. This report has served as a guide for operations and development of the capital improvement plan. Many of the recommendations have been carried out. The purchase of an aerial ladder truck for \$652,536 was recently rejected by voters. This vehicle is intended to expand service in the event of fires in tall and hard to reach buildings and upon purchase will replace two of the old pumper trucks.

The Department has about 40 volunteers; about a quarter are available to respond at any one time; recruiting and training is ongoing.

Southwest Harbor is a member of the Hancock County Mutual Aid Compact and maintains mutual and automatic aid agreements with the surrounding towns.

In 2007, the Fire Dept. handled 83 calls including 10 structure fires, 10 emergency/ medical calls, 4 hazardous materials calls, 4 rescues of persons, 9 utility line problems, 15 automatic alarms, 2 animal issues, 4 trash/rubbish calls, 12 calls for motor vehicle assistance and 7 vegetation calls. Average response time is 3 minutes 23 seconds.

EMERGENCY RESPONSE SYSTEM: POLICE/DISPATCH

The **POLICE** Dept. maintains 24-hour protection out of a 1700 square foot space that it shares with Dispatch on the lower level of the municipal building in the center of town. The new space (completed in 2010) has a lobby, an office for the chief, bathrooms and a dispatch room, which also contains the charging facility for the portable radios, files, computers and a kitchenette. The officers' room contains their desks, the booking area, fingerprinting, storage and a small office for the assistant police chief. A meeting/training room doubles as a space for private interviews with victims and witnesses. There is an evidence locker, utilities room and a garage bay for one vehicle. The Dept. maintains two vehicles a Crown Victoria police cruiser and a Ford Expedition, which are replaced on a regular cycle every 3-4 years.

The Police Dept. has five full time officers including the chief who also acts as the enforcement officer for marine incidents. In summer an additional officer is hired to enforce the Traffic and Parking Ordinance. Five reserve officers assist as needed. The staff is adequate, but the workload is heavier in summer. The Dept. receives technical assistance from the State Police/Sheriff. Ongoing training throughout the year includes: New Law Update, new Case Law, Search and Seizure, Domestic/Sexual Assaults, Firearms Training, Community Policing, Dealing with the Mentally Ill, Active Shooter and CPR. Full time officers receive 18 weeks of mandatory Police Academy Training; Part time officers initially receive 100 hours of training.

The 2007 Annual Report shows the Police Dept. handled 1855 calls. In person visits/complaints totaled 2356 (714 fire permits). Average response time for calls to the Police Dept. is 5 minutes or less.

DISPATCH is staffed by 4 full time and 5 part time dispatchers and receives calls for ambulance, fire and police services for all of Southwest Harbor and Tremont. The Public Safety Answering Point (PSAP) located in Ellsworth also forwards E911 calls to Southwest Harbor's Dispatch Service. Professional development is ongoing. Office equipment includes a radio console and mike, 2 pager encoders, a radio system which ties the Town Office to the Water and Sewer Depts., caller ID's for Police, Ambulance and Fire which identifies names, programmed telephone, an intercom for all telephones, 8 identified lines, scanners, clocks, voice recorder, typewriter, one computer for logs, and one Data Maxx Computer. The equipment is adequate. The Dispatch console is nearing the end of its useful life and is scheduled for replacement in 2010 at a cost of \$8500. A communications tower located on the top of Freeman Ridge was upgraded in 2003 and has an anticipated useful life of 20 years. The Dispatch CIP also includes a plan to purchase a security camera at a cost of \$5000.

In May, 2010, voters rejected a proposal to move dispatch services to Hancock County (and save approximately \$150,000 per year) by a vote of 289 against to 169 in favor.

The Code Enforcement Officer oversees the Town's E911 addressing system.

EMERGENCY RESCUE FACILITIES AND EQUIPMENT

The Southwest Harbor/Tremont Nursing Association, a private, non-profit association, provides emergency medical and rescue service to the two towns and back up service for the other Island towns when needed. Each town houses one of the ambulances. The primary care ambulance, purchased in 2001 is located in Southwest Harbor on the lower level of the municipal building with an office/storage/staff room on the second floor. EMT's access between levels is an outside stair running around the side of the building. The 1994 unit housed in Tremont is used for back up and non-emergency patient transfers. Future ambulance purchases will be limited by height and length constraints at the Southwest Harbor facility. The service has no plans to expand the facility, which was built on town land as an addition to the municipal building. The Service receives financial assistance annually from the Town to cover a portion of its operating costs. It reimburses the Town for heat and electricity and contracts with the Town also for dispatch. Management, future planning, and capital improvement costs are not under the town's purview.

In 2007, the ambulances with their EMTs responded to 254 emergency calls resulting in trips to the hospital and 65 calls resulting in on site evaluations only. Average response time is 4 minutes, unless the primary ambulance and crew are off on another call.

(Sources: Town Office Staff, Dept. Heads)

HEALTH CARE

Southwest Harbor Medical Center, associated with Maine Coast Memorial Hospital in Ellsworth, has a staff of three doctors and one family nurse practitioner. The Center provides emergency services, local consulting, diagnostic lab work and x-ray services. It also brings in specialty service in the areas of orthopedics and pediatrics. The Center is located on Herrick Road with adequate parking and room for expansion if needed.

The Community Health Center is a subsidiary of MDI Hospital. It has recently expanded into new building in the center of town adjacent to the MDI and Ellsworth Housing Authority's Ridge Apts. The Community Health Center provides access to primary care and obstetrical services. It also has a daycare program for adults with memory loss.

It is likely that as our population ages, more services for elders and more assisted living facilities will be needed in the local area, although the housing may not be located in the town of Southwest Harbor.

The Town Manager currently serves as the Public Health Officer, and there are no significant public health issues at this time.

EDUCATION

Southwest Harbor's Pemetie Elementary School (K-8) with its lovely new addition completed in 2002 for \$5.2million and with a capacity of about 300 students, had a 2008 population of 163, and the principal estimates that the school population will bottom out at about 140 in the next few years. These figures represent a decline since the 1996 Plan when the total elementary school population was 264. The school is currently operating at about half capacity and demographic projections do not suggest an increase in the school population during the planning period.

Grades 9-12 attend Mt. Desert Island Regional High School about 20 minutes away in Bar Harbor. The Island central location was built in 1968 to consolidate three Island high schools. The CSD was formed by a private and special act that described the funding formula governing the member communities which include: SWH, Tremont, Mt. Desert and Bar Harbor. The towns of Cranberry Isles, Swans Island, Frenchboro, most Trenton students, and students from Lamoine and Hancock pay tuition for their students to attend MDIHS. Southwest sent 92 students to the high school in 2008-09.

With the new consolidation law, Trenton will join Mt. Desert Island towns in the formation of RSU 91. The high school's relation to other tuitioning towns is expected to continue.

Pedestrian access to the Pemetic elementary school from within the immediate village and east to Clark Point, High and Herrick Roads has improved slightly with recent sidewalk upgrades and the installation of flashing school safety lights in 2004, but the State owned Route 102 is a narrow road with no bicycle ways and the sidewalks are in very poor to fair condition. In the spring of 2008, students from the Pemetic 5th grade made a presentation before the Southwest Harbor Board of Selectmen describing the inadequacies of the bicycle ways in Southwest Harbor. Though improvement of the bicycle ways and sidewalks is one of the most frequent citizen complaints, there currently is no prospect of upgrades to Route 102 for the planning period.

MUNICIPAL GOVERNMENT, FACILITIES AND SERVICES

The Southwest Harbor Board of Selectmen is assisted by a full time Town Manager who oversees an administrative staff of four, plus the CEO, Harbor Master, Police and Dispatch (18-19), Public Works Director (plus staff of 6 – Roads, Water and Sewer Depts.) and Fire Chief for the volunteer fire dept.

Administrative Offices off Village Green Way have long been identified as undersized. Wiring is inadequate, carpets are worn, the meeting room and storage is too small, the service counters and other public areas, entrances and toilets are not handicapped accessible, there is no designated storage for documents (currently on pallets in basement) and staff have complained of poor air quality. The Town self-insures through Maine Municipal Association who in 2007 downgraded the municipal building's insurance from replacement value to current value.

The Public Works Dept. (Roads, Water and Sewer) has an office on Seal Cove Rd. where the Town's plows, school buses sand and salt shed and 5000gallon gas and diesel depot are located. The highway dept. needs a new storage building estimated in 2005 at \$125K. The sand and salt shed has a new overhead door, which has eliminated theft of sand and salt.

The Highway Dept. maintains 13 miles of roads, streets, and lanes and 5.5 miles of State roads get winter road maintenance: plowing, sand and salt. The Town maintains four miles of sidewalks, as well as the public parks, parking lots, public restrooms, public grounds and drainage systems. It provides excavation, trucking, and other construction for the Water and Sewer Depts.

LIBRARY

The centrally-located Southwest Harbor Library, unlike many town libraries in Maine, is a private, non-profit organization that receives some financial support through the town budget but must raise most of its budget independently. Its per capita usage is among the highest in the state, and it serves as an important center for community activities as well. In the summer its free Wi-Fi service attracts many visiting users.

HARBOR HOUSE

Unlike some communities, Southwest Harbor does not have a Recreation Dept. or town-owned and operated recreation facilities (see Appendix 10.) Harbor House is administered by a private, non-profit organization that also receives some funds through the municipal budget. It provides a variety of services and opportunities to residents (and non-residents) of all ages and is conveniently located in the town center.

CEMETERIES

Local cemetery needs are met by the local non-profit Mount Height Cemetery, which has adequate capacity for the foreseeable future. Town cemeteries are small, dispersed, and closed to additions. (See **Historic, Archaeological, Scenic Sites Map** for cemetery locations.)

THE FUTURE

Our population is projected to remain stable or decrease, and to grow older. Any anticipated growth is likely to be seasonal in nature. Our designated growth areas, vacant lots in previously created subdivisions, have a profile for potential for services that is similar to the rest of town. All of the lots likely to be built for summer residents have water and sewer available. Of the subdivisions more likely to be built for year-round residents, 29 (of 46 vacant) could be connected to town water, but only 2 could be connected to the sewer. (In order for these subdivisions to be approved, the lots had to pass a perc test and are thus suitable for septic systems.)

Because of the configuration of the growth areas and because the repairs, replacement, and upgrades needed to the water and stormwater systems, sidewalks and roads (including Main Street, a State highway) will be funded by a residential tax base, the town has included these items in the CIP, but does not expect to expand the water or sewer systems during the planning period. With the exception of the town office facility, no other municipal facility or service described above is likely to reach or exceed its capacity during the planning period.

Regional cooperation in several areas (police, dispatch, ambulance, solid waste, high school, and several elder services; see Appendix 16, which summarizes them) will continue, and it will be important for the town to reexamine issues and facilities such as school consolidation (or alternate uses for the facility), dispatch, municipal offices, and the needs of elderly residents in a few years as the planning period progresses.

Appendix 12. TRANSPORTATION

State Growth Management Goal #2: To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Highways, Roads, Bridges, Sidewalks, Bike Routes. Southwest Harbor's Main Street is also State Route 102, the major access to the neighboring town of Tremont and the state ferry to Swan's Island. State Route 102A (maintained with state aid), also called Seawall Road, is the main route to much Acadia National Park land in town, including the 214-site ANP campground. Along Route 102 come large trucks with fuel, food, consumer goods, construction materials, and boats on trailers, as well as a great deal of seasonal (summer) traffic related to the national park. The hills on the north side of town (Carroll's Hill) and the south side (coming to the Manset corner from Tremont) are particularly noisy because of truck traffic and engine braking, but although noise control ordinances have been proposed, voters have not supported them. Poor road conditions are currently aggravated by the lack of funding for repairs. The **Transportation Map** shows the network of state, town and private roads serving SWH.

Congestion in the town center during the summer is a perennial concern, and a variety of solutions have been offered such as restricting on-street parking on one or both sides of Main Street during certain hours, making certain parts one-way during the summer, or creating a bypass by constructing another road, but none of these has so far met with approval by the Selectmen and voters. Three new parking areas have been constructed since the last Plan in 1996: behind the Town Office, on the east side of Pemetic school (both built by the Town), and one owned and built by residents of the Cranberry Isles near their ferry dock.

The portion of Route 102 from the Seal Cove road through town to the Manset corner is too narrow for bicyclists to use safely, especially during the summer months. Improving conditions for cyclists through town and to the ANP Seawall campground has been one of the top needs expressed in our public surveys over the last few years. This has been under discussion since the 1980's, but implementation waits for state funds for road repairs. There is a sidewalk on one side of this stretch of road, but the portion south from the center of town is in very poor condition. The Selectmen have recently (2009) approved some funds to do modest repairs to this sidewalk. Over the last 10 years, new sidewalks have been constructed approaching the Pemetic Elementary School under a "Safe Routes to School" grant: a 3-year plan for 2 sections of sidewalks on Herrick Road and one from Herrick Road along the Clark Point Road to the Post Office.

Although a look at the **MDOT SWH Transportation Map** does not show any particular road area as more dangerous for motorists, Route 102A towards Tremont is one of the most dangerous stretches of road for cyclists anywhere on MDI, and Seawall Road (from the Manset corner to the Seawall Campground and beyond) is narrow and lacks shoulders, hindering bike access from the ANP campground to the town center. The road also lacks a sidewalk. In our discussion of Municipal Facilities and Services, we propose that water and sewer systems repairs and upgrades, road repairs, bikeways, and sidewalks be done together as needed at the same time, street by street. Route 102A has the town's only bridge (over the Bass Harbor

Marsh at the Tremont town line), which was built in 1931 and is in satisfactory condition, according to the Maine DOT.

There are 9.69 miles of State or state-assisted highways, 30 Town roads for a total of 12.04 miles, and 73 private roads for a total of 13.16 miles. This has changed slightly from the last plan with 20 miles of roads equally divided between private and public roads in addition to the state highway. During the course of the last ten years, there has been an increase in subdivision development, which would explain the increase in the length of private roads. The Town did take over one private road as a public one, but it did not create any new public roads.

Ordinances that identify the policies and standards for design, construction and maintenance of public and private roads have existed in the Town since 1988. Policies and standards for private roads and parking areas are contained within the Southwest Harbor Land Use Ordinance and the public road standards are within the SW Harbor Road Ordinance. The Town outlines a policy of acceptance for private roads within the Road Ordinance that basically states that the private roads must meet the Town Road standards. Most private roads as constructed fall short of meeting these standards, in width and in engineering standards. The Planning Board has been investigating concerns expressed by the Fire Chief and the Code Enforcement Officer that the roadway standards for local private roads are too narrow for the larger fire trucks. To maintain a rural character, road design standards allow for minimal road widths and dead end subdivision roads for private developments to discourage residential traffic flow. Safety for pedestrians and vehicles is considered in the LUO standards, section VI (L). Access permits are governed by the LUO, section VI (C) for town roads and by the ME DOT for state highways and meet DOT requirements for large developments.

There are several potential off-road bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers within the Town: between the Seal Cove Shops and the housing facility in East Ridge Road; between Wesley Avenue and the Freeman Ridge Road; and the connection between the privately-owned South Causeway Lane, over the dam wall, by the Causeway Club, to the Town-owned North Causeway Lane. The Transportation map also shows public trails in ANP and informal paths on private property that have historically been used with or without permission. There has been no concerted effort or demonstrated public interest in actively pursuing formal integration of these connections.

Other Modes of Transportation

Airport: Hancock County – Bar Harbor Airport is located just off MDI in Trenton and is served by one airline, Colgan Air, a US Airways Express carrier. They provide several daily flights between the Airport and Logan Airport in Boston, with connections world-wide. Colgan Air operates the Saab 340 turbo prop aircraft, a 34 seater. Colgan has carried over 21,000 passengers per year to and from the Airport.

Airport Services include Ground Transportation (Hertz provides a year round rental and Enterprise a seasonal rental). From the end of June through Columbus Day, the *Island*

Explorer provides bus service between the airport and several locations on MDI, including ANP as well as village centers.

Bus Services Most people rely on private means of transport in SW Harbor. The Island Explorer Bus, active in the summer, is used primarily by visitors (and some year round residents) and goes along way to mitigating traffic congestion particularly out of the campgrounds. Year round residents, including the elderly who may not drive use the services of Island Connections, a volunteer organization that provides rides to and from various appointments and for shopping as well as other outings. The Town contributes financially to Island Connections which at this time is the best alternative for service for non drivers.

Downeast Transportation is a non-profit company based in Ellsworth which operates a bus service in Hancock County. Areas served by fixed-route bus include Ellsworth, all of MDI, and other areas. The Company receives a subsidy to ensure their services are available to the elderly, handicapped and low-income citizens. *Downeast Transportation* provides year-round shopping trips to Ellsworth and Bangor from Bar Harbor, and in-town year-round shuttle services for Ellsworth, Bar Harbor, and Southwest Harbor—the latter operates on Wednesdays, for 3½ hours of shuttle service between the Food Mart, the Library, the Medical Center, Manset, several apartment blocks, and the Bass Harbor PO. From Bar Harbor, there is a service early in the mornings on Mondays and Fridays from Bar Harbor through Ellsworth to Bangor, arriving at 11 AM. The bus stops at the Greyhound terminal, the Concord Bus Terminal, and the Bangor Mall. It does a return journey 4 hours later. This service receives an annual appropriation in the town budget.

The in-town shuttle is used by residents, but other forms of public transportation are generally not convenient and pose a challenge for elderly residents. Their needs are likely to grow within the next 10 years, and it appears that Island Connections (see below) is the most likely way to meet their needs.

The *Island Explorer* is operated by *Downeast Transportation, Inc.*, as a seasonal fixed-route public bus service. The *Explorer* operates seven days per week between Trenton (the airport), Mount Desert Island towns and campgrounds, and the Acadia National Park from June 23 through Columbus Day. The particular shuttle route which serves the quiet side during the summer begins in the Village Green in Bar Harbor, comes into Southwest with a stop at Smugglers Den, then the Post Office, by the Seawall Campground and over to the Ferry Terminal and campgrounds in Tremont; it then returns on this route. It takes about 2 hours to make this whole roundtrip route. (See the **Transportation Map**.) The earliest bus begins in Tremont at 7 AM, on its way over to Bar Harbor, and the latest returns to the Seawall Campground as its last stop at 10 PM. The Explorer bus is used by workers to get to Bar Harbor and Jackson Lab, as well as by visitors and residents. This service has no fee charge and receives an annual appropriation in the town budget.

Island Connections, a local non-profit organization, serves a quasi-public function by providing volunteer drivers for elders who need transportation to medical and dental appointments or to buy food. This service is free, and donations are welcomed. It receives some funds each year through the town budget.

Ferries and public/private transport to the outer islands. Southwest Harbor does not have any large seaport terminals as such, but it has 3 Town docks and 3 private docks/terminals that receive local fish, conduct lobster sales, and load and unload recreational boats. The Town has various users of the Town docks and a Harbor Ordinance that lists the fees these users of the Town docks must pay. Users include: Trucks and heavy users; Lobster License holders who use the docks for hoisting lobsters; 6 businesses that unload lobster bait; 3 businesses have barges that use the Town Docks and launching ramp; passenger transport (ferries, private dinghies); builders, carpenters and plumbers with large loads of materials for construction on the Islands; 12 Boat Companies currently bring boats to be launched or hauled; Mechanics with their barges – pile driving, planting moorings, shipping vehicles to the outer islands; Fuel Barges; kayak tour groups; recreational boaters; and various other miscellaneous users.

The Cranberry Cove Ferry from the Upper Town Dock continues to ply its way through the Harbor, stopping sometimes at the Manset Dock, but mostly at the Cranberry Town Dock described above, and then across to Great Cranberry and on to Little Cranberry. (See Map 6.) This runs in the summer months only. (There is a mail boat from Northeast Harbor that serves these Islands all year.) The Town has a policy of charging the ferry companies a user fee of 50 cents per passenger for each use of their docks.

The Town of Cranberry Isles voted in 2003 to purchase a large piece of property that had been a boat yard on the shore near the Manset Town Dock. The purchase included a private dock. They also purchased a piece of property on Mansell Lane. The Town of Cranberry Isles constructed a parking area for its inhabitants and a docking facility that makes it possible for stores and/or inhabitants to bring merchandise down and load it onto private boats or onto the ferry.

By far the biggest problem for the users of the town docks is space for tying-up and car parking. If the parking areas are full, then it is difficult to bring in the large transport trucks for unloading onto the docks and into the barges at the Manset dock. It also is very difficult for the users of the docks to find adequate parking for their vehicles near the docks they choose to use. The heavily used Manset dock is particularly critical as most of the area used for parking is leased by the Town from a private landowner. This is a problem that has remained unresolved for many years.

Environmental and Cultural Considerations

Although there is no identified evacuation route in our emergency plan, the most direct and likely route is 102 north out of town. Route 102 continues south into Tremont and back north along the western side of Mt. Desert Island where it reconnects with itself in the village of Somesville. South into Tremont along this road would serve as an alternative were the more direct route to become unavailable. Between April and October, the Park maintains an extension of the Seal Cove Rd. west into Tremont which also connects with Route 102. There are no plans for evacuation of the Town by water.

State route 102 (Main St.) is the most important and most travelled road in the Town necessarily carrying all commercial and much commuter traffic including much of the same from Tremont and passing by the bulk of commercial development and including many residential areas as well. In some places homes are fairly close to the road which is narrow and occasionally homeowners and B and B owners complain of early morning traffic noise from jake brakes (also harbor noise from fishing boats). Past attempts to pass a noise ordinance have failed due in part to enforcement issues, but mostly to voter preference for minimizing restrictions on businesses. Route 102 is posted on both ends requesting that trucks refrain from using their jake brakes when possible.

There has been no identified area in town where lighting has created a safety problem. LUO language provides for all new lighting installations to be shielded to prevent light trespass.

As described above, Route 102 is narrow with residential development close to the road. While widening the road would improve safety and efficiency this could not be done without transforming the character of the town for the worse if the road's edge were moved closer to residences' front doors. There are a few elm trees remaining along Main St. that are maintained by the Conservation Commission. One scenic view of Norwood's Cove on the approach from the north along Route 102 is maintained by the state by regular cutting of vegetation.

The Town's garage is located on Seal Cove Road between Marshall Brook and Lurvey Brook, both of which drain boggy land from inside the Park and then drain back into the Park and the Bass Harbor Marsh. Flooding sometimes occurs at the Marshall Brook culvert, which is also not suitably sized to allow for fish passage. In the future, the EPA may require more regulation/licensing of garage facilities and this should be taken into consideration when repairing the Marshall Brook culvert to reduce flooding. Issues of concern will include stormwater runoff, vehicle cleaning, maintenance and storage, proper disposal of waste oil, fuel storage and salt and sand storage. While the Town has no data on contamination of these two Brooks, this has been identified as an issue of concern and an analysis of the water quality should be undertaken.

The Town's landfill, which is privately owned was sealed long ago and at that time test wells were dug to monitor for possible ground water contamination. Repeated testing, having produced no findings of contamination, was discontinued.

Both the Town garage and the Landfill abut Acadia National Park as does the entire town boundary save for a small stretch of Route 102 between SWH and Tremont. The Park

oversees the protection of scenic resources. There are no identified cultural or historic resources adjacent to transportation facilities. The Future Land Use Plan recommends the incorporation of "Beginning With Habitat" maps into the planning review process to help preserve and protect critical natural resources not located within the Park. Voters have recently supported LUO language strengthening stormwater runoff standards with regards to subdivisions, driveways and roads.

Concerns for Transportation system safety and efficiency.

Safety: The most immediate concern is for the safety of bicyclists between the Seal Cove Road and the Manset corner, and along Seawall Road (Route 102A) from the Manset corner to the ANP Campground (or, alternatively, along Route 102 from the Manset corner to the junction with the ANP Hio Road near the Tremont town line), as discussed above. There is no evidence that inappropriate lighting causes transportation safety concerns at any particular location. Although there is no identified emergency evacuation route in our emergency plan, the most direct and likely route is 102 north out of town. The Subdivision and Land Use Ordinances specify standards for access and design that are intended to protect public safety, such as sightlines at driveway exits, turning areas for fire and emergency vehicles on private roads, etc. Access to Route 102 is controlled by Maine DOT permit requirements. Excess speed (above posted limits) is an ongoing concern on Route 102 on the northern entrance to town and on the Bass Harbor Road beyond the Manset corner. Congestion in the middle of the village during the summer is a potential hazard if it obstructs emergency vehicles. There are some concerns about confusing traffic patterns in the parking area behind Main Street, between the library, the police station, commercial premises, and the town office; these could be addressed by a public/private partnership to redesign this space. Parking issues and safety are usually only an issue in the summer tourist season when the population increases by 1.5 times in July and August. During that time, the Town hires a traffic control officer who oversees the parking lots and assists with traffic flow in the center of the village as needed.

Efficiency: The fact that there is no alternate route through the center of the village means that, particularly in summer, congestion results from events such as daily quitting time at Hinckley Yachts (reduced as production has been cut during the recession), boat transport, construction vehicles, deliveries, and local errand traffic all operating in the same space at the same time. This route is also a major connector to the town of Tremont. Thoughts of a by-pass around the village center were explored during the previous Plan and abandoned for lack of support. Congestion could be slightly improved if pedestrians crossed only at marked crossings. The lack of bicycle ways through the village center also causes congestion during the summer months, as motorists slow down behind cyclists where the road is too narrow to pass them safely.

Expansion: The Future Land Use Plan does not anticipate any commercial growth. Residential growth will likely occur in previously approved subdivisions, which include land on Marshall Brook Road, Sail Mt. Road, Granite Road, a subdivision in Manset off Seawall Road and one off Main St. near the head of the Harbor. All the developers of these subdivisions have previously built private roads. The Town does not anticipate taking over any of them. Between existing public and private roads, access to buildable lots is already good and the Town does not anticipate any need to expand the existing road system. Capital Improvement monies will be concentrated on maintaining and repairing existing roads and their underlying water and sewer infrastructure. This policy is consistent and complimentary to the Future Land Use Plan and the Town's vision, which seek to maintain rural character and to encourage in-building along developed transportation ways rather than road expansion. The Town's policies on road expansion and current road maintenance are consistent with the assumption that access to buildable lots is sufficient.

Participation in State and regional plans. The regional plan that most affects SWH is the Explorer bus, whose service to SWH is helpful in reducing summer traffic, but whose schedule makes it less handy than for residents on the eastern side of the island. We are not aware of other plans (except for inadequately funded state revenue-sharing plans) that impact SWH. It is possible that a continued, more active, working relationship with the local Maine DOT office would yield beneficial results.

Transportation in Capital Improvement Plan. In recent years the town's capital improvement plan has not adequately funded road repair projects, which should in the future also include needed repairs to water and sewer delivery systems and mitigation of stormwater runoff issues. Capital improvement planning, particularly for the Water and Sewer Departments has been weak. The Selectmen have recently undertaken to conduct a feasibility study to make an examination of the Town's infrastructure with the view to developing a comprehensive plan and capital improvement plan to repair and upgrade the existing infrastructure. Engineering services will include assistance with finding funding, through grants and loans to relieve the burden to taxpayers. With the study and a strong CIP, the Town will put itself in a stronger position to qualify for such funds.

FY 2010-11 will be our third year of working with a CIP. The CIP includes the Highway Dept., with \$234,545 proposed for the FY 2010-11 fiscal year. Total funds now available are \$413,215 which is substantially less than the total funds needed during the planning period. The CIP includes equipment, road projects, sidewalk projects, storm water management assessment, and an infrastructure needs/priority assessment study. The time period included in the CIP is from now to 2033. The CIP is shown elsewhere in this Plan (Appendix 15).

Table 13.1 Major Traffic Generators in SWH

At all hours:	Police Station, Pemetic Elementary School, Harbor House Community Center, Marina, Hinckley Yachts, Downtown shops, Seawall Campground, Smugglers Den Campground; USCG, three Town docks, Beal's wharf, and B & B's.
Fewer hours, but irregular	2 Medical Clinics, Seal Cove shops, South West Lobster, new Fire Station, - land-locked boat yards, and Transfer Station.

Table 13.2 Public Parking Areas in SWH (See Map 6.)

Facility	Size	Condition	# spaces	Use
Fire Station	300' x 200'	Tar, new	21	Special Meetings, Firemen
Pemetic School, front	50' x 150'	Tar, repaired	34	Public
Pemetic School, back	200' x 100'	Tar, new	3 (+8 reserved)	Public
Post Office (leased)	150' x 200'	Tar, repaired	33	Public
Lower Town Dock	50' x 175'	Tar, needs repair	30 (+30 nearby)	Fishermen, CG
Upper Town Dock	150' x 200'	Tar, repaired	55	Fishermen, Ferry users, Rec. boaters
Manset Dock	100' x 50'	Tar, repaired	12	Fishermen, Transporters
Manset Dock (leased)	200' x 150'	Dirt	20? trailers?	Ferry users, Kayakers, Rec. boaters
Town Office		Tar, new	13 + 46 (+ 8 res)	Public

Table 12.3 Public Transportation Available from SWH

Facility	Location	Routes	Frequency
Bar Hbr Airport	Trenton	Trenton to Boston via Colgan Air (USAir)	1 /day
Car rental	Trenton (Bar Hbr airport)	various	seasonal & year-round
Island Explorer Bus	various	various, around MDI, to ANP locations, to campgrounds, to airport	several times/day in summer
Downeast Transportation Bus	SWH	around SWH and to Tremont	once/week year-round
Ferry to Cranberry Isles	SWH	Upper town dock & Cranberry dock to Great Cranberry and Islesford	several times/day in summer
Ferry to Swan's Island	Bass Harbor	Bass Harbor to Swan's Island, (to Frenchboro once/week)	several times/day year-round

Appendix 13. CURRENT AND FUTURE LAND USE

To quote from our most recent (1996) Comprehensive Plan, "Traditionally land within SWH has been used not only for a mixture of uses upon one lot at one time, but also for a succession of different uses....This tradition of mixed land-use is an important part of the culture of SWH." Southwest Harbor and the neighboring town of Tremont are unique in the state of Maine in their mixed-use zoning that has deep roots in community traditions. "Another tradition which contributes to the character of SWH is the home occupation. A large proportion of the year-round residents conduct a business from their home, be it the major occupation of the family or just augmenting the family income." (1996 Comprehensive Plan)

At 8884 acres (12% of Mount Desert Island), Southwest Harbor's land area is the smallest town on the island. The town has 15% of the Island's coastline, much of it in Acadia National Park. Acadia National Park owns 4430 acres, or 50% of the town's land area, including most of the wetlands and steep slopes.

The State Planning Office required the insertion of a growth area into the 1996 Plan. Southwest Harbor's policy of applying minimal restrictions to land development as characterized in its mixed use zoning ordinance have not limited development, which in any case has been minimal. The growth area previously identified did not turn out to be the location where growth (such as it was) occurred. This probably suited the existing residents in that area very well.

There is generally no popular appetite to restrict growth or to further define appropriate land use. The Land Use Ordinance consistently protects the harbor for its uses and appearance and voter support for this remains solid. Most people consider Acadia National Park with its ownership of half the town, sufficient to protect critical natural resources.

Any Future Land Use plan must be based on understanding current land use and recent trends in land use. New mapping tools and data help visualize costs and benefits of various choices. This section summarizes the information upon which our Future Land Use Plan is based.

13. A. Ordinances that regulate Land Use

The current Land Use Ordinance (LUO) was adopted June 29, 1992 with periodic upgrade by amendments. The shore land zoning requirements of the Maine DEP have been incorporated into the LUO, as well as site plan review and zoning ordinances. Separate ordinances have been adopted for Flood Plain management (1991) and Subdivision review (1990). Other tools approved in 1990 include the Road Ordinance and the Board of Appeals Ordinance. To provide direction for harbor activities, a Harbor Ordinance was adopted in 1988 and amended through 2008.

The Southwest Harbor Land Use Ordinance (LUO) "seeks to maintain a safe, healthy, and attractive environment. It is intended to regulate the construction of buildings, roads, signs, etc., and the uses to which buildings are put, so as to ensure that they do not cause damage to their neighbors or to natural resources..., and so that such developments do not create dangerous situations on the public roads or overload the public services of the Town. The LUO also seeks to protect buildings and lands from flooding and accelerated erosion, to protect historic and archaeological resources, and to protect commercial fishing and maritime industries. In addition the LUO contains provisions to reflect the Southwest Harbor Comprehensive Plan, as approved May 5th, 1997. To achieve these ends, the Ordinance sets out standards...Some of these standards vary in the different zones and with different uses." The LUO establishes zones, sets standards for each zone and for special activities, and establishes site plan review procedures and criteria.

(SHW LUO approved 6/29/1992, amended through 5/5/2008)

"The purposes of the Subdivision Ordinance are: 1) To assure the comfort, convenience, safety, health and welfare of the people of the Town of Southwest Harbor; 2) to protect the environment; 3) to promote the development of an economically sound and stable community." The ordinance describes procedures, general and design standards, and performance guarantees.

(<http://southwestharbor.homestead.com/>)

Southwest Harbor has a Flood Plain Ordinance whose purpose is to comply with the requirements of the National Flood Insurance Program and to reduce flood hazards that might result from development.

(<http://southwestharbor.homestead.com/>)

The purpose of our Coastal Waters and Harbor Ordinance "is to establish regulations for marine activities occurring within or directly affecting the area within the Harbor and coastal waters of the Town of Southwest Harbor in order to ensure safety to persons and property, to promote availability and use of a valuable public resource, and to create a fair and efficient framework for the administration of that resource." The ordinance establishes a Harbor Committee, provides for the appointment of a Harbormaster, establishes mooring areas, and sets forth regulations regarding marinas, moorings, and dock/float use at our three town docks.

(<http://southwestharbor.homestead.com/>)

The Road Ordinance sets standards for any road to be accepted as a town road. It does not apply to private roads. (All new roads related to development since our 1996 Plan have been private roads.)

(<http://southwestharbor.homestead.com/>)

The Board of Appeals Ordinance establishes and delineates the powers of the Board of Appeals that "may interpret the provisions of any applicable Town ordinance which are called into question". Among the responsibilities of the Board are "to become familiar with all the duly enacted ordinances of the Town with which it may be expected to act upon as well as with the applicable State statutes" and "to become familiar with the community

goals, desires and policies as expressed in the Southwest Harbor Comprehensive Plan, and grant the minimum relief which will insure that the goals and policies of the plan are preserved and substantial justice done.”
[\(http://southwestharbor.homestead.com/\)](http://southwestharbor.homestead.com/)

Table 13.1 Characteristics of Existing Zones (see Zoning Map)

ZONE	Estimated Acreage	Approx.% town area	NOTES
A	55	< 1	town center
B	830	9.6	town sewer & water accessible
C	2841	32.7	generally no town water or sewer
Residential Shoreland	295	3.4	outside inner harbor or ANP
Harbor	43	<1	residential, marina
Maritime Activities	12	< 0.5	south side inner harbor, boat building & services
Commercial Fishing/ Maritime	14	< 0.5	north side inner harbor, 2 fish wharves, other maritime, USCoastGuard
Resource Protection	4589	52.9	Acadia NP, Bass Hbr Marsh,etc

Table 13.2 SWH Lot Dimensional Standards (see Zoning Map)

ZONE	MINIMUM DIMENSIONS sf	SHORE frontage	Max. % Coverage
A	6500 sf	100 ft	70% w/in 150' HW no limit elsewhere
B	20,000sf w sewer, 40,000sf w/out Multi-family: 20,000sf 1st unit, 10,000sf w sewer, 20,000sf w/out for additional units.	none required	20% except single fam. Res. <20,000sf, 2000sf +10% lot area
C	40,000sf. Multi-family: 40,000sf 1st, 20,000sf each additional unit	150 residential, 200 ft non- res.	20% w/in 250' HW 10% rest except Single Fam Res 40,000sf, 2000sf +5% lot area
Residential Shoreland	40,000sf	150 ft	20%
Harbor	Non-residential: 10,000sf w sewer, 20,000 w/out sewer Residential: 20,000sf	100 ft Res.	70%
Maritime Activities	none for Maritime Activities 6500 sf other uses		70%
Commercial Fishing/Maritime	none for Comm Fish/Maritime Act 6500 sf other uses		70%
Resource Protection		150 ft	20%

See the **Current Zoning Map**, the **Development Constraints Map**, and the **Growth Over Time Map**. This latter map shows the historical pattern of growth over time in town, and also shows new construction since the previous Plan in 1996.

Table 13.3a Residential Development by Zone 1996-2008 *

	Zone A	Zone B	Zone C	Harbor	Res Shore
Single family new	1	19	50	1	6
Single family replacement	0	2	7	2	1
Apartments added	6	3	12	0	3
Additions	9	33	69	8	12
Garage, barn, workshop	3	23	49	0	6
Mobile home/MH replacement **	0	7	8	0	0
Other (change use, multi-unit)	1	0	4	0	0
TOTAL	20	87	199	11	27
%	5.8%	25.3%	57.8%	3.2%	7.8%

* Permit records are incomplete and unavailable for 2001 and parts of 2000 and 2002.

**Mobile homes permitted in all zones.

Table 13.3b Commercial and Industrial Development 1996-2008. *

USE	Number of permits
Commercial (new/expand)	32
Industrial (new/expand)	24
Change Use	30
TOTAL	86

* Permits for Home Occupations: Although several permits are listed for 1996-2000, the number since 2002 is so small that all the data are considered very unreliable and are therefore not included here.

(info from permit records, courtesy SWHbr CEO)

Table 13.4 Southwest Harbor Permit Activity 2003-08 (source SWHbr CEO)

PROJECT TYPE	2003	2004	2005	2006	2007	2008
Single Family	9	13	12	6	6	6
Additions	19	15	13	17	11	15
Garage/Barn	8	10	13	8	8	4
Deck/Porch	14	4	5	8	4	9
Mobile Home/MH replacement	1	0	1	0	3	0
Accessory Dwelling unit	3	1	4	1	1	4
Shed	11	10	11	4	3	8
Commercial	7	2	2	3	7	5
Sign	10	11	7	9	7	10
Pier	2	5	0	1	0	0
Flood permit	0	1	3	2	0	1
Misc.	30	24	15	21	31	23
TOTAL	115	96	88	80	81	85

Appendix 14. Fiscal Capacity and Capital Investment Plan

REVENUES AND EXPENDITURES

Southwest Harbor's revenues are heavily dependent on residential property taxes, which make up 82% of all property tax revenues. Overall, 86.4% of all revenues were derived from property taxes between 2003 and 2009. As property values have increased in SW Harbor at a faster rate than much of the rest of the State, the Town's portion of the State's revenue sharing has decreased in actual dollar amount and as a percentage of total revenue. State revenue sharing as a percent of total revenue drifted slowly downward from 2.1% in 2003 to 1.3% in 2009. Excise taxes averaged 5.5% of revenues and decreased slightly over the same time period. As the State works to balance its own budget, the burden is shifting more and more toward property taxes. Revenues from fees has increased gradually during the last two years as the town adjusted fees for building permits, moorings and dock use to help defray some of the costs of administering these services.

Between 2003 and 2009 an average of 65.4% of property taxes went to education and as is commonly the case in Maine, education represents Southwest Harbor's biggest single budget item. Because of high real estate valuations as a coastal community, virtually the only state education reimbursement the town receives is partial reimbursement for special education. Over the last five years, Protection (dispatch, police, fire, ambulance) has been a relatively large portion of the municipal budget when compared with General Government, Health/sanitation, Transportation, Debt service, and even Capital Outlay expenses. During this time period, the town has also bonded the construction of a new fire station, most of the renovations to the police station, and required water system upgrades. In the past, Water and Sewer operations and capital improvements were paid for by through user fees, but that is likely to change as voters have recently decided that the costs of capital improvements should be born by all voters whether or not they use the services. During this 5-year period, general Government and Transportation expenses have grown; Health/Sanitation expenses have decreased.

Table 14.f. Revenues and Expenditures (at the end of this chapter) summarizes the Town's revenues and expenditures by category for 2003-09.

There is little in the way of "needed additional services" as a result of development in Southwest Harbor. With the shrinking population (Table 14.a below), the focus rather is on repairing, maintaining and modernizing the service infrastructure we already have.

Table 14.a. MSPO Population Estimates and Projections for Southwest Harbor

Est. Population (US Census)				Projected Population (US Census)				
1990	1995	2000	2005	2010	2015	2020	2025	2030
1967	2077	1969	1983	1979	1956	1914	1851	1778

Development in the last 12 years (since the publication of the 1996 Plan) includes 12 new roads with a total of 79 buildable lots; 46 of these lots remain vacant. (And in the past year an additional subdivision that allows for the development of 40 dwelling units on 20 acres has been approved.) Together these scattered vacant subdivision lots comprise our Growth Area in the Future Land Use Plan for the next decade.

(See attached table Private Roads/Built and Vacant Lots at the end of this section.)

All of the roads are private and with the exception of the new and expanded Community Health Center at 16 Community Lane and the new 40 dwelling subdivision at Village at Ocean's End, all of the properties have private septic systems. The town has no plans to take over maintenance of any of these roads or to extend sewer lines.

In 2007 there was an increase in property tax valuation of \$3,200,000 as a result of subdivision and building. The increase in 2008 was another \$4,400,000.

Capital investments from 2005 - 09 were expenses that had long been deferred, and were not related to needs generated by recent development (a mix of year-round and seasonal residences). Development has also not generated a need for additional services. All newly built roads have been private and the Town has no plans to take them over. Water and sewer extensions where present, are paid for by the developer. Development has not had a quantifiable impact on the cost of education, police and fire protection, or other services and costs.

CAPITAL FUNDING

Capital funding in Southwest Harbor had been accomplished through savings in reserve accounts, through bonding, and now through our Capital Improvement Plan. Though median income levels in SW Harbor are relatively high, with significant infrastructure needs during the planning period ahead, the town will actively search out grant monies to help with these projects. (See attached Table 14.g Funding Sources at the end of this section.) Based on Maine Municipal Association's 2007 Fiscal Survey, Southwest Harbor's debt service is about average for Maine towns of similar size. Southwest Harbor assesses no impact fees but it has recently raised building permit fees and this plan recommends considering impact fees in the future.

At the end of FY 2008-09 Southwest Harbor's total debt principal including school and Water and Sewer Dept. debt, stood at \$6,545,353 or 0.84% of the last full state valuation, which was \$776,050,000. This is well below the 15% debt permitted by law. The community has sufficient borrowing capacity to borrow funds necessary for capital expenditures for infrastructure improvements.

The Capital Improvement Plan is reviewed and updated annually before Town Meeting. Studies have been budgeted for the next fiscal year to assess and prioritize needed infrastructure improvements, which will be included in future CIPs. Because of the scattered nature of our Growth Areas (see Chapter 6 Future Land Use), we do not anticipate extending municipal water, sewer or roads to these areas or needing capital to do so. Development of the CIP as an effective planning tool has improved in recent years with growing understanding of its function by staff and the general public. As potential projects are identified and scheduled (particularly if they are large and complex), we anticipate that funding sources and mechanisms will also be developed.

Opportunities to share capital investments with adjacent towns to improve efficiencies are most evident in the area of education, but community identity and politics have traditionally dominated the conversation and there are no plans for further consolidation expected in the next planning period.

In the future, voters concerned about high per pupil elementary education expenses (school enrollment stands at less than half the school's capacity), increased tax burdens for an aging population with fixed incomes, and little prospect for change in the tax base, may become growingly reluctant to vote for major capital expenditures.

FUTURE CAPITAL INVESTMENT NEEDS

PUBLIC BUILDINGS. The 1996 Plan identified the need for the renewal and expansion of municipal service buildings. To date the Fire Dept. has undergone an expansion from 1476 to 9600 sq. ft. completed in the fall of 2006. In 2005 the Town bonded for \$1.1million to build the new Fire Station after having bonded for \$210K in late 2002 to purchase the 6.74 acre Legette property where the station is now located. The next major capital purchase for the Fire Dept. is expected to be a ladder truck.

With the departure of the Fire Dept., space in the lower level of the municipal building became available and, as recommended in the 1996 Plan, the Police Dept. has been expanded into it. The new expansion, which was completed in the spring of 2010, includes a new backup generator adequate to serve the entire building including the Town Offices upstairs and the ambulance service on the southern end of the building.

The Capital Improvement Plan includes monies to design and construct renovations to the Town Offices and provide secure and fireproof storage space for the town's records. The Town Offices are small for day to day operations, they lack adequate storage for materials that need to be accessible, and the meeting room is cramped and shabby. The town clerk's desk is not handicapped accessible and neither are the staff toilets. The Harbormaster shares a small office in winter with the assessors. Interest has been expressed in broadcasting Selectmen's meetings on the town's public access channel, but at this time, there is no room for the equipment that would be required for this service.

WATER AND SEWER. In the spring of 2003, the town used \$743K to reconstruct the sewer lines along Main St. In the fall of 2004, the town spent \$1,006,733 (\$1006.7K) to upgrade the wastewater treatment plant; \$361K of this was grant money from USDA.

A new, modern water filtration plant was completed in 1998. The bond for this project was \$800K. Recent additional upgrades have been applied at a bonded cost of \$954K. These upgrades included 4 items: extension of the water intake out to a deeper location in Long Pond, purchase of an emergency generator at the filtration plant, a diesel generator at the pumping station, and installation of aeration equipment at the water filtration plant. The purpose of the latter was to comply with new DEP water quality standards. As water quality standards continue to become more stringent, more capital improvements may be needed. These projects received grant monies in the amount of \$263K under the federal government's 2008 stimulus program.

In May 2010 residents voted 238-235 to fund future water and sewer capital improvements through taxation rather than user fees.

ROADS, SIDEWALK, DRAINAGE. Roads, sidewalks and drainage for storm water runoff have been identified over and over again by voters as being inadequate. In the fall of 2003 the roadways of Clark Point and Herrick Roads were replaced along with the underlying sewer lines. A sidewalk was constructed on the eastern side of Herrick Rd. from Clark Point Rd. to the Harbor House Daycare. As the roads are rebuilt, consideration should continue to be given to updating the sewer and water delivery systems.

Some of the worst roads are state owned with no immediate prospect of repair. The public most often complains about the sidewalks along State Route 102. Plans to repair the sidewalks are awaiting design, development and funding of Route 102, from Seal Cove Road in Southwest Harbor and south into Tremont. Failing any state plan, the Town has nevertheless committed \$107,000 to immediately needed patching and paving of the sidewalk from the middle of the village to the Manset Corner to make it safer for pedestrians. The sidewalk is crumbling and broken in many cases. The state is fixing several storm drains along this stretch.

A 2007 Comprehensive Plan Committee Survey also identified bicycle ways as an infrastructure improvement wanted by both year-round and seasonal residents (as well as visitors), but these too await state action, particularly along Route 102 where they are most needed.

DOCKS. Continuing its commitment to maintaining a working harbor, the recommendation to purchase the "Hook property" next to the Manset Town Dock has been carried over from the 1996 Plan. Fishermen, boat builders and boat service businesses express their general satisfaction with the harbor infrastructure, but do

complain of lack of sufficient parking, particularly at the Lower Town Dock. There are no obvious places to locate additional parking near the town center or the docks.

In 2010 the town will see completion of an expansion to the Lower Town Dock making it accessible at all tides. The project will cost about \$270,000 and will be paid for out of the capital improvement plan and a 50/50 match from MDOT's SHIP Grant Program.

Going forward, budgeting priorities will be for the continued repair and maintenance of roads and sidewalks, sewer and water lines. Bicycle ways or at least wider road shoulders could be a part of road projects where there is room and this would be particularly valuable along Route 102. Not only could this promote alternative clean transportation and reduce traffic, it would be seen as an attraction for those tourists who like to bicycle on MDI in summer.

PUBLIC TOILETS. Public toilet facilities are seasonal only and they are not handicapped accessible. The permanent toilets behind the village green and at the Lower Town Dock are difficult to keep clean. There are porta-potties at the Manset and Upper Town Docks.

Allocations for these infrastructure repairs and renovations (as well as for vehicle replacement, etc) can be found in the current Capital Improvement Plan (begun in 2008) in Appendix 15.

TAX BASE AND VALUATIONS

Southwest Harbor's tax base is stable. Of the 8,884 acres of land in Southwest Harbor, 3,813.65 acres (1504 parcels) are taxable. This is down slightly from 1996 when there were 3822.67 acres (1466 parcels) of taxable land. 82% of the taxable land is residential. Commercial land makes up 16% of taxable property.

Table 14.b Southwest Harbor's Tax Base

Residential	82%
Commercial	16%
Other	2%

Total Taxable acreage: 3,813.65 acres

The tax base rests primarily on residential homes (Table 14.b), more and more of which have become seasonal homes and homes for retirees. This trend is expected to continue with fewer and fewer families raising children in Southwest Harbor. 163 students were enrolled at Pemetic as of October 1, 2008, down since the publication of the 1996 Comprehensive Plan when there were 264 students in 1995-96 (Table 14.c below).

Table 14.c. Student Enrollment, Past and Current

	Pemetic	MDIHS
95/96	264	-
10/01/08	163	92

Source: 1996 Comprehensive Plan Inventory and
<http://www.u98.k12.me.us/files/home/Oct1enroll08.pdf>

The State Planning Office projects student enrollment at Pemetic will fall still further to 142 students by 2015.

Table 14.d. Southwest Harbor School Populations and Projections through 2017

	Official Counts			Projections						
	1990	2000	2010	2011	2012	2013	2014	2015	2016	2017
Elementary	175	149	96	101	101	101	102	103	103	103
Middle School	63	90	60	50	47	44	42	41	40	39
High School	83	110	92	103	102	101	99	97	95	94
TOTAL	321	349	248	254	250	246	243	241	238	236

Retirees' incomes tend not to expand with the economy and with costs. High property values and a reduction in state revenue sharing have strained middle and working class incomes in Southwest Harbor and it is increasingly difficult for some year round residents, particularly owners of shorefront property, to pay their property taxes. The disproportionate reliance on property taxes (i.e. land values), which do not necessarily reflect a taxpayer's ability to pay, constrain the town's ability to raise funds for needed infrastructure repairs and capital improvements.

Between 2003 and 2009 an average of 65.4% of property taxes went to education and as is commonly the case in Maine, education represents Southwest Harbor's biggest single budget item. Southwest Harbor's education cost per student was \$17,433 in 2007-08 compared to the state average of \$10,658. The county assessment in the fiscal years 2005-08 was 4.0% of each year's appropriation (Table 14.e.). Interest may be growing to look at ways to find economies of scale in the delivery of education, possibly by combining services with the town of Tremont, which finds itself in a similar situation to Southwest Harbor in terms of economic pressures/limitations/opportunities. At this time, no capital investments are shared with neighboring communities, and it is not evident what opportunities there might be for doing so.

Table 14.e. 2005 – 2009 Municipal Tax Rate Calculation Form, Southwest Harbor

Appropriations	2008-09	2007-08	2006-07	2005-06
County Tax	289,059/.04	284,726/.04	275,837/.04	268,903/.04
Mun. Approp.	3,169,070/.42	3,096,015/.42	2,708,112/.39	2,560,822/.38
Educ. Approp.	4,075,305/.54	4,008,111/.54	3,913,761/.57	3,853,052/.58
Total Approp.	7,533,434/1.0	7,388,852/1.0	6,897,801/1.0	6,682,777/1.0

The State valuations listed below are equalized throughout the state and lag about 2 years behind municipal valuations and actual selling prices.

Table 14.h. SW HARBOR MUNICIPAL AND STATE VALUATION 1997-2009

YEAR	MUNICIPAL	MILL RATE	STATE
2009	\$773,791,000	8.95	\$776,050,000
2008	771,762,000	8.70	717,900,000
2007*	782,814,300	7.95	638,900,000
2006	350,721,200	17.30	546,650,000
2005	346,371,800	17.30	499,950,000
2004	340,117,500	16.80	410,000,000
2003	**	15.60	351,450,000
2002	332,677,700	14.60	330,350,000
2001	330,447,000	13.90	297,300,000
2000	310,955,200	16.60	242,200,000
1999	286,084,100	12.60	231,000,000
1998	**	14.35	226,900,000
1997	230,240,000	13.75	222,100,000

*Revaluation

** Unable to locate

TAX EXEMPT PROPERTY

The principal tax-exempt property in Southwest Harbor is Acadia National Park which owns approximately 4,324 acres with an additional 176 acres in easements. This is about half the total land area of 8,884 acres in Southwest Harbor. In lieu of property taxes in fiscal 2007-08, the Park paid the town \$10,522; in fiscal 2008-09, the Park paid \$23,455. Park land is largely undeveloped and arguably the single biggest draw for tourists and retirees who represent a significant part of Southwest Harbor's economy. A report by the Maine State Planning Office said that, "*In 2006, tourism directly and indirectly generated roughly one in five dollars of sales throughout Maine's economy. It supported the equivalent of one in six Maine jobs.*" (Economic Impact of Tourism in Maine: Explanation and Citation, SPO, February 2008).

Other tax exempt properties include state, county and town owned land, property of benevolent and charitable institutions, property of literary and scientific institutions, parsonages and houses of religious worship, property owned in trust by fraternal organizations, real property owned by persons determined to be legally blind, and veterans' exemptions. These properties were valued in total in 2007 at \$23,820,200

(2007 Municipal Tax Rate Calculation Form, Southwest Harbor), which was 3% of the total municipal valuation.

Table 14.i. Taxable and Non-taxable Acreage in Southwest Harbor

LAND	ACRES
ACADIA	
-park	4,324
-easements	176
TAXABLE	
-residential (82%)	3,128
-commercial (16%)	610
-other (2%)	76
TAX EXEMPT	570
TOTAL	8,884

No revenue is dedicated to tax incentive programs and the state does not reimburse the towns for loss to valuations for land put into farmland, open space and working waterfront. It reimburses for land in tree growth at a rate of 90%, but even so the actual dollar amount that the Town receives is negligible.

Table 14.j. Acreage in Current Use Programs (2009)

	ACREAGE	VALUATION	VALUATION FOR TAX PURPOSES	LOSS IN VALUATION
Tree Growth	409	\$1,227,000	45,399	1,181,601
Farmland	161.2	621,200	81,200	540,000
Open Space	11.2	1,128,200	550,600	577,600
Working Waterfront	-	-	-	-

In April of 2007 the Southwest Harbor Board of Selectmen placed 70.44 acres into the Pine Tree Zone Program, but no expanded business development has as yet occurred as a result.

In 2009, Southwest Harbor issued 469 Homestead Exemptions, 468 of which were for the full amount of \$13,000.

LD 1: Southwest Harbor has not so far exceeded its LD 1 spending limits. At the annual Town Meeting, citizens approve the budget articles item by item. In a separate article we vote whether to increase the property tax levy over the LD 1 limit if the sum of the budget items were to exceed the limit. The voters have shown strong support for this decision. The mechanism of the annual limits of LD 1 as a means of managing tax increases does not appear to be of much interest to the average voter.

LD 1 LIMITS 2005 – 2010

2010	\$2,868,740
2009	\$2,801,285
2008	\$2,719,335
2007	\$2,629,155
2006	\$2,573,208
2005	\$2,482,915

Table 14.f Revenues and Expenditures for the Fiscal Year Ending:

REVENUES	2009	2008	2007	2006	2005	2004	2003
Property Tax	6,630,713	6,260,068	6,031,283	5,967,623	5,729,940	5,317,156	4,900,725
% of all Revenues	88.00%	87.00%	87.00%	85.00%	87.00%	86.00%	85.00%
Local Rd. Asst.	19,812	21,504	20,280	20,544	18,852	17,944	18,324
Excise Tax	342,982	379,764	376,153	390,169	377,714	359,111	343,643
% of all Revenues	4.60%	5.30%	5.40%	5.60%	5.70%	5.80%	6.00%
Registrations	*	*	*	*	*	10326	9579
State Rev. Sharing	99,834	110,839	115,288	126,245	135,221	131,442	123,068
% of all Revenues	1.30%	1.50%	1.70%	1.80%	2.00%	2.10%	2.10%
Invest. Earnings	51,340	96,997	107,918	102,524	33,649	24,266	39,287
% of all Revenues	0.70%	1.30%	1.50%	1.50%	0.50%	0.40%	0.70%
Int. on Del. Taxes	38,084	38,556	28,408	21,697	17,888	22,617	21,875
Docks and Floats	70,790	57,545	56,515	50,928	48,031	30,066	33,093
Water/Sewer Fees	20,010	20,000	20,000	20,000	20,000	20,000	20,000
Solid Waste Rev.	57,707	52,459	53,955	48,651	43,974	29,799	34,422
Park Grant				39,990	28,701		
Permits/Fees, other	202,432	19,5340	159,160	270,646	156,058	169,479	205,724
TOTAL	7,533,704	7,233,073	6,968,958	7,019,025	6,621,317	6,160,907	5,749,739

EXPENSES

Gen. Gov.	460,889	438,339	389,371	345,986	339,187	323,430	338,113
Protection	919,773	886,495	989,823	1,025,290	912,912	875,628	824,863
Health/San.	351,304	365,410	380,054	399,901	406,340	376,717	375,884
Transport.	374,572	350,662	257,998	248,474	238,278	221,747	283,230
Education	4,099,777	3,856,595	3,887,733	3,604,988	3,880,014	3,707,010	3,541,773
% of Prop. Taxes	62.00%	62.00%	64.00%	60.00%	68.00%	70.00%	72.00%
% of Exp.	60.00%	59.00%	59.00%	58.00%	61.00%	61.00%	61.00%
Unclassified	201,165	227,457	290,565	196,412	208,618	176,591	143,310
Assessments/Debt	400,346	394,699	398,514	412,471	345,601	340,062	307,831
% of Expenses	5.90%	6.00%	6.00%	6.60%	5.50%	5.60%	5.30%
Unbudgeted Exp.				2612	11,703	2259	633
TOTAL	6,807,826	6,519,658	6,594,058	6,233,522	6,333,562	6,032,888	5,817,264
Capital Outlays	403,975	215,127	1,449,368	336,631	442,828	326,075	1,015,512
TOTAL EXP.	7,211,801	6,734,785	8,043,426	6,570,153	6,776,390	6,358,963	6,832,776

TTL.LIABILITIES 7,778,770 7,929,138 8,239,307 8,766,056 9,179,072 8,729,026 8,471,991

% of State Val. N/A 1.10% 1.30% 1.60% 1.80% 2.10% 2.40%

*Subsumed under Permits, Fees, Other.

Table 14.g Funding Sources

Date	Item	Total Cost	Bonded	Tax/Reserve	Grants
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1998	Repairs, Manset Town Dock	70,000	0	35,000	35,000
1998	Comp. Plan implementation	N/A	0		9,500
1998	Gateway	N/A	0		5,000
1998	Historical/Archeological Survey	N/A	0		7,000
1998	Comp. Plan for Town Trees	10,000	0	5,000	5,000
12/09/98	Water Filtration Plant	800,000	800,000	0	0
12/09/98	Water Dept.	402,000	402,000	0	0
1998-06	CIP Highway	337,918	0	346,700	0
12/17/00	Water Dept. Vehicle	N/A	0	8,782	0
May '99	Relocate Radio Antenna etc.	25,000	0	25,000	0
06/08/99	Police Cruiser	N/A	7,641		0
08/14/99	Town Bond	N/A	41,980		
05/01/00	School Construction		5,221,000		0
2001-04	CIP Harbor	66,300	0	66,300	0
12/06/02	Legette property (for fire station)	210,000	210,000	0	0
2002	Fire Truck	160,000	0	160,000	0
11/13/03	Ford Motor Co.	N/A	13,172		
11/20/03	Downtown Sewer	570,000	570,000	0	0
11/20/03	Downtown Sewer	173,000	173,000	0	0
FY '03	Fire Dept. Protection Equipment	90,000	0	0	90,000
11/17/04	Waste Water Treatment Plant	1,006,733	617,000	28,733	361,000
2004	Safe Routes to Schools				35,500
2004	Fire Truck	20,000	0	20,000	0
2004	Generator (Fire Dept.)	43,000	0	0	43,000
05/26/05	Fire Station	1,100,000	1,100,000	0	0
2005	Park Upgrades	150,000	0	40,000	40,000
2005	Photocopier	6,800	0	6,800	0
2006	Fire Truck	212,000		212,000	
2008	Lower Town Dock, est.	270,000	0	135,000	135,000
2009	Police Station	480,000	380,000	100,000	0
2009	Water Dept.	954,000	954,000	0	263,000*

* Principle forgiveness.

Source: Annual Reports 1998-2009, 2009-10 CIP

Private Roads/Built and Vacant Lots since 1997 Plan

Map	Name of Street	Low	High	length	Intersecting Street/nearest address	Lots	Est	Res	Seasonal	Vacant
19	Beaver Lodge Lane	1	38	950	New subdivision at 562 Seawall Road (Lloyd Property)	5	2006	0	1	4
21	Buttermilk Brook Road	1	22	550	Seal Cove to Freeman Ridge to Granite (on right)	1	2006	1	0	0
6	Community Lane	1	24	600	Off Village Green behind Bar Harbor Bank	1	2007	n/a	n/a	n/a
21	Granite Road	1	46	1150	New Subdivision near end of Freeman Ridge on right	11	2006	0	1	10
15	Hillcrest Acres Lane	1	58	1450	Left at 27 Bass Harbor Road (circular road)	10	2001	3	1	6
12	Indian Brook Road	1	48	1200	Between 59 & 63 Fernald Point Road	8	2003	1	0	7
13	Marshall Brook Road	1	94	2350	170-178 Seal Cove Road	8	1998	12	0	2
13	Marshall Brook Road	1	94			3	1999	Note: (1) commercial lot/Structure		
13	Marshall Brook Road	1	94			4	2001	(Three amended plans combined)		
13	Mountain View Road	1	37	925	Off Marshall Brook Road (off Seal Cove Road)	9	2001	5	1	2
								Note: (1) commercial lot/Structure		
18	Port Landing Road	1	72	1800	Located at 468 Seawall Road	7	2005	0	0	7
18	Starboard Reach	1	60	1500	Off Port Landing Road (10 Port Landing Road)	6	2006	0	0	
13	Windy Woods	1	20	500	Off Mountain View Road	3	2004	Note: (3) residences included above		
2	Zawacki Way	1	18	450	Off Bass Harbor Road	3	2005	0	1	

Town of Southwest Harbor Capital Improvement Plan FY 10-11

Administration

Item	Description	Qty	Useful Life	Year Acquired	Year Replaced	Cost When Acquired	Replacement Cost (Current, No Trade-In)	FY 10-11	Funds Available 7/1/10
Municipal Software	Accounting, Tax, Assessing	1	10	2009	2019	42,500	50,000	0	26,800
Computers, Printers	All Departments	29	3	Various	2010	0	25,950	8,650	16,650
Record Preservation	All Permanent Records	1			2012	0	20,000	5,000	12,500
Copier	Town Office	1	5	2010	2015	13,500	13,500	2,700	2,700
Vote Counter	Expected Requirement	1	10		2011		7,000	0	0
Revaluation			5	2008	2013	0	50,000	10,000	35,000
Cable Access	Equipment Upgrades	1	10	2009	2019	0	10,000	2,000	4,000
Total:						56,000	176,450	28,350	97,650

Municipal Building

Item	Description	Qty	Useful Life	Year Acquired	Year Replaced	Cost When Acquired	Replacement Cost (Current, No Trade-In)	FY 10-11	Funds Available 7/1/10
Building Renovations	Plan for future use of building	1		2009	2009	0	68,000	0	68,250
Building Renovations	Actual renovations	1	50	2009	2009	0	495,000	25,000	78,370
Total:						0	563,000	25,000	146,620

Police

Item	Description	Qty	Useful Life	Year Acquired	Year Replaced	Cost When Acquired	Replacement Cost (Current, No Trade-In)	FY 10-11	Funds Available 7/1/10
Ford Crown Victoria	Cruiser & Equipment	1	3	2009	2012	21,000	30,000	7,500	22,640
2007 Ford Expedition	Cruiser & Equipment	1	4	2008	2012	27,000	35,000	12,990	22,010
In-Car Cameras	In-Car Camera	1	6		2010		4,755	0	4,755
Police Station	Engineering Services	1	50		2009		81,000	0	0
Police Station	Construction	1	50		2010		800,000	0	0
Tasers	Officer Equipment	6	10		2011		6,000	0	0
Total:						48,000	956,755	20,490	49,405

**Town of Southwest Harbor
Capital Improvement Plan
FY 10-11**

Dispatch

Item	Description	Qty	Useful Life	Year Acquired	Year Replaced	Cost When Acquired	Replacement Cost (Current, No Trade-In)	FY 10-11	Funds Available 7/1/10
Dispatch Console		1	10	2010	2020		10,000	1,000	1,000
Security Camera	Station Security/Interviews	1	10	2010	2020		5,000	500	500
Communication Tower	Town wide communications	1	20	2003	2023	5,000	30,000	1,500	8,220
Total:						5,000	45,000	3,000	9,720

Fire

Item	Description	Qty	Useful Life	Year Acquired	Year Replaced	Cost When Acquired	Replacement Cost (Current, No Trade-In)	Proposed FY 10-11	Funds Available 7/1/10
Thermal Imaging Camera		2	10	2009	2019	16,000	16,000	0	0
Explosive & hazardous	Gas Monitor	1	10	1996	2010	3,000	3,000	0	3,000
Jaws of Life		1	10	2001	2011	11,500	12,000	6,000	12,000
SCBA		6	20	1996	2016	18,000	24,000	3,425	6,850
SCBA	Purchased w/grant	18	20	2004	2024	63,000	72,000	0	0
2002 Freightliner/Ferrara	Class A Pumper	1	25	2002	2027	160,000	212,000	0	0
2006 Ferrara Class A Rescue	/Pumper	1	25	2006	2031	212,000	250,000	0	0
1975 Ford/American LaFrance	Class A Pumper	1	25	1975	2000	44,500	180,000	0	0
1980 Pierce Class A Pumper	Used	1	25	1996	2005	49,500	212,000	0	0
1981 American LaFrance	Donated by Mt. Desert	1	25	2010	2006	0	750,000	0	0
Quint Pumper	Replaces the '75, '80, & '81	1	25		2011	0	750,000	40,000	122,650
1989 Ford 4WD Rescue	/Mini Pumper	1	25	1990	2015	72,000	130,000	0	0
1980 Chevrolet Mini Pumper	Used on Greening Island	1	25	1980	2005	4,900	130,000	0	0
2004 Ford Pick-up	Chief's Truck	1	25	2004	2014	20,000	22,000	0	0
Total:						674,400	2,763,000	49,425	144,500

Town of Southwest Harbor Capital Improvement Plan FY 10-11

Harbor

Item	Description	Qty	Useful Life	Year Acquired	Year Replaced	Cost When Acquired	Replacement Cost (Current, No Trade-In)	FY 10-11	Funds Available 7/1/10
Harbor Master Office	Manset Dock	1	20	1992	2012	4,000	48,500	10,000	39,085
20' Eastern	HM Boat	1	20	2009	2024	23,000	23,000	0	800
90 HP Honda	Boat Motor -	1	5	2009	2014	12,000	12,000	0	7,000
Boat Trailer	Haul/store HM boat	1			2011	0	2,400	2,400	2,400
16x24 Pres.Trt. Floats	Lower Dock	4	15	2002	2017	21,000	46,080	0	0
6x20 Pres. Trt. Finger	Lower Dock	2	15	2010	2025	7,200	7,200	0	0
16x24 Pres.Trt. Floats	Upper Dock	2	15	2003	2018	14,000	23,040	0	0
6x20 Pres. Trt. Finger	Upper Dock	8	15	2003	2018	9,600	28,800	0	0
16x24 Pres.Trt. Floats	Manset Dock	4	15	2004	2019	2,800	46,080	0	0
4x16 Spruce Finger	Manset Dock	11	10	2001	2011	8,000	31,680	0	32,155
16x24 Relief Floats	Varies	2	15	2004	2019	14,000	23,040		0
Hoists Upgrade/Replace	Manset & Lower Town Docks	4	4	2000	2006		22,000	2,000	4,480
Pilings/Wall Replacement	Manset Dock	42	15		2011		63,000	49,700	63,000
Float Bridge	Manset Dock - replace wooden	1	15	1996	2011		2,500	1,350	2,500
Cross Bracing Replacement	Manset Dock	1	15	1999	2014		13,440	0	1,840
Deck Planking	Manset Dock	1	15	1999	2015		60,440	0	0
Ramp Resurfacing	Manset Dock	1	10		2014		21,430	0	0
Trap Slides	Manset Dock	3	10		2011		7,100	3,000	3,000
Electrical Conduit Replacement	Manset Dock	1	10		2011		4,300	4,300	4,300
Catwalk/Step Replacement	Upper Town Dock	1	15	1985	2013		16,200	0	0
Light Post	Upper Town Dock	1	20		2011		2,250	2,250	2,250
Float Piling Replacement	Upper Town Dock	7	15	1991	2020	7,000	11,900	0	0
Parking Lot Pavement	Lower Town Dock	1	10	1995	2010		9,550	0	0
Ladder Replacement	Lower Town Dock	2	10	1995	2010		5,200	0	0
Mooring Plan Update	Proposed 50% Match Grant	1	20		2011		10,560	5,280	5,280
Dock Extension Project	Lower Town Dock-50% Match	1			2009		200,000	0	0
Total:						122,600	741,690	80,280	168,090

**Town of Southwest Harbor
Capital Improvement Plan
FY 10-11**

Highway

Item	Description	Qty	Useful Life	Year Acquired	Year Replaced	Cost When Acquired	Replacement Cost (Current, No Trade-In)	FY 10-11	Funds Available 7/1/10
1 ton Pickup	9 ft. plow	1	6	2006	2012	45,000	45,000	13,445	31,555
34,000 GRVW	10 ft. plow & wing	1	15	2010	2025	130,000	130,000	0	0
34,000 GRVW	10 ft. plow & wing	1	15	2005	2020	96,500	130,000	11,820	31,330
John Deere Loader/Hoe	1/2/yd	1	15	1998	2013	76,000	96,000	16,960	62,080
John Deere 4x4	2 yd bucket	1	20	2000	2020	55,000	80,000	6,820	13,640
1 Ton Power Roller	Purchased Used	1	20	1998	2018	3,000	6,000	0	0
1/3 yd Concrete Mixer		1	40	1993	2033	2,500	3,500	0	0
Pressure Washer/Steamer		1	20	1999	2019	9,000	11,000	0	0
Pressurized Line Striper		1	20	2006	2026	4,500	4,500	0	0
John Deere 4115	Sidewalk plow/blower	1	10	2006	2016	17,200	30,000	6,000	6,000
John Deere 155	Lawn Mower	1	20	1997	2017	3,500	5,000	0	0
Garage Replacement		1	40		2011		230,000	20,000	82,110
Road Projects	Various	1	12		2009		795,000	120,000	120,000
Sidewalk Projects	Clark Point Rd/Main St.	1	30		2009		125,000	10,000	10,000
Parking Lot Improvement	Post Office	1	15		2011		30,000	10,000	30,000
Stormwater Mgmt Assessment	Town wide assessment of system	1			2011		28,000	7,000	14,000
Infrastructure Feasibility Study	Needs/Priority Assessment	1			2011		12,500	12,500	12,500
Total:						442,200	1,761,500	234,545	413,215

Appendix 16. Regional Coordination Programs

In the past, Southwest Harbor was a service hub for Tremont and the outer island communities in the area – Islesford, Great Cranberry, Swans, and Frenchboro – as well as an integral part of the Mount Desert Island community. This role as a service hub has decreased as integration with the rest of the island has increased. Southwest Harbor and Tremont, until 1905 a single town on the “quiet side” of MDI, share an ambulance service, recreational activities at Harbor House, and one of the state’s most active libraries, as well as a penchant for mixed-use zoning unique in the state. The list below shows regional activities in which SWH currently participates formally or informally.

ACTIVITY	COOPERATING ENTITIES
Regional Planning	Hancock County Planning Commission, MDI Tomorrow, League of Towns
Education	Mt. Desert Regional School System AOS #91 (MDI High School)
Elder Services	Eastern Area Agency on Aging, Downeast Health Services, Hancock Home Care, Hospice of Hancock County, Island Connections, MDI Housing Authority, Straus Center of Birch Bay
Ambulance, Emergency Service	Southwest Hbr/Tremont Nursing Service
Transportation	Island Explorer bus (seasonal), Downeast Transportation, Island Connections, Hancock County Regional Airport, Cranberry Isles ferry
Natural Resource protection	Acadia National Park, Maine Coast Heritage Trust
Public Housing	MDI Housing Authority
Fire Protection	Mutual aid with other island towns
Police Protection	Mutual aid with other island towns
Jail	Hancock County Jail in Ellsworth
Solid waste	Acadia Disposal District
Recreation	Harbor House facilities, programs include Tremont, community sailing program
Library	all island residents, especially SWH & Tremont

There are no known conflicts with policies of neighboring communities, and there are likely to be economies of scale in shared approaches to some municipal services. This report **recommends considering further cooperation** in a number of areas with different entities as listed below. Most of these are discussed further in the relevant Appendices and in the Issues and Recommendations in Chapter 5.

Southwest Harbor and Tremont have discussed a combined Police Dept., but Tremont, which currently contracts for part-time Police protection from the Sheriff's Dept., has decided to stick with its current arrangement. The elementary schools in both towns have lately considered some consolidation of services, which would include the benefits of maintaining a diversified curriculum, but the popular opinion, particularly in Tremont, appears to be against it. From time to time, the town has considered switching from providing local dispatch service to contracting with Hancock County RCC for services which would result in real cost savings, but at the expense of the comprehensive non-emergency services that are now provided. This proposal was voted down in May, 2010.

Education	Elementary school consolidation, Tremont
Workforce Housing	Island Housing Trust, MDI Housing Authority
Land Use Planning	Acadia National Park, Friends of Acadia, Maine Coast Heritage Trust, Hancock County Planning
Commission	
GIS mapping	College of the Atlantic
Watershed protection drinking	Acadia National Park, Mt. Desert (Long Pond, water)
Protect natural resources	Acadia National Park, Tremont (Bass Harbor Marsh and Marshall Brook water quality)
Dispatch	Hancock County
Solid waster disposal, recycling	Eastern Maine Recycling, Acadia Disposal District

Appendix 17. State Growth Management Goals and Coastal Management Policies

STATE GROWTH MANAGEMENT GOALS

The policies must specify what approaches the municipality will take to address the following State goals:

1. 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. *See Issues 21, 38, 43, 6-1, 6-2, 6-3, 6-6, 6-7.*
2. to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development. *See Issues 5, 8, 17, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 41, 44.*
3. to promote an economic climate that increases job opportunities and overall economic well-being. *See Issues 1, 2 6.*
4. to encourage and promote affordable, decent housing opportunities for all Maine citizens. *See Issues 7, 8.*
5. to protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas. *See Issues 9, 10, 11, 19, 27, 39, 6-4.*
6. to protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas. *See Issues 2, 12, 13, 14, 19, 39, 6-5.*
7. to protect the State's marine resources industry, ports, and harbors from incompatible development, and to promote access to the share for commercial fishermen and the public. *See Issues 15, 16, 18.*
8. to safeguard the State's agricultural and forest resources from development that threatens those resources. *See Chapter 5.7-8.*
9. to preserve the State's historic and archeological resources. *See Chapter 5.4.*
10. to promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters. *See Issues 20, 22, 23, 35.*

STATE COASTAL MANAGEMENT POLICIES

If the municipality is a coastal community, the policies must also specify what approaches the municipality will take to address the following State Coastal Management Policies:

1. to promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation, and recreation. *See Issues 11, 12, 15, 16.*
2. to manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters, and to enhance the economic -value of the State's renewable marine resources. *See Issues 11, 12, 19, 26, 27.*
3. to support shoreline development that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline, and that considers the cumulative effects of development on coastal resources. *See Issues 13, 15, 16, 19, 6-1.*
4. to discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides, or sea-level rise, it is hazardous to human health and safety. *N/A, our shoreline is already fully developed or conserved in Acadia National Park. Our Shoreland zoning is in compliance with state requirements.*
5. to encourage and support cooperative state and municipal management of coastal resources. *See Issues 9, 12, 19, 20, 26, 6-4, 6-6.*
6. to protect and manage critical habitats and natural areas of state and national significance, and to maintain the scenic beauty and character of the coast, even in-areas where development occurs. *See Issues 2, 11, 12, 13, 14.*
7. to expand the opportunities for outdoor recreation, and to encourage appropriate coastal tourist activities and development. *See Issues 15, 16, 17, 20, 23, 34, 35.*
8. to restore and maintain the quality of our fresh, marine, and estuarine waters to allow for the broadest possible diversity of public and private uses. *See Issues 11, 12, 22, 39.*
9. to restore and maintain coastal air quality to protect the health of citizens and visitors, and to protect enjoyment of the natural beauty and maritime character of the Maine coast. *See Issues 20, 34, 35, which would reduce car travel and thus improve air quality.*

Appendix 18. Public participation and Acknowledgments

We would like to acknowledge, with thanks, the following people who have served on the Comprehensive Plan Committee at some time during this planning process:

Bob Bosserman, Onorio Cerrato, Michael Curless, Kathe Falt, Lydia Goetze, Susan Griffiths, Hal Hall, Virginia Holden, Kristin Hutchins, Mike Magnani, Jean Marshall, Tom Morris, Chris Rawls, Lee Worcester.

Thanks also to the following people who have read and commented on various sections of the plan as it neared publication.

Scott Alley, Trudy Bickford, Bruce Bicknell, Susan Buell, Bruce Carlson, Debra Chalmers, Jim Colquhoun, Leza Colquhoun, Dick Dimond, Ralph Dunbar, Kathe Falt, Ted Fletcher, Peter Homer, Ken Hutchins, Meredith Hutchins, JoAnne Ivory, Mary Jellison, Sandy Johnson, David Kessner, Don Lagrange, Dorothy Lauriat, Bunny Leonard, Mike Magnani, Scott Phelps, Jim Vekasi, Skip Wilson, Gordon Wissinger, Lee Worcester

For GIS mapping, thanks to many College of the Atlantic students including Noah Hodgetts, Sydney Kase, and the students of the Land Use Planning class taught by Isabel Mancinelli and Gordon Longworth, including Julia Bretz, Bronwyn Clement, Adibi Desai, Rachel Guttmacher, Jan Olmedo, Keith Phillips, and Evelyn Smith as well as Sydney Kase.

In addition, we would like to thank Stacy Benjamin of Maine Collaborative Planning, who helped us edit our draft to a form that would include all required elements and facilitate the state certification process.

SOUTHWEST HARBOR COMPREHENSIVE PLAN – record of PUBLIC INPUT

12/2006 – 1/07 Survey to all property owners

10/2007 Meeting on night sky issues with Peter Lord of Island Astronomy

1/24/08 Public forum with Fishermen (invited) and follow-up survey

2/28/08 Public Forum – effective communication with Town

3/27/08	Public Forum with Boat builders/Martine activities businesses (invited) and follow-up survey
4/10/08	Public Forum with Chamber of Commerce re: Downtown area
5/8/08	Meeting on Bicycle Safety with Pemetic 5 th grade students
6/09/08	Presentation to Harbor Comm. – Interim Report Marine Resources
6/17/08	Presentation to Selectmen – Interim Report on Marine Resources
6/19/ 08	Presentation to Planning Board – Interim Report Marine Resources
6/25/09	Public Forum on Harbor Zones (jointly with Planning Board)
8/2009	Survey to SWH postal addresses
9/2009	Survey questions, summaries of results posted on town web site
10/21/09	Meet with Conservation Comm.: Water & Critical Natural Resources
10/29/09	Present survey summary results to Planning Board for discussion
12/10/09	Present summary survey results to Selectmen
2/2010	Vision statement posted on web
3/20/10	Public Forum on Elder Services
4/2010	Drafts of Issues & Recommendations, "Inventory" Appendices posted on web; drafts distributed to over 30 volunteer readers for comments
5/13/10	Public Hearing on the draft Plan
5/20/10	Public hearing on the draft Plan
5/27/10	Presentation by College of the Atlantic students of their projects, including many of the maps for the Plan.
6/8/10	Presentation to the Selectmen for discussion

APPENDIX 19. LIST OF MAPS

Future Land Use

Historic, Archaeological and Scenic Sites

Public Water Supply

Sewer Line

Transportation

ME DOT SWH Transportation

Current Zoning

SWH Growth Over Time

Development Constraints

Town of Southwest Harbor Future Land Use

0 0.25 0.5 1 Miles



Future Land Use

- Town Line
- Proposed Critical Resource Area
- Growth (Town Capital Investment)
- Tax Parcels
- Ponds
- Zone A (Growth)
- Zone B BG (Growth)
- Zone C
- Com. Fisheries/Mar. Activities
- Harbor
- Marine Activities
- Resource Protection (Rural/ANP)
- Residential Shoreland

Roads

Type

- Private Road
- Reservation
- State Aid
- State Highway
- Townway
- Trails

Sources: Town of Southwest Harbor

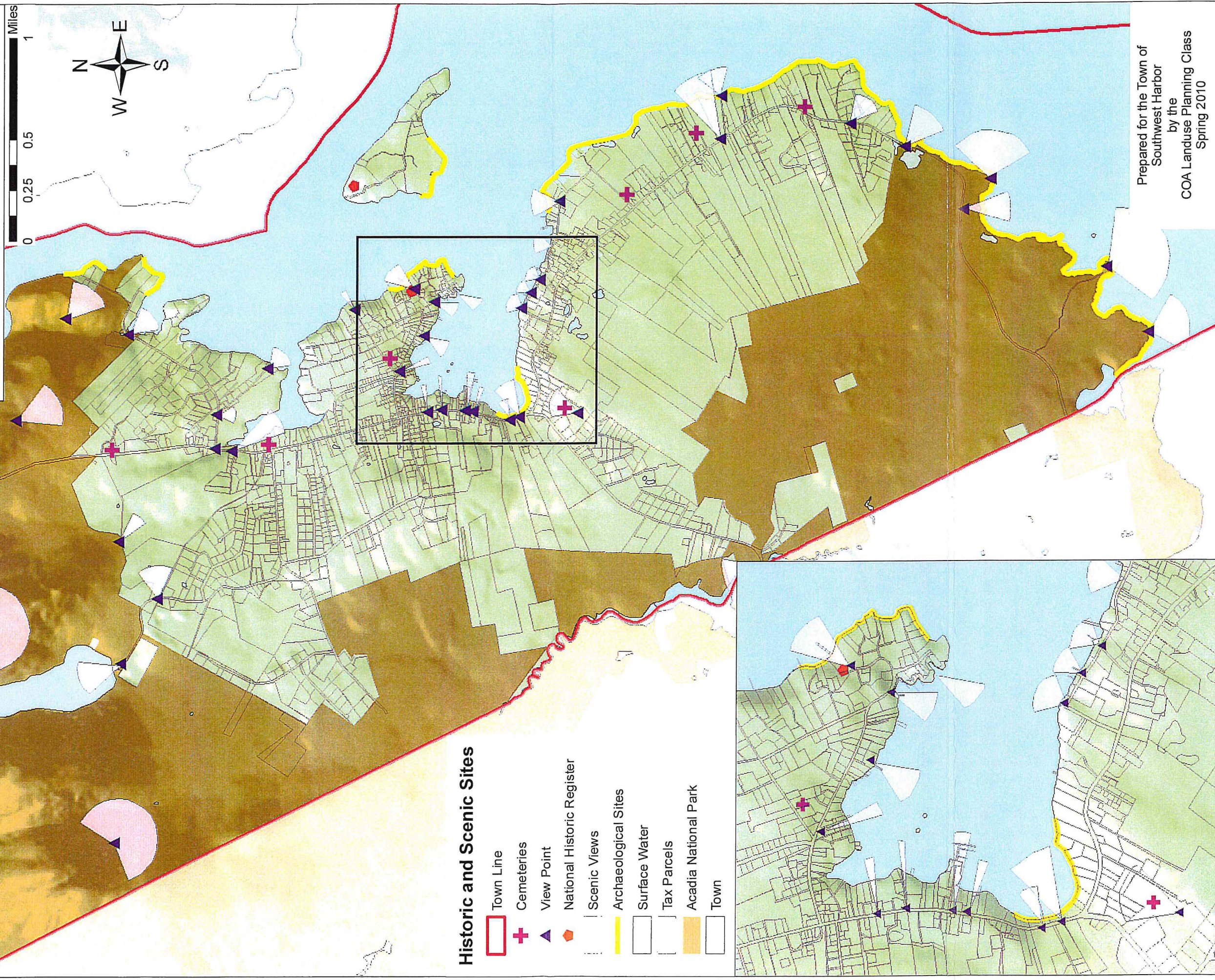
Prepared for the Town of
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by the
COA Landuse Planning Class
Spring 2010



College of the Atlantic

Town of Southwest Harbor

Historical, Archaeological and Scenic Resources



Town of Southwest Harbor Public Water Supply Map

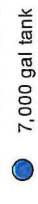
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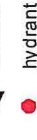
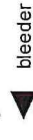
Public Water Supply



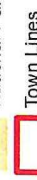
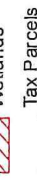
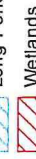
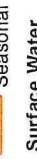
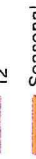
Water Tanks



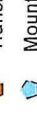
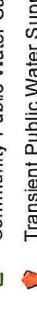
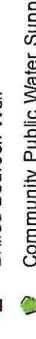
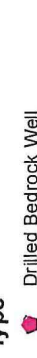
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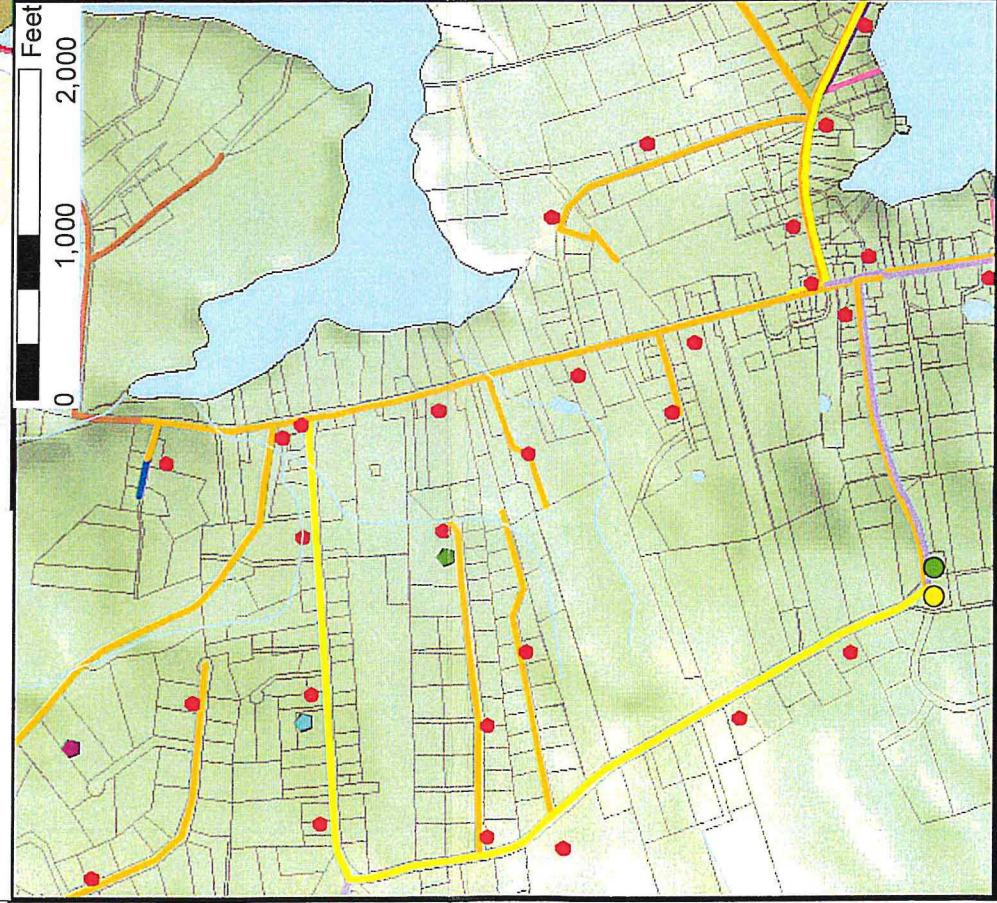
Water Lines (in inches)



Wells



0 1,000 2,000 Feet



Prepared for the Town of
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COA Landuse Planning Class
Spring 2010

Sources: Town of Southwest Harbor

Town of Southwest Harbor

Sewer Line Map

0 0.25 0.5 1 Miles



Sewer Line Legend

- Town Lines
- Acadia Nat'l Park
- Tax Parcels
- Licensed Overboard Discharges
- Sewer Lines
 - Collector Line
 - Pressure Lines
 - Gravity Lines
 - Private Lines
- Sewer Structures
 - Manholes
 - Plant
 - Pump
- Direction of Flow
 - Direction of Flow

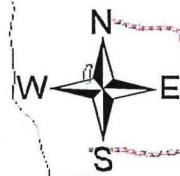
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Spring 2010

Sources: Town of Southwest Harbor

Town of Southwest Harbor Transportation Map

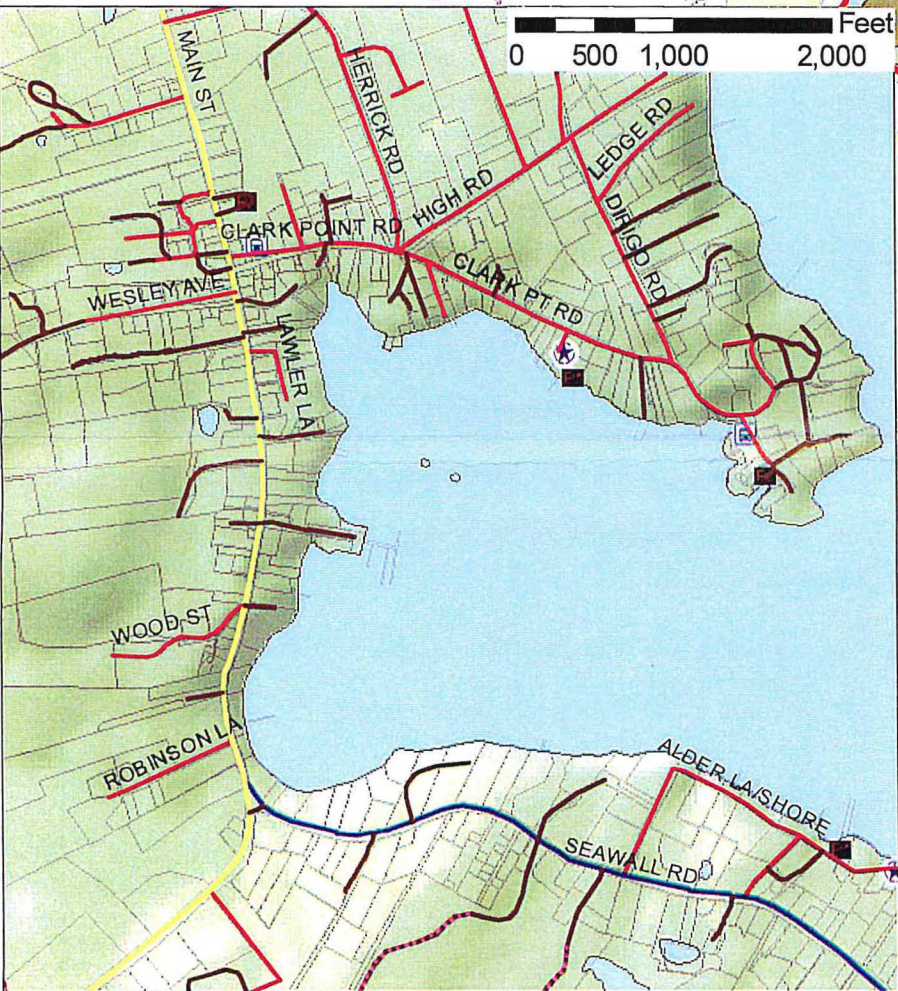
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Transportation

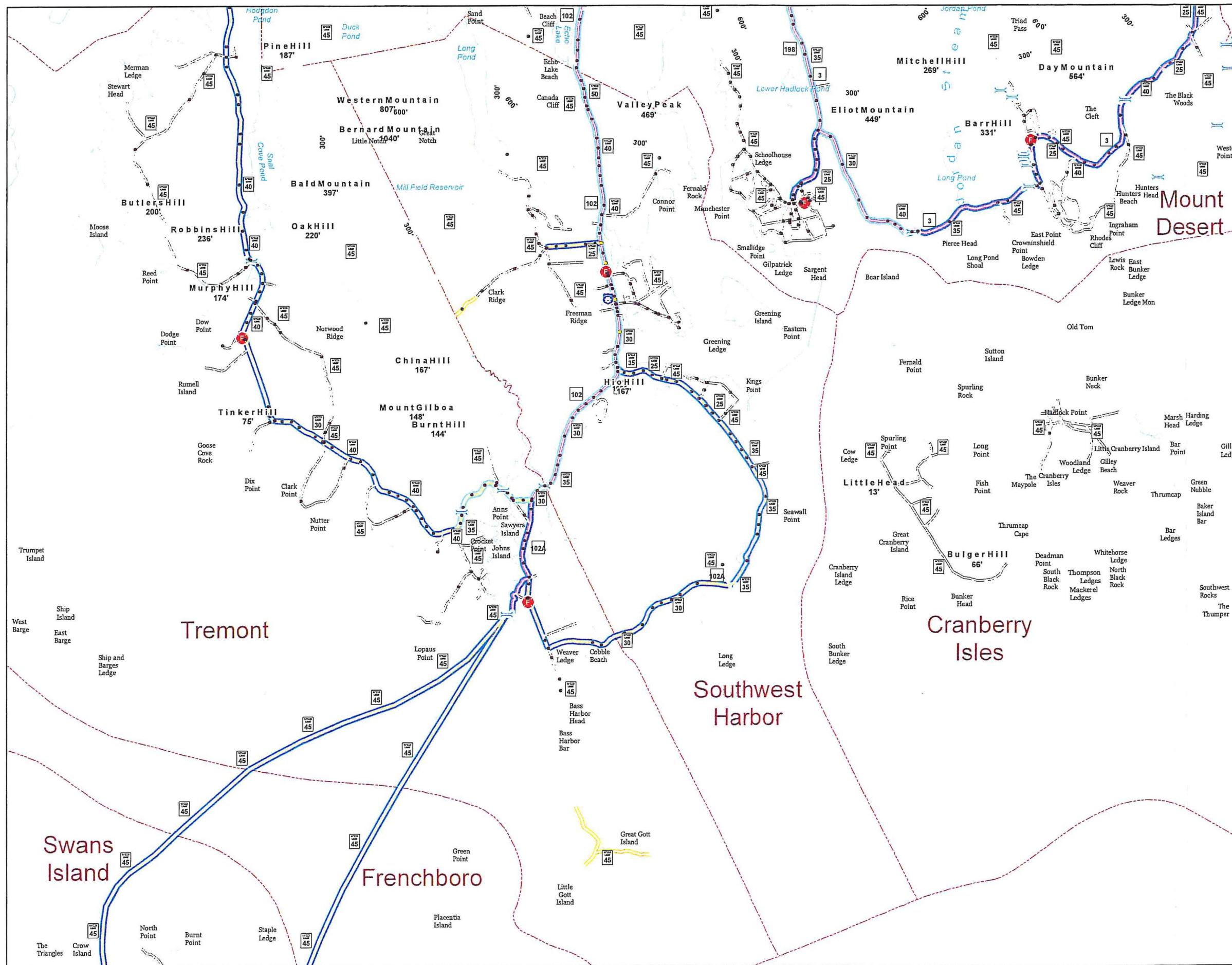
- Town Line
- Island Explorer Stops
- Parking Lots
- Ferry Stops
- Trails
- Roads Type
 - Private Road
 - Reservation
 - State Aid
 - State Highway
 - Townway
- Tax Parcels
- Surface Water
- Acadia National Park

0 500 1,000 2,000 Feet



Prepared for the Town of Southwest Harbor
by the
COA Landuse Planning Class
Spring 2010

Sources: Town of Southwest Harbor, Maine DOT



Southwest Harbor

Crash Data

Number of Crashes 1996-2006 (Source: MDOT)

- 1 - 7 Crashes
- 8 - 28 Crashes
- 29 - 81 Crashes
- 82 - 439 Crashes
- 1014 Crashes

Bridge (Source: MDOT)

Federal Functional Classification

(Source: MDOT)

- Principal Arterial Interstate
- Principal Arterial - Other Freeways and Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector (including all Urban Collectors)
- Minor Collector (not coded in Urban and Federal Urban State Rural)
- Local

Jurisdiction

(Source: MDOT)

- Private Way
- State Highway
- State Aid
- Townway
- Toll
- Seasonal Parkway
- Reservation
- Seasonal Townway

Other Transportation

(Source: MDOT)

- Railroad
- Railroad Crossings (Source: MDOT)
- Park & Ride Lots (Source: MDOT)
- Rest Areas (Source: MDOT)

Airports (Facility Use, Owner Type)

(Source: MDOT)

- Public, Public
- Public, Private

Boundaries

(Source: Maine Office of Geographic Information Systems (MEGIS))

- Town
- County
- State
- Metropolitan Planning Organization Areas (Source: MDOT)
- State Urban (Source: MDOT)

Points of Reference

(Source: Maine Office of Geographic Information Systems (MEGIS))

- Fire Station (Source: Maine Office of Geographic Information Systems (MEGIS))
- Hospital (Source: Maine Office of Geographic Information Systems (MEGIS))
- Police (Source: Maine Office of Geographic Information Systems (MEGIS))

*Other Map Information

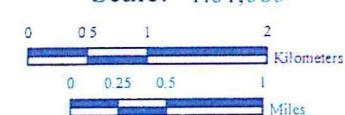
► Hydrography Names (Source: Maine Office of Geographic Information Systems (MEGIS) & (MDEP))

► Landform Feature Names based on the USGS Geographic Names Information System (Source: Maine Office of Geographic Information Systems (MEGIS))

► Contour Interval=60'

(Source: Maine Office of Geographic Information Systems (MEGIS))

Scale: 1:61,000

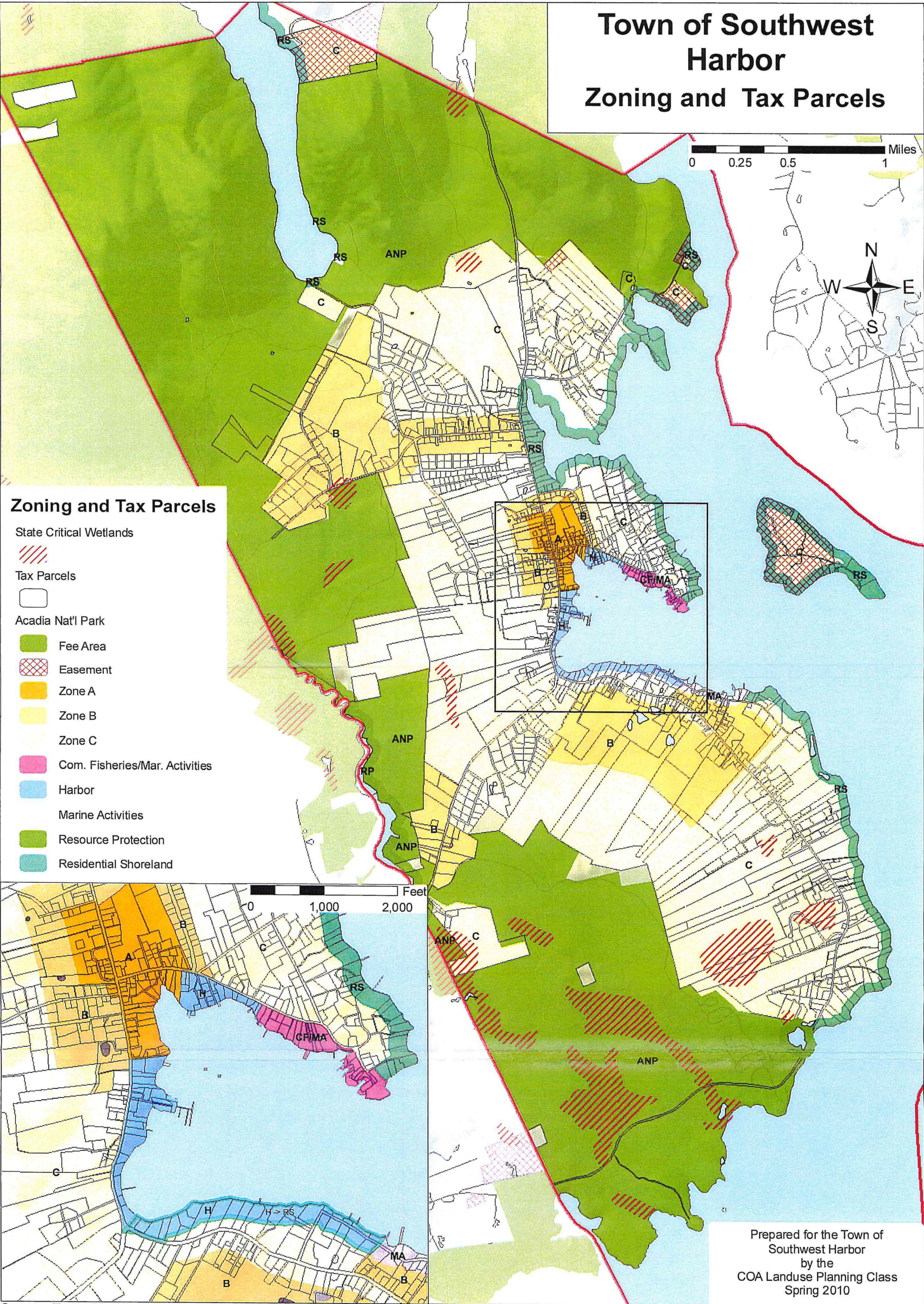


State of Maine
Department of Transportation
Bureau of Transportation Systems Planning
Systems Management Division
Transportation Reporting, Inventory and Mapping

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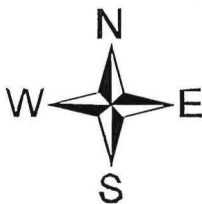
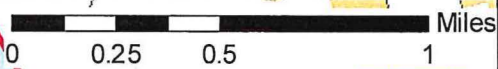
Jun 02, 2008

Town of Southwest Harbor Zoning and Tax Parcels



Sources: Town of Southwest Harbor, Maine Office of GIS, Acadia National Park
NOTE:Resource Protection Zone covers entire Acadia National Park Territory

Town of Southwest Harbor Growth Over Time

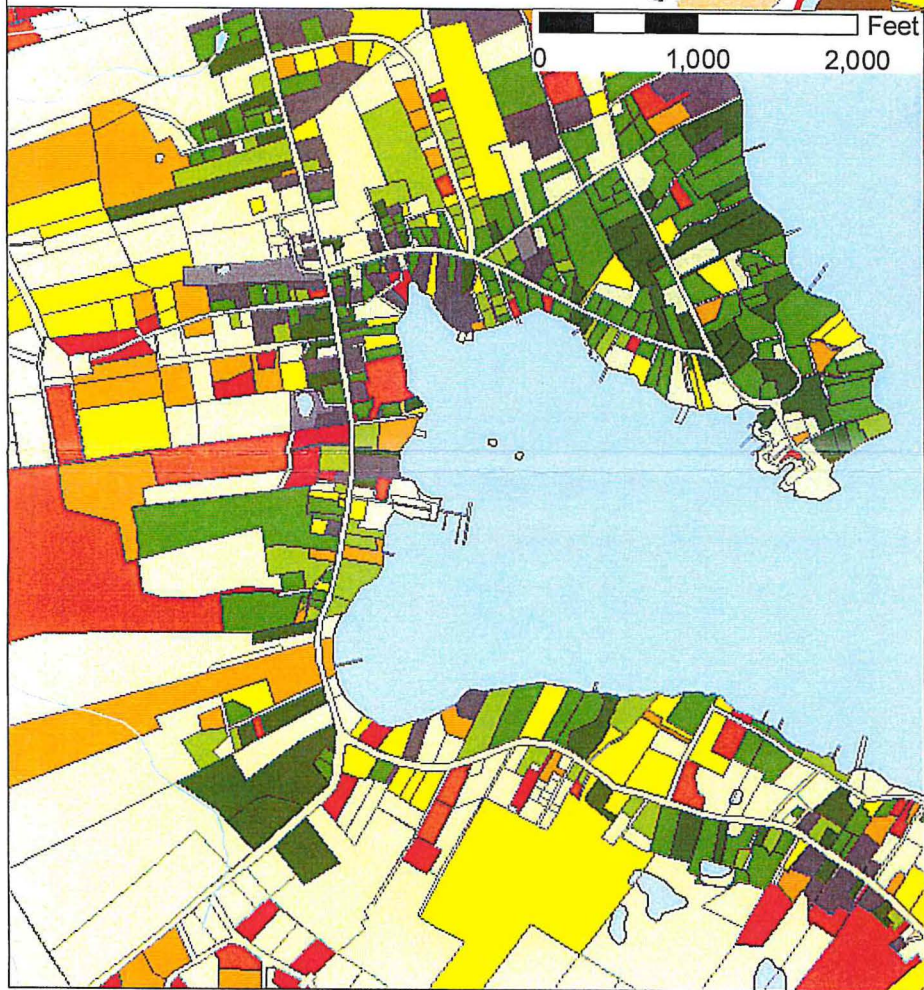


Legend

- Town Lines
- Tax Parcels
- Town

Development Over Time

- N/A
- 1780-1899
- 1900-1939
- 1940-1959
- 1960-1979
- 1980's
- 1990's
- 2000-2008
- Acadia Nat'l Park

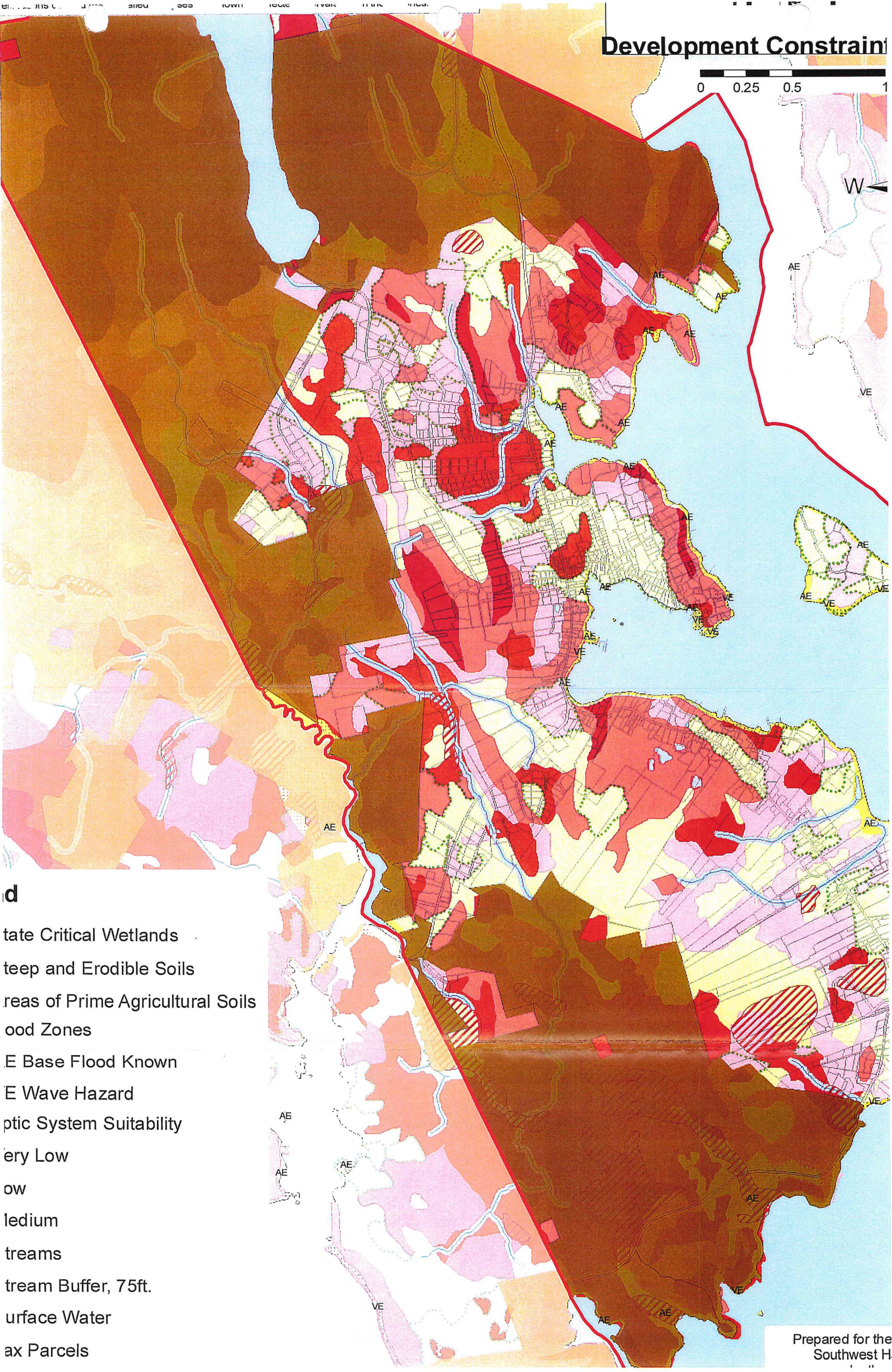


Prepared for the Town of Southwest Harbor
by the
COA Landuse Planning Class
Spring 2010

Sources: Town of Southwest Harbor Tax Assessment Database



College of the Atlantic



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- State Critical Wetlands
- Steep and Erodible Soils
- Areas of Prime Agricultural Soils
- Flood Zones
- 100 Year Base Flood Known
- 100 Year Wave Hazard
- Optic System Suitability
- Very Low
- Low
- Medium
- Streams
- Stream Buffer, 75ft.
- Surface Water
- Tax Parcels