

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	?	?
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 Pemetec 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 palates 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 Pemetec 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 Pemetec 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 be come 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