



# **Choices**

## **ABOUT THE FUTURE**

**ROBBINSON'S COMPREHENSIVE PLAN**

**1996**

**Prepared by the Comprehensive Planning Committee**

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# Choices ABOUT THE FUTURE

## ROBBINSON'S COMPREHENSIVE PLAN

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# Introduction

## Why should Robbinston have a “comprehensive plan”?

The Town should plan for the future for the same reasons successful and thoughtful individuals, families, businesses, organizations and municipalities have *always* made plans: **To meet change they expect, to accomplish things they want, and to avoid things they don't want.**

Robbinston has not grown since the turn of the century, but it has experienced major changes: Horse and ox teams have been replaced by skidders, schooners by 18 wheelers. There is next-day delivery of almost anything to almost anywhere. Cokes are no longer a nickel, penny postcards cost 20 cents. Change can not be stopped but it can be controlled so the town remains (or becomes) the way its people want it. There are two choices: **Decide how the future will be, or let undesirable and uncontrolled development just happen and take the consequences. If change is ignored, it won't go away.**

The State of Maine, recognizing the importance of town planning, provided, through the State Planning Office, funds for most of the cost of preparing the plan. They, and other State agencies, give towns which have comprehensive plans that conform with their guidelines priority for community facility, recreation, open space, and certain other grants.

## Doesn't planning infringe on the rights of individuals?

Properly done, **the only right planning affects is the “right” to harm your neighbor!** For example, an ordinance might prevent a person from putting a fast food restaurant or a junk yard in the middle of a quiet residential area - instantly making the homes much less attractive and cutting their value by many thousands of dollars. Robbinston's land is one of its most valuable natural resources as well as the private property of individuals. The way it is used is the concern and responsibility not just of individual property owners, but of the whole Town. If land is misused there is a danger that individuals and the community can suffer untold damage. Wells can be polluted quickly by oil and other liquids, but it takes many many years and a great deal of money to bring them back.

## What does it mean to “adopt” a comprehensive plan?

Adopting a plan is a way of agreeing on a course towards the future so we are all heading in the same direction rather than working at cross purposes. This Comprehensive Plan presents

### **choices about the future**

that groups and individuals can consider in **their** planning. Adopting a plan in no way affects taxes or puts any restrictions in place. A comprehensive plan is the basis for **future action** by the selectmen, the Planning Board, private groups, individuals, and the voters at Town Meeting. The plan's recommendations can not take affect until they are each brought up at Town meeting and acted upon by the people of Robbinston.

## Will this be a “final” plan?

No, the Plan is not “cast in concrete”. As people continue to think about the Future of Robbinston, and have better ideas, **the Plan can be amended at any time** by a vote of the Town at a regular or special Town Meeting.

## Choices ABOUT THE FUTURE . . .

### The setting:

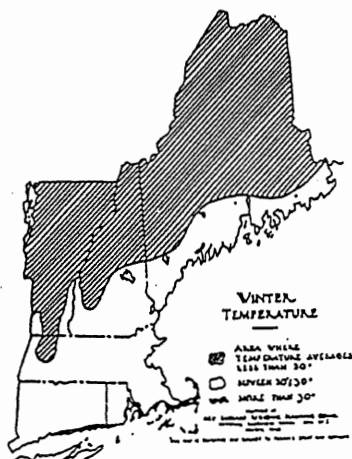
#### LOCATION

Robbinston is located in east-central Washington County Maine which is strategically located linking New England and the Canadian Maritimes. It is half-way between Bangor and St. John, half-way between Boston and Halifax.

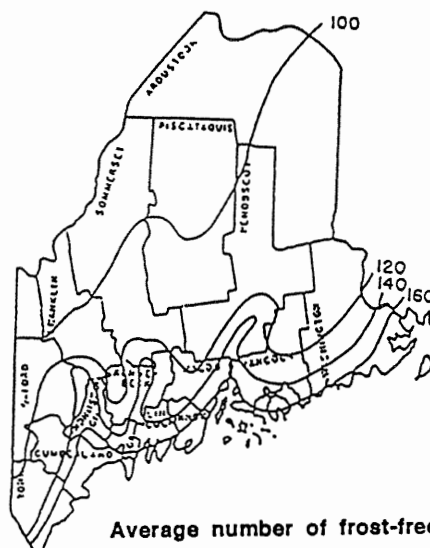
Larger than the states of Delaware and Rhode Island combined, Washington County originally extended north almost to the St. Lawrence River, including what is now Aroostook County, and extended east to include what is now Charlotte County, New Brunswick. The county lies mid-way between the equator and the north pole - the 45th parallel is located by a stone marker on Route One in Perry, just south of Robbinston. The County is a nature-lovers paradise: the bald eagle and osprey are common, as is the Atlantic salmon. There are 25 lakes over 1,000 acres in size in the County which, together with its rivers, provide excellent canoeing, fishing, and other recreational opportunities. The vast forests provide limitless hiking, camping, and hunting. The County has 931 miles of unspoiled Atlantic coastline.

Campobello Island, once the summer home of president Franklin Delano Roosevelt, is now an unique international park of 2,600 acres. FDR once said of Washington County: "There is a charm in that section of the country which can not be duplicated anywhere else."

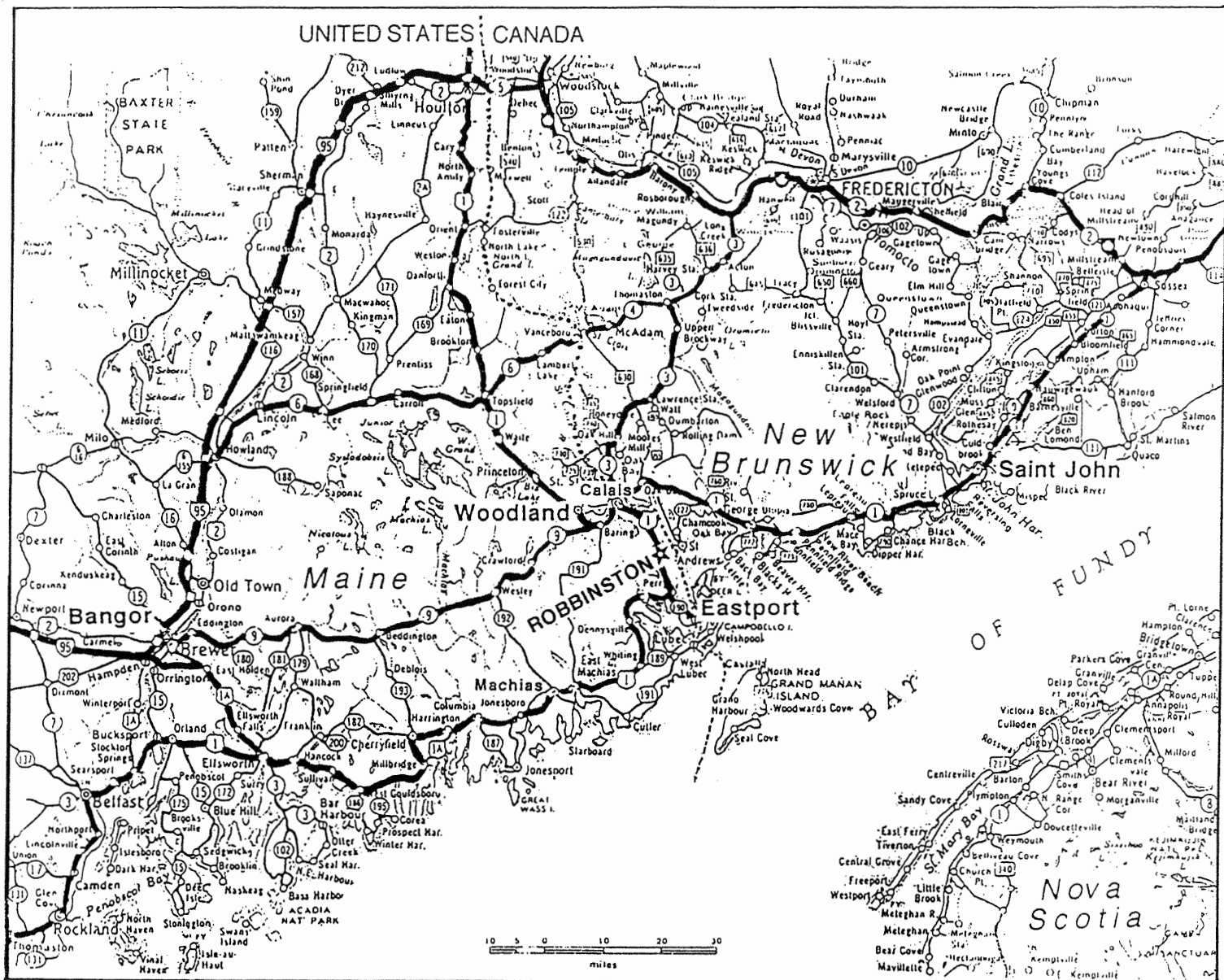
Washington County is the EASTERNMOST county in the United States, not the northernmost. This is an important distinction because the ocean and many tidal rivers have a moderating effect upon the County's weather, making winters less cold and summers less hot. The National Oceanic and Atmospheric Administration's "coastal division" which encompasses the southern portion of Washington County inland to Woodland also includes the entire Maine and New Hampshire coasts and the coast of Massachusetts almost to Cape Cod.



Average winter temperatures



Average number of frost-free days



SOURCE: Based upon a portion of the Gulf Oil Corp's  
Maine/Maritimes road map.



Robbinston and Washington County are strategically located linking New England and the Canadian Maritimes. They are equidistant from Saint John and Houlton and Bangor. Halfway between Portland and Moncton, Boston and Halifax. Principal highways are U.S. route 1, State routes 9 and 6 and Interstate 95. Georgia Pacific's Woodland mill is the largest user of the facilities of the port of Eastport.

## WASHINGTON COUNTY HISTORIC HIGHLIGHTS

The descendants of the last pre-European settlers of the area, the Passamaquoddy Indians "The People of the Dawn" have reservations at Pleasant Point and Indian Township.

The first European settlement north of St. Augustine Florida was established in 1604 by Samuel de Champlain and Sieur de Monts on St. Croix Island just off what is now the town of Robbinston.

A Post Road from Passamaquoddy to St. Mary's Georgia was established by act of Congress effective June 1, 1794. Five years later the "road" east of Machias was still only a path marked by spotted trees. Mail was carried once every two weeks by a man on foot.

During the war of 1812 Washington County was disputed territory. The British occupied Fort Sullivan in Eastport for four years, and Fort O'Brien in Machiasport for one year. The war came to Robbinston with the capture here of an American vessel with a cargo worth \$15,000 by the British cruiser *Spartan*. Soon after this, barracks were erected in Robbinston and fortifications begun. British soldiers came to Town from Eastport, but battle was avoided when a truce was arranged on July 11, 1814.

The County was not linked to the outside world by rail until 1896. Ships, both sail and steam, were thus extremely important to the expanding towns of the county. There were scheduled runs to New York, Boston, Halifax, St. John, and Portland. Shipbuilding became an important industry; in a period of fifty years, over 2,000 vessels were built in County towns.

During the Civil War, although all of the serious fighting occurred far beyond the boundaries of Maine, there was action off the coast. A contemporary newspaper (Quoted in Louis Hatch's 1919 **Maine - a history**) pointed out that: "Maine has an immense property interest in navigation. The keels of her thousands of ships vex the waters of all the seas around the globe. It is all-important that they should be protected and our numerous but unprotected harbor into which they bow their welcome returns should be fortified...." Recognizing this need, the government ordered the defenses of the coast strengthened. The effect of the war on ordinary people in Washington County is summed up by Lura Beam of Marshfield in her 1957 book **A Maine Hamlet**: "The Civil War made everybody poor for a long time. Families were scarred for forty years afterward by the illnesses the fathers brought back, by the mortgages, the high cost of bare subsistence, the memories. Yet with recovery a post-Civil War boom came...."

Lumber exports were the major business of the County in the years following the Revolution. Fishing, especially sardine packing, became a major industry by the end of the nineteenth century, peaking during World War II and declining afterward.



## **WASHINGTON COUNTY TODAY**

The County's population is 10,000 less than it was in 1900! This is due primarily to decline in shipping and ship-building and the fishing and fish-packing industries.

Important sources of income for the county's residents now include: Lobstering and clamming, growing and processing wild blueberries, tipping and wreath making, Georgia Pacific's mills in Woodland, and the newest major industry - aquaculture.

Major assets and liabilities of Washington County today were listed at a State-convened 1994 Citizen Forum on Economic Development as:

- The port of Eastport

- Two colleges: Washington County Technical College with campuses at Calais and Eastport and the University of Maine at Machias

- Cobscook Bay State Park

- Natural features

- Moosehorn National wildlife Refuge

- St. Croix Island International Historic Site

- The Passamaquoddy Tribe

- Work ethic of the people

- The feeling of community

- Location on the Canadian border, and

- the fact that Washington County is unspoiled - the way all of Maine used to be.

## **Choices ABOUT THE FUTURE . . .**

### **1. History**

*“Look back to look forward”*

- Frank O'Connor, Irish author

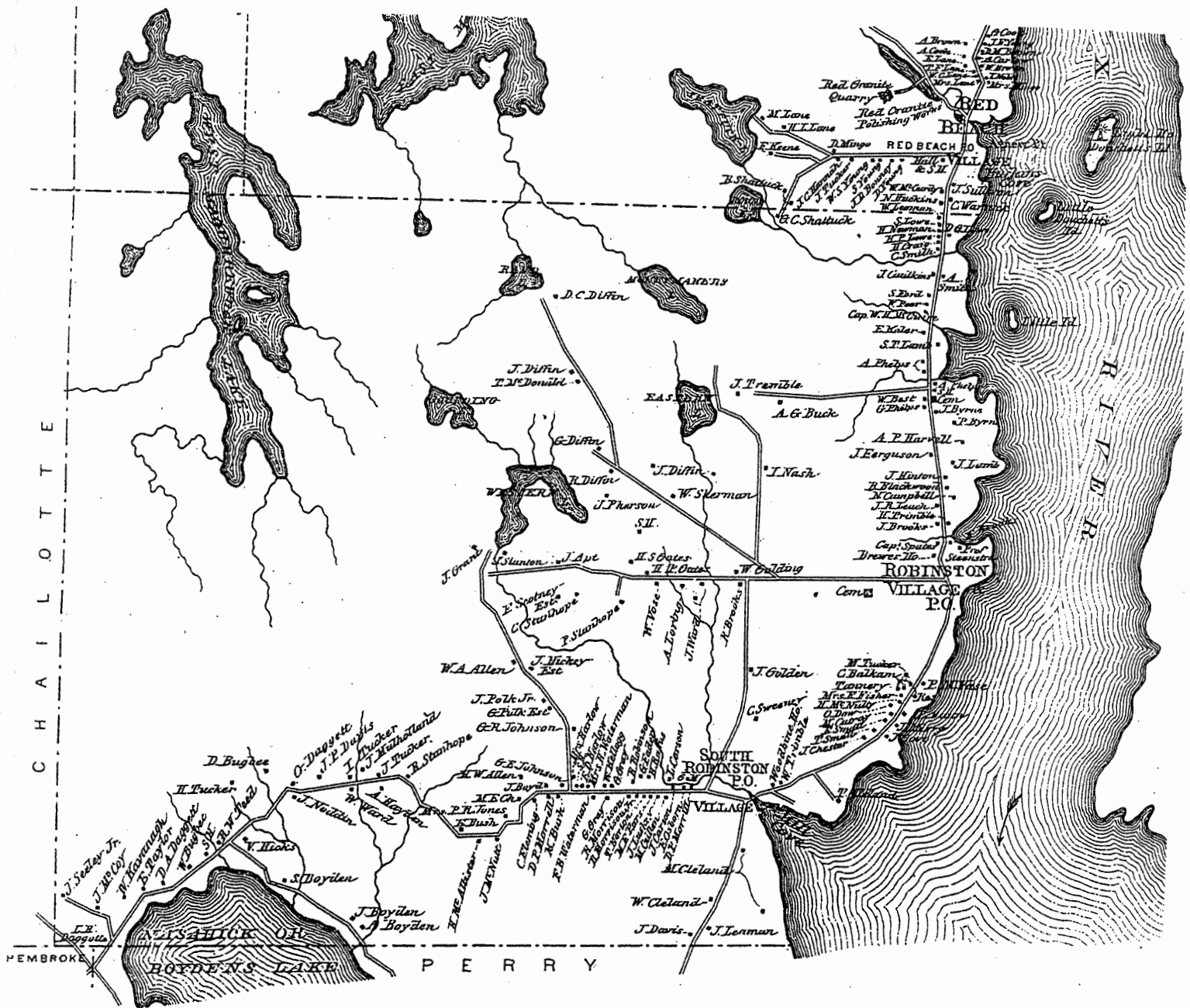
#### **HISTORIC HIGHLIGHTS**

The first people of whom there is record to live in the area which is now Robbinston were the “Red Paint People” so named because their graves contain quantities of brilliant red ocher (a mineral from which paint can be made). Much later the Passamaquoddys arrived, and then in 1604, the first European settlement north of St. Augustine Florida was established by Samuel de Champlain and Sieur de Monts on what is now known as St. Croix Island in the River just north of Robbinston. They spent only one winter here before moving on to Nova Scotia. An international monument to the settlement has been established, including the Island and land on shore opposite it. This is now **Saint Croix Island International Historic Site**, managed by the National Park Service through its staff at Acadia National Park.

The first permanent white settlement was started by Revolutionary War Colonel Edwin H. Robbins of Milton Massachusetts who purchased the 17,860 acres of what was then known as Township #4 from the Commonwealth of Massachusetts for one dollar in 1786. Robbins was Speaker of the House, and later Lieutenant-Governor of Massachusetts. He renamed the township “Robbinstown” and began to recruit settlers. (Jacob Boyden was the first white settler, living at Boyden Lake at the time Robbins made his purchase.) Robbins retained 320 acres extending from Mill Cove to Liberty Point, selling the rest of the Township to settlers.

The U.S. Census shows that by 1790 twelve men and their families had arrived: David Sommes, Donald MacDonald, Joseph Porter, Jacob Boyden, Thomas Vose, Samuel Jones, William Bugbee, John Brewer, Obediah Allen, John Johnson, Samuel Leshure, Job Johnson, a thirteenth household was that of widow Fawcett. In 1798 Robbins was appointed head of the committee to build the Massachusetts State House. He donated 26 large pines from his Township to the project, they can be seen today, supporting the balconies. A committee was formed in 1810 to petition the Great and General Court of the Commonwealth of Massachusetts (Maine was not to become a separate State for another 10 years) to create the Town of Robbinston. The petition was granted February 11, 1811.

A log school-house was built at Liberty Point. The building was also used as the Town’s meeting house. The first teacher was Miss Ruth Jones. (Probably the Town’s most famous teacher was Hannibal Hamlin who taught here in 1832-33 and later went on to become Abraham Lincoln’s vice-president.) As the Town grew, other schools were built to serve the different communities until at one time there were six. The largest, serving the settlement on Trimble Mountain, had 53 students. In 1959 the



SOURCE: George N. Colby's Atlas of Washington County

### Robbinston in 1881.

Note the six schools. The Town has changed a lot since this map was published. In the future it will also change. Planning is a way to guide change so the Town will stay (or become) the way its people want it.

(An enlarged map of the center of Town is at the end of this section.)

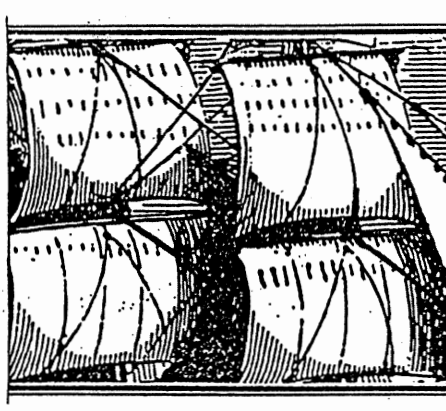
present school was built to serve the entire Town on a ten acre site donated by Thomas Bridges.

At first, there were no roads, the St. Croix served as the Town's highway. A trail was soon blazed and slowly improved into a road. What is now U.S. Route 1 is the result of gradual improvements to this "path" over the years - it was not laid out or constructed as a modern highway.

The first mills in Town were the Tide-powered mills built by Joseph Porter at Mill Cove to cut lumber, grind flour, and card wool. The many water-powered mills that were built attest to the importance of lumbering to the Town in its early years. Besides the one at Mill Cove, there were mills on Western Stream, Eastern Stream, Campbell Brook, Mill Stream, and the outlets of Western and Golding Lakes. The last of these mills was the one operated by Robert Carlow on Eastern Stream which operated until about 1942. Later mills were powered by more dependable gas engines - often tractor takeoffs.

Ship-building was very important to the Town. Joyce Kinney in her **Vessels of Way Down East** lists 40 Robbinston ship builders, 171 Robbinston vessel masters, and over 200 vessels that were built in Robbinston. The largest shipyard was owned by John Brewer who also had interest in shipyards on the St. Andrews side. Most of the vessels built here were in the 100-200 ton range, many were 500 tons, and a were few much larger. Six were clipper ships, including the 1,138 ton *Red Gauntlet* built in 1853 which had a long-lasting of record for speedy passages including Boston to Liverpool, Boston to San Francisco, and San Francisco to Shanghai. Clippers built here included:

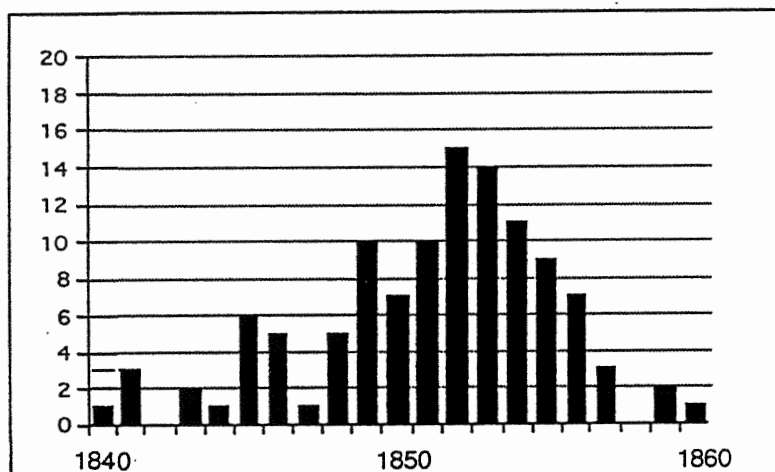
CLIPPER SHIP NAME	DISPLACEMENT	YEAR BUILT
<i>North Star</i>	727 tons	1851
<i>Red Gauntlet</i>	1,138 tons	1853
<i>Rolling Wave</i>	506 tons	1853
<i>Virginia</i>	959 tons	1853
<i>Dictator</i>	1,293 tons	1854
<i>Stalwart</i>	1,105 tons	1855



In one year, 1853, in addition to the clippers *Red Gauntlet*, *Rolling Wave*, and *Virginia* the Eastport Sentinel reported the Town's shipyards produced ten other vessels including *Oswingo* (855 tons), *Walter Coulton* (864 tons), and *Star of Empire* (638 tons). Hundreds worked in the yards. Almost 1,500 people lived in Robbinston!

The first ship listed by Joyce Kinney as being built in Robbinston was the 133 ton brig *Triton* built in 1796. The last ship in her list is the 7 ton schooner *Rio* built in 1887. While there were a few ships launched in most of the years between these dates, by far the most were built between 1840 and 1860. She records 206 vessels launched in Robbinston during the years from 1700 to 1900 - half (113) in the 20 years from 1841-1860, and 79 of these in the boom decade of 1851-1860.

**Number of vessels launched each year in Robbinston**



SOURCE: *The Vessels of Way Down East* by Joyce E. Kinney, Bangor 1989.

In 1854, 41 vessels totaling almost 20,000 tons were launched in yards in the U.S. Customs District of Passamaquoddy (from Calais to Eastport). In 1864, 15 vessels totaling 5,000 tons, and by 1876 only four vessels totaling 3,000 tons.

The industry was hard hit by the depression of 1857. The *Eastport Sentinel* for July 15 of that year reported that "Down in Robbinston, which has turned out so many vessels in recent years, not a sound of hammer, save the auctioneers, (is) to be heard." The final blows to the industry were the coming of steam powered iron ships, then railroads, then vastly improved highways and motor vehicles.

After the Civil War, sardine factories became the main industry, providing many jobs until it began to taper off during the depression years of the 1930's. All that now remains of this once prosperous industry is one derelict factory.

Robbinston clay was found to be as good as any on the east coast for making bricks and at one time there were brickyards at Mill Cove, Liberty Point, Sleepy Hollow and Lambs Cove.

Smuggling has always been a way of life along the St Croix, and Robbinston has not been an exception. It has included clothing, hardware, food, liquor, and now drugs.

## **FIVE SPECIFIC HISTORIC BUILDINGS**

**Sunrise County Architecture**, published in 1979 by Sunrise Research Institute, lists five Robbinston buildings as of historic and architectural significance:

**The Mansion House.** General Jon Brewer, a Robbinston shipbuilder, built his home on the St. Croix River about 1785 - the date is engraved in the fanlight over the front door. This two story wooden clapboard building features a glass enclosed cupola affording a wide view of the river and bay. Legend has it that this spot was used as a lookout for British ships during the war of 1812. Among latter additions were: The barn, the Greek revival porch with its four Ionic columns on the east side (probably added in the 1860's when James Sheppard Pike owned the house), and the bay windows on the south side which were added in 1873. The house is listed on the National Register of Historic Places.

**John N. M. Brewer House.** John Nehemiah Marks Brewer, a ship captain and son of General John Brewer, had this temple style Greek revival home built in 1828. It is a two and a half story wood frame clapboard house with a well defined pediment with a triangular window, and porches on the front and back, each with four Ionic columns. (This is called "amphiprostyle", and this building is the only example of this style of architecture in downeast Maine) It was once a stop of the "underground railroad which harbored slave on their way to freedom, and was used as a school. It was long known as "The Four Elms", and is now the Brewer House Bed and Breakfast. It is on the National Register of Historic Places.

**Henrietta Brewer House.** Henrietta, wife of John N. M. Brewer, had this Gothic revival house built between 1861-63. It is a two and a half story building with decorative barge boards and many steeply pointed gables. The dormer windows are arched and have lacy barge detail. The second story windows have pointed arched lintels. The building is presently the Redclyffe Inn.

**Thomas Vose House.** Located on Route 1 in the center of Town, this massive two-and-a-half story brick home was built about 1800 by Vose, a shipbuilder. The 15 panes over the front door are said to represent the number of states in the union when the house was built. It is now the Andrew Olsson home.

**Grace Episcopal Church.** The Reverend Dr. Steenstra of Cambridge, Mass., founder of a colony of people who came to Robbinston for summers, had this church built in 1875 on land he bought from General John Brewer in 1875. The church has a gabled roof with decorative framework, rounded head windows, and a bell tower on the south side. It has only been used for summer services since its construction.

## **SOME RECENT "HISTORY"**

Robbinston's building activities have not all been in the distant past. A new school was built in 1959 and an addition constructed in 1985. The State boat landing and park were built in the mid-1970's, a new Post Office in the 1980's and a fire house and salt shed in 1992. In the future significant buildings will continue to be constructed.

## **HISTORY: CONCLUSIONS**

### **1. HISTORICAL MUSEUM**

There is need for an historical museum where artifacts and records now scattered about Town can be safely stored and displayed. An existing building may be suited for museum purposes. Perhaps the museum could be in conjunction with a new Town office.

### **2. HISTORICAL SURVEY**

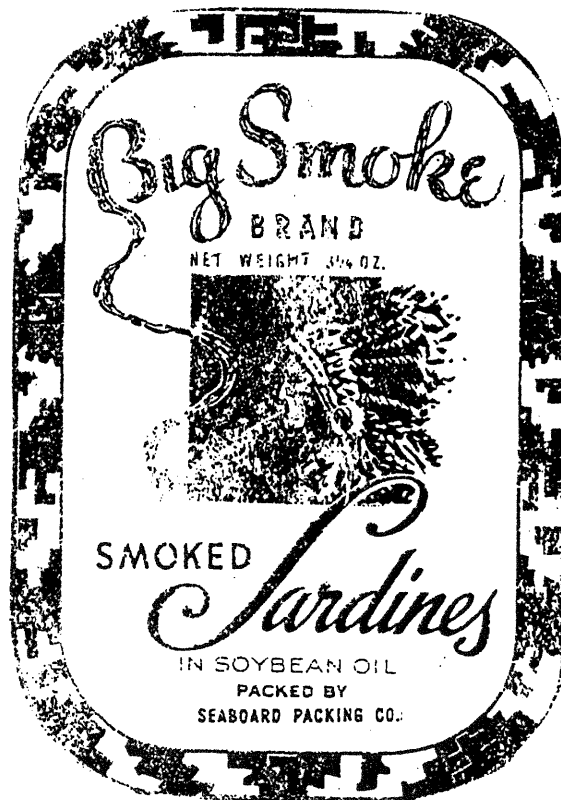
The Town should be surveyed to identify properties of historic significance. Some may be eligible for nomination to the National Register of Historic Places.

### **3. SITE AND BUILDING MARKERS**

Markers and/or interpretive signs could be placed at significant sites including early homes and the various shipyards.

### **4. PREHISTORY SURVEY**

A survey should be made to determine if there are significant prehistoric archeological sites.



A label from one of the products of the Robbinston factory.

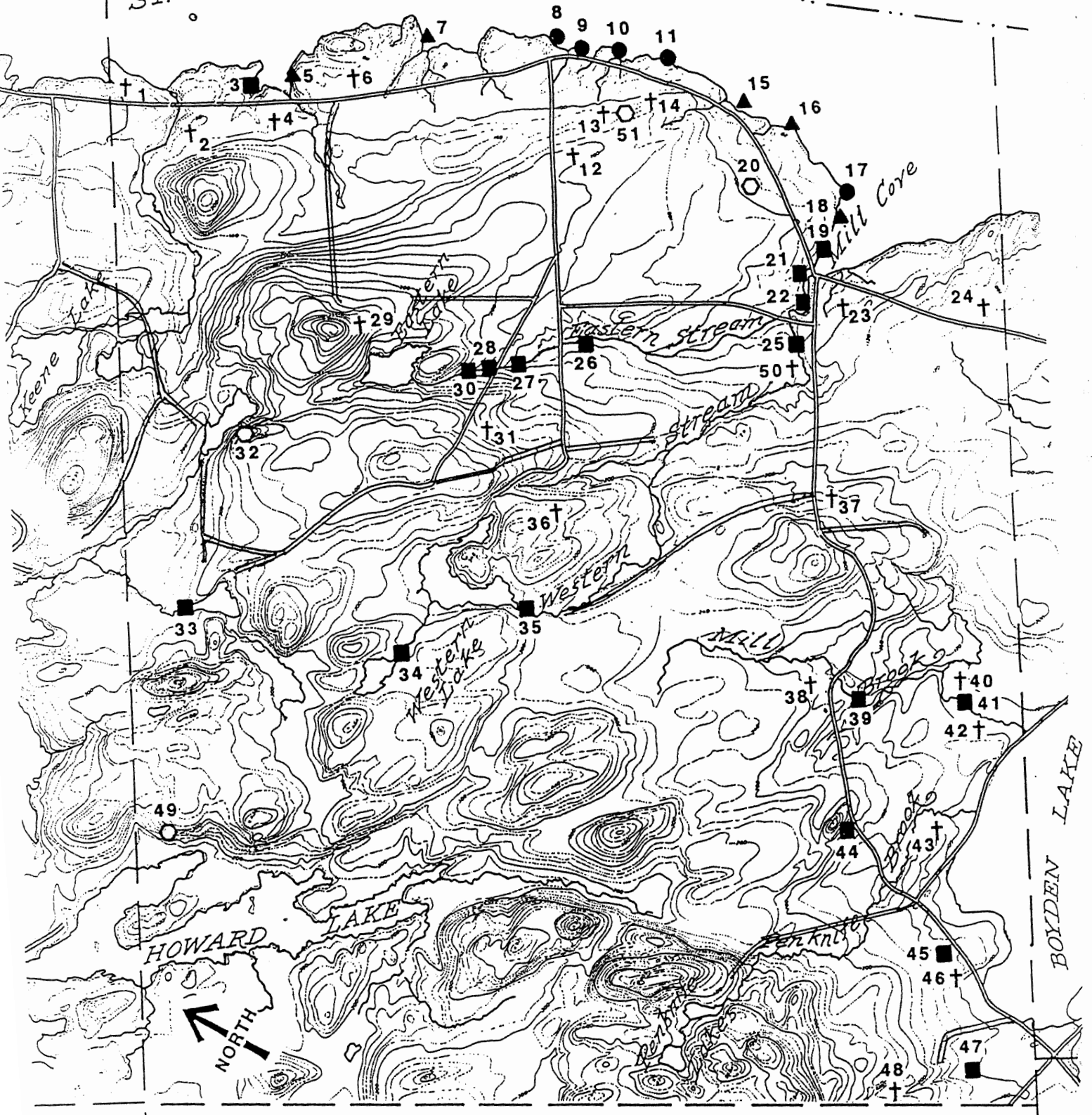


# HISTORIC SITES

Each site is identified on the following page

- SHIPYARD
- ▲ BRICKYARD
- MILL
- † CEMETERY
- OTHER

ST. CROIX RIVER



0 1/2 1 2 miles 12 5/20 Acres



Key to the **Historic Sites** map on the preceding page

- |                          |                               |
|--------------------------|-------------------------------|
| 1. Lowe Cemetery         | 27. Carlow water mill - 1     |
| 2. Smith Cemetery        | 28. Carlow water mill - 2     |
| 3. Johnson Mill          | 29. Burial site               |
| 4. Lamb Cemetery         | 30. Carlow water mill - 3     |
| 5. Brickyard site        | 31. Sherman Cemetery          |
| 6. Town Cemetery         | 32. Counterfeiters site       |
| 7. Brickyard site        | 33. MacDonald's water wheel   |
| 8. Shipyard site         | 34. Mill, stream              |
| 9. Shipyard site         | 35. Mill, stream              |
| 10. Shipyard site        | 36. Apt Cemetery              |
| 11. Shipyard site        | 37. Ridge Cemetery            |
| 12. Brewer Town Cemetery | 38. Bohannon Cemetery         |
| 13. Job Johnson Cemetery | 39. Johnson mill              |
| 14. Brackett Cemetery    | 40. Bush Cemetery             |
| 15. Brickyard site       | 41. Mill site                 |
| 16. Brickyard site       | 42. Ira Boyden Cemetery       |
| 17. Shipyard site        | 43. Ray Boyden Cemetery       |
| 18. Brickyard site       | 44. Gary Diffen Portable mill |
| 19. Tidal mill site      | 45. Teed Lumber Mill          |
| 20. Grade School         | 46. Daggett Cemetery          |
| 21. Carlow shingle mill  | 47. Waltman's Mill            |
| 22. Mill site            | 48. MacShay Cemetery          |
| 23. Gerry Cemetery       | 49. Area of the Pines         |
| 24. Kerr Cemetery        | 50. Stover Cemetery           |
| 25. Mill site            | 51. Cyrus Balkam Tannery      |
| 26. Brooks water mill    |                               |



The Washington County portion of the 1795 map of Maine. Robbinston is shown as township 4. Note that the St Croix is labeled "Schoodic R." and the Magaquadavic in New Brunswick, is labeled "River St Croix". At that time any of three rivers flowing into Passamaquoddy Bay were known as the St Croix. This resulted in considerable controversy when the international boundary was being established.

Attorney-at-Law.

Farmers.

Abel Brooks, Farmer.  
H. J. Brooks, "  
Joshua Brooks, "  
Stephen Ford, " P. O. Red Reach.  
H. P. Gates, "  
H. S. Gates, "  
Geo. Gray, " South Robbinston.  
James Lamb, "  
Seth T. Lamb, "  
Aaron Loring, "  
Hayden McAllister, Farmer, South Robbinston.  
D. P. Morrell, Farmer and Tax Collector; also Can-  
cer Doctor, South Robbinston.  
Thos. Norton, Farmer, South Robbinston.  
Asaph Phelps, "  
John N. Phelps, "  
Edward R. Vose, " and Carpenter.  
Thos. B. Vose, Postmaster and Farmer, Robbinston.  
Warren Vose, Farmer.  
John Ward, Farmer, and First Selectman.

### Hotels.

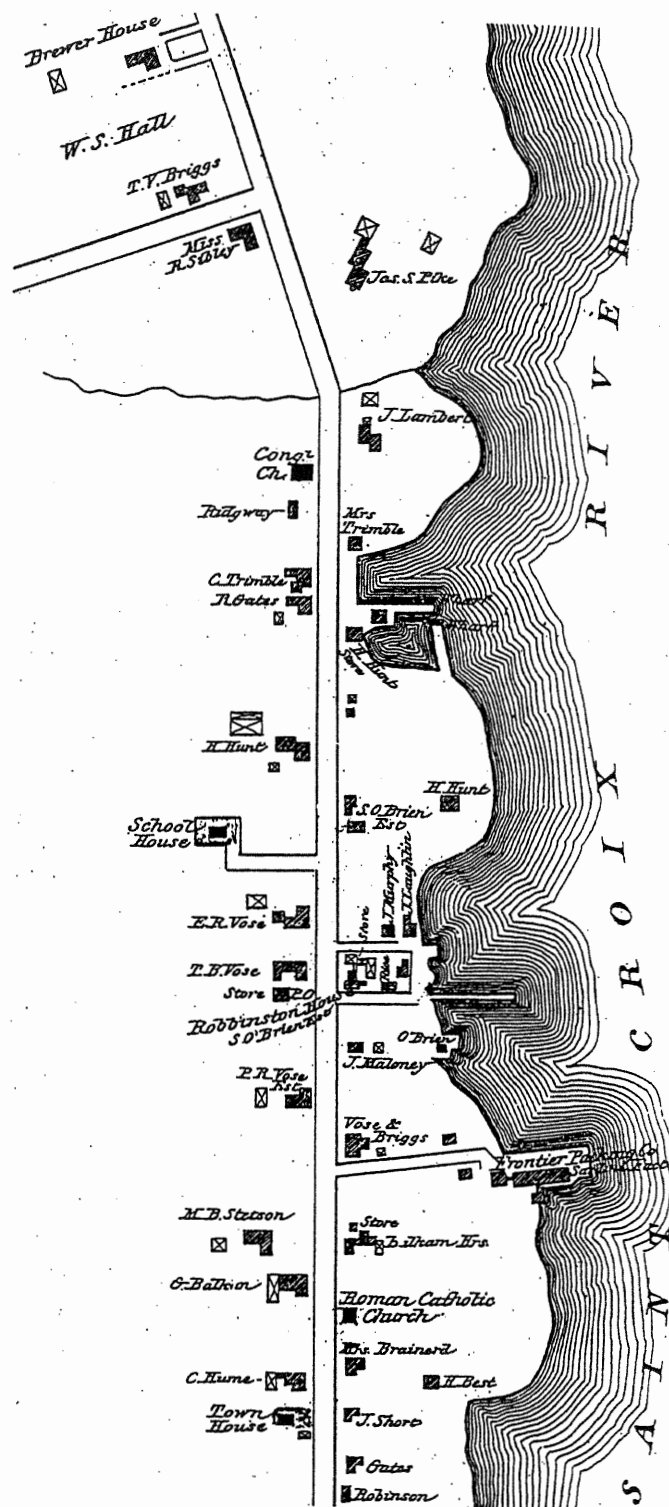
James W. Cox, Popular Summer Boarding-House, Robbinston.  
W. S. Hall, Proprietor of "Brewer House," Robbinston.  
S. O'Brien, Proprietor of "Robbinston House." Liv-  
erly stable connected.

### Merchants and Manufacturers.

Cyrus Balkam, Tanner, Manufacturer of and Dealer in Moccasins, Boots, etc., Robbinston, Maine.  
S. O'Brien, Dealer in Groceries, Provisions, etc., Robbinston.  
Walter S. Vose, Postmaster, Dealer in Dry Goods, Groceries, Boots, Shoes, Rubbers, Hardware, Crockery, etc., Paints, Oils, etc., South Robbinston.

Miscellaneous.

A. B. Blair, Designer, Dover, N. H.  
A. G. Buck, Town Clerk and Treasurer, Supervisor  
of Schools.  
James S. Pike, Resident, Robbinston.  
E. J. Gerry, Deputy Collector of Customs, and Black-  
smith, South Robbinston.  
Captain W. H. McGuire, P. O. Red Beach.  
John Maloney, Ship Carpenter.  
G. F. Sibley, Contractor and Builder.  
Ambrose C. Spates, Resident.  
Prof. P. H. Steenstra, Professor of Hebrew, Cam-  
bridge, Mass.  
R. W. Teed, Resident, P. O. Pembroke.  
P. M. Vose, Veneer business, 522 Harrison Avenue,  
Boston, Mass.



The center of Robbinston, 1881. Note the wharves and packing company. Colby's Atlas of Washington County (from which this plan is taken) has the following description of the Town:

**Celebrated for its near fishing-grounds, delightful climate, and fine views; much visited by summer tourists and sojourners. Population in 1881, 910. Valuation, \$111,694.**

## Choices ABOUT THE FUTURE . . .

### 2. Population

(Selected U.S. Census tables for the Town are reproduced at the end of this section.)

Robbinston's people are more than just statistics, they **are** the Town. They are active, concerned, and hard working, but they are different from their predecessors. Understanding past changes in population is essential in order to develop realistic estimates for the future. These estimates can be the basis for projecting impacts on schools, commerce and town services, and be used as a guide when evaluating development proposals.

#### POPULATION TRENDS

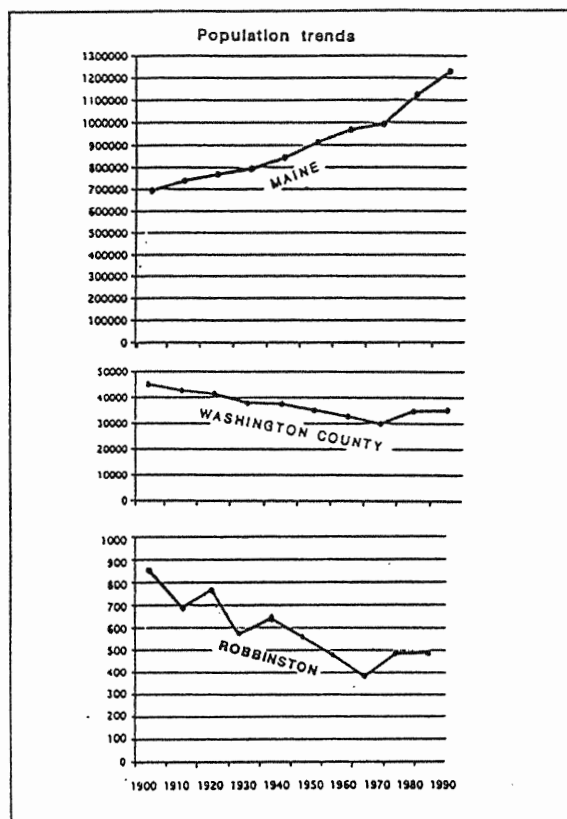
The population of Robbinston, and of Washington County as a whole, is less now than it was at the turn of the century. In 1850, Robbinston's population was 1,028, and the County's population was about 45,000. The Town's population was 844 in 1900 and reached a low of 396 in 1970. The Census counted 492 in 1980, and 495 in 1990. Washington County's population has declined from its 1900 high to about 35,000 in 1990. Maine on the other hand has added population every census this century, with its rate of growth experiencing a sharp increase beginning in the mid-1970's. (It was concern over the rapidity of this growth and fear that it was getting out of control that led the legislature to pass the Growth Management Act in 1988 mandating that every town prepare a comprehensive plan.) Populations and changes from 1970-1990:

POPULATIONS				
TOWN	1970	1980	1990	CHANGE 1970-90
<b>Robbinston</b>	<b>396</b>	<b>492</b>	<b>495</b>	<b>+99</b>
Calais	4,044	4,262	3,963	-81
Charlotte	199	300	271	+72
Perry	878	737	758	-120
Baring	181	308	275	+94
Pembroke	700	920	852	+152
SOURCE: U.S. Censuses				

Long-term changes in Town, County, and State populations are shown on the graphs on the following page.

There has been a slight decline in the number of people living in each house. The 1990 census found that the Town's 495 people were living in 231 year round homes. This averages 2.14 persons per house. In 1980, 492 were living in 217 year round homes or 2.26 persons per dwelling.

The 1980 census counted 114 seasonal homes - 36 more than in 1990. This may mean either that there actually were that many less seasonal homes in 1990 (some may have been converted to year round homes, others burned or abandoned), or that they were undercounted.



## POPULATION CHANGE

Town of Robbinston

YEAR	POPULATION	NUMERICAL CHANGE	% CHANGE
1790	54	-	-
1800	127	73	135
1810	371	244	92
1820	424	53	15
1830	616	192	45
1840	822	208	31
1850	1,028	206	22
1880	910	-118	-11
1900	844	-66	-7
1910	691	-153	-18
1920	747	+56	+8
1930	583	-164	-22
1940	637	+54	+9
1950	554	-83	-13
1960	476	-78	-14
1970	396	-80	-17
1980	492	+96	+20
1990	495	+3	+0.1
<b>1850-90</b>	-	<b>-533</b>	<b>-52%</b>

SOURCE: U.S. Census (1790 was the first U.S. Census)

Robbinston's population increases during the summer season although not to the extent the summer influx occurs in the some parts of the State. The 1970 census identified a seasonal population of 477. By 1990 this had declined to 195! This increase over the year-round population puts the Town's population at almost 700 in the summer.

The median age of Robbinston's year-round population in 1990 was 38.9 years. This is an increase of almost five years in average age over 1980 when it had been 34.4! This represents a major shift and probably is due to an influx of retirees. This compares with median ages of 35.7 years for Washington County in 1990 and 31.7 in 1980. In the State of Maine in 1990 the median age was 33.9. The increase in age of Robbinston's citizens was from in the 19-64 age group. From 1980 -1990 the distribution of population among upper and lower age groups varied only slightly. The number of Robbinston's householders over 65 was virtually constant: 1990, 80 and in 1980, 81 and the number under 18 years old declined from 133 to 122. Since 1990 there has been a considerable increase in school-age children (see pp. 61 and 62).

### **HOME OWNERSHIP**

The ratio of homes occupied by their owners (compared to renter-occupied households) has been about steady. In 1980, 88% of the year round homes were occupied by the owner of the property, in 1990, the figure was virtually the same: 89%.

### **EDUCATIONAL ATTAINMENT**

Compared to the County, Robbinston has about the same percentage of residents who are high school graduates. Of adults over 25 years of age, 74% the Town's residents had completed high school. For Washington County as a whole, 73% are high school graduates. However, both these figures are below the State average of 79%. Seventeen percent of Robbinston's residents are college graduates. The Town's proportion of residents with higher education is higher than the county as a whole (13%), but below the State average (19%). An additional 13% of the Town's residents have some college but no degree.

### **INCOME**

Median household income in 1980 was \$9,659, by 1990 it had increased to \$23,906. However, according to the federal consumer price index, the purchasing power of the dollar declined by 24% during these 10 years. This means that in "constant" dollars the 1990 income was only \$17,929 - this is still almost double 1980's income level.

<b>INCOME, EDUCATION, UNEMPLOYMENT, 1990</b>			
	Town	County	State
Median household income	\$23,906	\$19,993	\$27,854
Families below poverty level	7.3%	19.3%	10.8%
High school grad (or higher)	74%	73.2%	78.8%
Unemployed	12.4%	10.8%	6.6%
SOURCE: U.S. Census			

The 1990 census classifies 20% of Robbinston's residents as "low income". This is well below the rates for nearby towns: Dennysville 45%, Perry 27%, Eastport 35%, Pembroke 41%, and Charlotte 27%.

### **RACIAL COMPOSITION**

Non-whites comprise only 1% of the Town's population, and Native Americans, 2%. Residents reported their "ancestries" as: Primarily British (189 English, 146 Irish, 24 Scottish 19 Scotch-Irish, 9 Welsh). Others reported were: 37 French, 28 French-Canadian, 30 German, 21 Italian, 9 Polish, 8 Norwegian, 8 Swedish, 8 Swiss, 4 Czech, 4 Ukrainian, 4 Danish, 2 Greek, and 2 Lithuanian.

### **POPULATION FORECASTS**

There are so many variables that the projection of future population growth in Robbinston, as in any small community, is at best an educated guess about the future, based on past trends. But even though it is not possible to forecast a specific population for a specific future date, it is possible (and desirable) to agree on a target "planning population" as the basis for projecting impacts on schools, commerce and town services, and for use as a guide when evaluating development proposals. The target date for town comprehensive plan population forecasts has been set by the State as 2006.

The Maine Department of Human Services made population projections in the late 1980's for each city and town. Three assumptions underlaid the Department's projections: There would be a very small increase in the birth rate, There would be a very small decrease in the death rate, and the net migration pattern would be the same as it was estimated to be between 1980 and the first quarter of 1988. Their projections did not take into account possible developments that might have major impact on population growth. The projections, which were made before the 1990 Census, predicted major losses in Robbinston's population (and that of several other neighboring communities). The Census contradicted these projections by showing increases. These estimates are not, therefore used here. There have been no State projections of town populations since the 1990 Census.

Three alternative forecasts are considered:

1. There will be a slight decrease in population based upon decline in Calais retail sales, reduction in force at Georgia Pacific, and/or decline in the fishing industry, or . . .
2. There will be an increase in new jobs in the area (not necessarily in Town). G-P will expand, Calais will prosper as an international trade center, and/or there will be more aquaculture. Some of the people filling these jobs will move into Robbinston with their families. In addition, retirees will continue to move into Town, or . . .
3. There will be no change in the Town's population. It will remain constant neither growing nor declining.

#### POPULATION FORECAST: ALTERNATIVE 1 -- A DECREASE

In recent years there was a dramatic increase in Canadian "cross shopping" in Calais which resulted from a favorable U.S./Canadian dollar exchange rate. The New Brunswick government has taken major steps to slow down (or stop) cross shopping by aggressively collecting sales tax at the border from returning shoppers. Although specific figures are not available, it is clear trade is suffering as a result. Whether the situation will be reversed is not known -- the Federal governments are meeting to discuss this under the North America Free Trade Act.

As Georgia-Pacific modernizes, its output may increase, but the number of workers required to produce this output may actually decline.

Declining stocks of many of the fish that have traditionally been the backbone of this industry has resulted in major modification of regulations, even the extreme step of "buy back" programs by the Canadian and U.S. governments, loans to fishermen to start new businesses, and job retraining programs.

Unfortunately, Robbinston has no control over the outcome of these events, any and all of which will affect its future population. Taken together, they might result in a decline of 50 in the town's population during the planning period.

#### POPULATION FORECAST: ALTERNATIVE 2 -- AN INCREASE

This projection is based upon the reasonable assumption that some combination of developments will occur bringing new jobs to the area that will be filled by people who move into Robbinston (the jobs themselves would not necessarily be in Robbinston). Examples include the new port facilities at Estes Head in Eastport, a resolution of the "cross-shopping" problem in Calais resulting in more commercial development there, expansion of Georgia-Pacific resulting in more jobs there, or one or more entirely new businesses or industries.

Perhaps these events would result in twenty new families moving into Town. This would result in a direct population increase of 50 (the workers plus their dependents), and there might be an indirect increase of another 5-10 new "spin-off" jobs for people working in retail trade, services, construction, etc. These workers and their dependents might result in 20 more people moving into Town. In addition, retirees might continue to move into Town (some being former residents who moved away for work and are returning). For planning purposes, an increase in population of 100 could be used. Because these events are beyond the control of Robbinston, it is difficult to say exactly when the increase will occur, but whether it occurs in 2006, or sooner or later, it can be a useful common benchmark for considering future school and Town service needs.

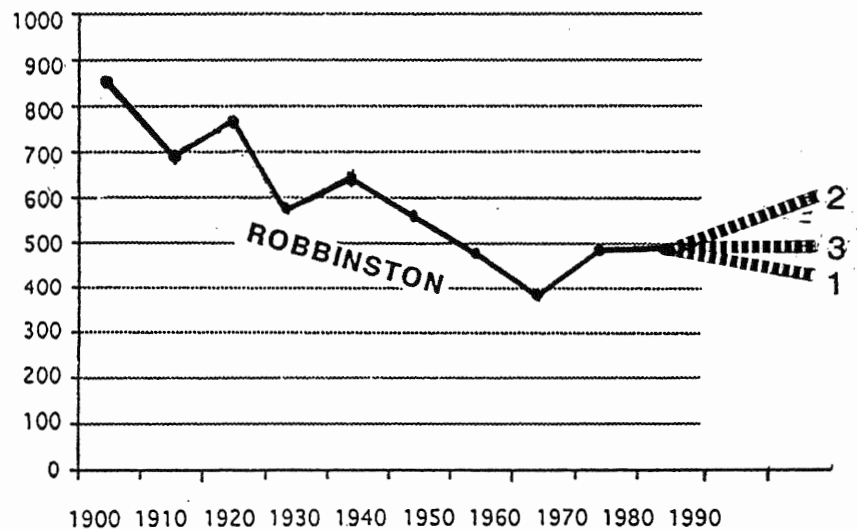
#### POPULATION FORECAST: ALTERNATIVE 3 -- NO CHANGE

The Town's population from 1980 to 1990 increased by only three people, according to U.S. Census figures. Considering this, and that there are no activities in Town, such as businesses and industries that might expand or contract, it might be reasonable to



project a straight line continuation of population with no change in Robbinston's population during the planning period.

**THE THREE ALTERNATIVE POPULATION FORECASTS**



## **POPULATION: CONCLUSIONS**

### **1. SELECTED POPULATION FORECAST**

Based upon consideration of the conclusions of the inventory and analysis sections of this plan, population forecast alternative 2 appears to be the most likely alternative. The projected increase of 100 in the Town's population may or may not be reached in the year 2006, but that year as an approximate date and that size of an increase as a target for planning purposes are judged to be reasonable.

### **2. SCHOOL AGE CHILDREN**

The number of school age children has been increasing at a rate far greater than the general population. However, school officials predict that the peak will occur in the 1996-97 school year and will be followed by declining enrollment.

**Town of Robbinston, Maine**  
**SELECTED SOCIAL CHARACTERISTICS, 1989**  
 SOURCE: 1990 U.S. Census

<b>URBAN AND RURAL RESIDENCE</b>			<b>VETERAN STATUS</b>	
Total population	495		Civilian veterans 16 years and over	96
Urban population	-		65 years and over	34
Percent of total population				
Rural population	495		<b>NATIVITY AND PLACE OF BIRTH</b>	
Percent of total population	100.0		Native population	451
Farm population	19		Percent born in State of residence	64.6
<b>SCHOOL ENROLLMENT</b>			Foreign-born population	40
Persons 3 years and over enrolled in school	85		Entered the U.S. 1980 to 1990	8
Preprimary school	11		<b>LANGUAGE SPOKEN AT HOME</b>	
Elementary or high school	66		Persons 5 years and over	448
Percent in private school	-		Speak a language other than English	7
College	8		Do not speak English "very well"	-
<b>EDUCATIONAL ATTAINMENT</b>			Speak Spanish	2
Persons 25 years and over	357		Do not speak English "very well"	-
Less than 9th grade	40		Speak Asian or Pacific Island language	-
9th to 12th grade, no diploma	52		Do not speak English "very well"	-
High school graduate	139		<b>ANCESTRY</b>	
Some college, no degree	47		Total ancestries reported	588
Associate degree	17		Arab	-
Bachelor's degree	37		Austrian	-
Graduate or professional degree	25		Belgian	-
			Canadian	-
Percent high school graduate or higher	74.2		Czech	1
Percent bachelor's degree or higher	17.4		Danish	3
<b>RESIDENCE IN 1985</b>			Dutch	10
Persons 5 years and over	448		English	189
Lived in same house	300		Finnish	-
Lived in different house in U.S.	143		French (except Basque)	37
Same State	86		French Canadian	28
Same county	84		German	30
Different county	2		Greek	2
Different State	57		Hungarian	-
Lived abroad	5		Irish	146
<b>DISABILITY OF CIVILIAN NONINSTITUTIONALIZED PERSONS</b>			Italian	21
Persons 16 to 64 years	303		Lithuanian	2
With a mobility or self-care limitation	15		Norwegian	8
With a mobility limitation	13		Polish	9
With a self-care limitation	6		Portuguese	-
With a work disability	58		Romanian	-
In labor force	18		Russian	-
Prevented from working	30		Scotch-Irish	19
			Scottish	24
Persons 65 years and over	81		Slovak	-
With a mobility or self-care limitation	6		Subsaharan African	-
With a mobility limitation	6		Swedish	8
With a self-care limitation	-		Swiss	-
<b>CHILDREN EVER BORN PER 1,000 WOMEN</b>			Ukrainian	4
Women 15 to 24 years	333		United States or American	-
Women 25 to 34 years	1,558		Welsh	9
Women 35 to 44 years	2,042		West Indian (excluding Hispanic origin groups)	-
			Yugoslavian	-
			Other ancestries	31

**Town of Robbinston, Maine**  
**SELECTED INCOME AND POVERTY CHARACTERISTICS, 1989**  
 SOURCE: 1990 U.S. Census

<b>INCOME IN 1989</b>		<b>POVERTY STATUS IN 1989</b>	
Households	195	All persons for whom poverty status is determined	495
Less than \$5,000	10	Below poverty level	36
\$5,000 to \$9,999	28		
\$10,000 to \$14,999	25	Persons 18 years and over	370
\$15,000 to \$24,999	38	Below poverty level	30
\$25,000 to \$34,999	23	Persons 65 years and over	81
\$35,000 to \$49,999	34	Below poverty level	12
\$50,000 to \$74,999	37		
\$75,000 to \$99,999	-	Related children under 18 years	125
\$100,000 to \$149,999	-	Below poverty level	6
\$150,000 or more	-	Related children under 5 years	47
Median household income (dollars)	23,906	Below poverty level	6
		Related children 5 to 17 years	78
Families	157	Below poverty level	-
Less than \$5,000	-		
\$5,000 to \$9,999	12	Unrelated individuals	44
\$10,000 to \$14,999	23	Below poverty level	17
\$15,000 to \$24,999	30		
\$25,000 to \$34,999	25	All families	157
\$35,000 to \$49,999	34	Below poverty level	6
\$50,000 to \$74,999	33	With related children under 18 years	72
\$75,000 to \$99,999	-	Below poverty level	4
\$100,000 to \$149,999	-	With related children under 5 years	33
\$150,000 or more	-	Below poverty level	4
Median family income (dollars)	30,417		
		Female householder families	13
Nonfamily households	38	Below poverty level	-
Less than \$5,000	10	With related children under 18 years	11
\$5,000 to \$9,999	16	Below poverty level	-
\$10,000 to \$14,999	4	With related children under 5 years	2
\$15,000 to \$24,999	6	Below poverty level	-
\$25,000 to \$34,999	-		
\$35,000 to \$49,999	-	Percent below poverty level:	
\$50,000 to \$74,999	2		
\$75,000 to \$99,999	-	All persons	7.3
\$100,000 to \$149,999	-	Persons 18 years and over	8.1
\$150,000 or more	-	Persons 65 years and over	14.8
Median nonfamily household income (dollars)	6,867	Related children under 18 years	4.8
		Related children under 5 years	12.8
Per capita income (dollars)	11,311	Related children 5 to 17 years	-
		Unrelated individuals	38.6
<b>INCOME TYPE IN 1989</b>			
Households	195	All families	3.8
With wage and salary income	135	With related children under 18 years	5.6
Mean wage and salary income (dollars)	24,462	With related children under 5 years	12.1
With nonfarm self-employment income	38		
Mean nonfarm self-employment income (dollars)	12,861	Female householder families	-
With farm self-employment income	6	With related children under 18 years	-
Mean farm self-employment income (dollars)	4,833	With related children under 5 years	-
With Social Security income	79		
Mean Social Security income (dollars)	7,152		
With public assistance income	16		
Mean public assistance income (dollars)	1,925		
With retirement income	47		
Mean retirement income (dollars)	7,462		

ADDITIONAL U.S. CENSUS TABLES ARE ON PAGES 50 AND 51.

## Choices ABOUT THE FUTURE...

### 3. Economy

#### ECONOMY OF THE TOWN AND AREA

To a large extent, Robbinston shares the economic strengths and liabilities of Washington County which were identified at a State-convened Citizen Forum in 1994:

##### Assets/Opportunities:

- Aquaculture
- Forest resource/industries
- Agriculture -- blueberries, potential for cranberries
- Value added agriculture/fisheries with potential to stretch seasonal employment to year-round
- ECF (elemental chlorine free) pulp for growing European and Japanese markets
- Clean Water
- Educational Facilities - vocational college, University of Maine Machias
- Deep water port, Estes Head for exporting facility -- Eastport expansion
- Tourism potential
- Underutilized airports, especially Princeton
- Coastline, location (Canada, Europe)
- Seasonal employment opportunities
- Multiple use resources: forestry/tourism, rails/trails
- Work ethic
- Quality of life, culture/way of life
- Recreational potential
- Passamaquoddy resources

##### Liabilities/Barriers:

- Sparse population
- Lack of business financing
- Lack of industrial buildings
- State distribution of educational funding: especially secondary and technical colleges
- Lack of full-time, year round employment opportunities, especially for the young
- Tradition of seasonal employment/welfare, aspirations
- Seasonal employment allows for fewer people available for year-round employment
- Demographics of unemployed
- Lack of business services, such as computer
- Cranberries, lack of technology
- Lack of railroad (may close), too far for trucking
- Ferry system
- No U.S. carrier for pulp out of Eastport
- Solid waste disposal
- Distance and quality of roads, especially Rt. 9
- Over-fishing, lack of marine Research and Development
- Electric, telephone, oil, gas costs
- Export of raw products as opposed to value-added
- Forest economy is weak
- No graduate degrees offered in county
- Tourists not welcome everywhere
- Canadian subsidies, fluctuating currency

Robbinston is a "bedroom community" with its residents living here and working out-of-town. The U.S. Census break-down of the place of employment of the Town's workers age 16 and over shows that a large percentage of Robbinston residents work in neighboring Calais or at the Georgia-Pacific mills in Woodland.

#### Town of employment of Robbinston residents

- 60 in Calais
- 37 in Robbinston
- 26 in Baileyville (Woodland)
- 8 in Eastport
- 3 in Perry

(Not all those surveyed reported their place of employment)

SOURCE: U.S. Census

## COMMERCE

There are ten small businesses in Robbinston, mostly located along Route 1 (see map in Existing Land Use section of this report). In addition, a number of people are self-employed, but don't have offices other formal places of business. These include people cutting or hauling wood. Shopping needs are primarily satisfied in Calais where there is an Ames store, a new (1994) Walmart, and many smaller stores. Rich's, built in 1990, closed in 1995 (the arrival of Walmart is said to have been a primary reason for Rich's closing.). In addition to meeting shopping needs, these stores provide significant employment opportunities. From 1986 to 1990, total consumer sales in Calais increased by more than **three times the increase experienced by the State of Maine** as a whole! The increase was based primarily upon Canadian "cross shopping" which resulted from a favorable U.S./Canadian dollar exchange rate. This benefited American shoppers, including those from Robbinston, because it allowed Calais merchants to expand their lines, offering greater variety. However, **the figures in the chart only go to 1990**. Since then the New Brunswick government has been trying to slow down (or stop) cross shopping by aggressively collecting sales tax at the border from returning shoppers. Although specific figures are not available, Calais trade is suffering as a result. The Federal governments are discussing the appropriateness of this under the North America Free Trade Act. The outcome will affect the availability of Calais shopping opportunities for Robbinston residents.

Total Consumer Sales (In thousands of dollars)			
	Calais	Washington County	State of Maine
1986	\$4,110	\$98,830	\$6,149,260
1987	38,320	111,200	6,948,440
1988	44,750	129,740	7,564,250
1989	49,660	136,150	7,493,110
1990	53,110	139,650	7,266,450

SOURCE: Maine Bureau of Taxation

By far the largest category of retail sales is General Merchandise, followed by Food Stores, Autos, and Restaurant/lodging. Sales by product group are shown on the table on the following page.

Bangor with its several malls offers a much greater variety than Calais and is a frequent destination for Robbinston shoppers. (To a lesser extent Ellsworth and St John New Brunswick are also shopper's destinations.) The availability of these facilities and the small population of Robbinston make it unlikely that there will be much commercial development in town, but it is reasonable to assume there will be businesses serving local needs located in Town.

<b>Total Calais Retail Sales by Product Group</b> (In thousands of dollars)			
	1986	1990	% change 1986 - 1990
Building supply	3,189	5,545	74
Food stores	4,216	8,094	92
General Merchandise	11,839	19,173	62
Other Retail	2,102	3,686	75
Auto Transportation	8,272	8,712	5
Restaurant/lodging	4,496	7,900	76
<b>TOTAL</b>	<b>34,496</b>	<b>53,111</b>	<b>56</b>
SOURCE: Maine Bureau of Taxation			

## **EMPLOYMENT SOURCES**

Retail trade, service industries, and local government accounted for 60% of all firms and for 53% of all growth in Washington County employment between 1981 and 1991 according to a monograph prepared for the Maine Economic Development and Business Assistance Council's November 1993 Calais Area Citizen Forum on Economic Development. The fastest growth occurred in State government (189%) followed by agriculture (80%), mining and construction (66%), and services (32%). These four categories accounted for 66% of all growth according to the Eastern Maine Development Corporation which prepared the report for the Council.

The largest industry in terms of number of employees in June 1991 was educational services with 1,555 followed by health services with 1,186 and public administration with 754. Thus the three major employers accounting for 3,495 jobs have strong government influence. The next seven largest employers together account for 3,635 jobs. Nearly half of these concentrated in manufacturing (1,710), primarily lumber and paper and food processing. The remainder of the seven were wholesale and retail industries. There is also a great deal of seasonal work in the County, including wreath-making.

Washington County is generally thought of as an area of small entrepreneurs. While it is true that there are many small businesses, 58% of employment in the county is with firms larger than 20 employees, and 23% is in firms employing over 100. Between 1986 and 1991, 1,341 new jobs were created in the County. Of these, 216 (16%) were among firms smaller than five employees, 457 (43%) were with firms with 5-19 employees, 478 (36%) in firms with 20-99, 14% were with firms employing over 100.

Examination of the formation of new businesses over the past decade gives an understanding of the local economy. The table below shows the change in percent of

"covered" employers (a covered employer is one "covered" by the unemployment insurance law).

Covered Employers by Industry, Washington County				
Industry	1981	1986	1991	1981-91 % change
Agriculture	20	15	36	80.00
Mining and Construction	62	71	103	66.13
Manufacturing	80	88	80	0.00
Trans./Utilities	51	55	64	25.49
Wholesale Trade	44	57	46	4.55
Retail Trade	240	245	276	15.00
Finance	33	28	35	6.06
Services	160	171	211	31.88
State Government	9	8	26	188.89
Local Government	102	82	112	9.80

Source: Maine Department of Labor

## UNEMPLOYMENT

Washington County traditionally has the highest unemployment rate in the State - and the State is among the highest in the nation. Robbinston's rate is lower than other towns in the area, but higher than the County Average and considerably higher than the State average. A word of caution about "labor force" statistics: The government considers the labor force to be all persons who are either working or looking for work.

Robbinston Area Labor Force and Unemployment			
Town	Labor force	# unemployed	% unemployed
Charlotte	66	4	6.1
Pembroke	187	24	12.8
Dennysville	88	7	8.8
Perry	203	26	12.8
Eastport	446	74	16.6
Calais	1,807	121	6.7
<b>Robbinston</b>	<b>194</b>	<b>24</b>	<b>12.4</b>
<b>TOTAL</b>	<b>2,898</b>	<b>273</b>	<b>9.4</b>
Washington Co.	14,885	1,614	10.8
State of Maine	612,564	40,722	6.6

SOURCE: 1990 U.S. Census

## INCOME LEVELS

Household incomes in Robbinston are among the highest in the area, and closer to the State average than most Washington County towns.

Median Household income	
Charlotte	\$23,214
Pembroke	16,613
Dennysville	17,143
Perry	25,893
Eastport	19,000
Calais	25,326
<b>Robbinston</b>	<b>23,906</b>
Washington County	19,993
Maine	\$27,854
SOURCE: 1990 U.S. Census	

Twenty percent of the Town's population fit the Census definition of "low income": family income between \$12,400 and \$19,840 (less that \$12,400 is "very low income"). This is considerably less than the average Washington County Town which has 30% of its residents in this category.

Percent of population which is low income			
	POPULATION	LOW INCOME RESIDENTS NUMBER	PERCENT
Charlotte	271	73	27%
Pembroke	852	352	41
Dennysville	355	158	45
Perry	758	208	27
Eastport	1,965	679	35
Calais	3,963	815	21
<b>Robbinston</b>	<b>495</b>	<b>98</b>	<b>20</b>
TOTAL	8,659	2,383	28
Washington Co	34,119	10,294	30%
SOURCE: 1993 W-HCA Annual report			

## TYPES OF EMPLOYMENT

The chart on the following page shows employment of the Town's residents by "sector":



Employment by sector				
CATEGORY	COUNTY		Robbinston	
	NUMBER	PERCENT	NUMBER	PERCENT
Agriculture, forestry, fisheries	1,009	8 %	4	2%
Mining	32	0.2	0	0
Construction	1,106	8	11	6
M'facturing: nondurable goods	1,446	11	22	13
M'facturing: durable goods	806	6	2	1
Transportation	567	4	13	8
Communications, pub. utilities	217	2	2	1
Wholesale trade	456	3	0	0
Retail trade	2,269	17	34	20
Finance, insurance, real estate	327	3	3	2
Business and repair services	382	3	8	5
Personal services	354	3	3	2
Entertainment, rec. services	91	0.7	0	0
Health services	1,139	9	17	10
Educational services	1,576	12	35	21
Other prof. and retail services	619	5	11	6
Public administration	875	7	5	3
TOTAL	13,271	100%	170	100%
SOURCE: 1990 U.S. Census				

Town's percentage of residents working in educational services is almost twice the County's percentage; retail trade, transportation, and manufacturing of non-durable goods employment are also above the County average. The census shows the Town below the County average in number of residents working in public administration, reflecting the fact the Town has no State or County offices

Small firms predominate in Washington County. The only firm with more than 250 employees is Georgia-Pacific in Woodland.

Size of Washington County firms									
Industry	Total Firms	Number of Firms by Number of Employees							
		1-4	5-9	10-19	20-49	50-99	100-249	250-499	500+
Agric.	17	13	1	2	1	-	-	-	-
Mining	2	1	-	-	1	-	-	-	-
Construct.	99	79	14	2	3	-	1	-	-
Manufact.	70	30	12	12	10	2	3	-	1
Transport.	56	35	10	7	4	-	-	-	-
Wholesale Trade	39	21	9	5	1	3	-	-	-
Retail Trade	288	163	63	40	18	4	-	-	-
Finance	33	15	14	2	1	1	-	-	-
Services	234	155	50	13	8	5	3	-	-
SOURCE: 1990 U.S. Census									

Examination of the increase of employees in various categories of businesses gives an indication of the direction the County's economy is going.

A word of caution in reading this table (or any other that shows % increases): Consider the numbers as well as the percents. While State Government employment increased by 189% the increase in number of employees was only 15! Retail trade increased by only 15% but that represented 36 new jobs.

## **ECONOMIC DEVELOPMENT**

There appears to be support for commercial businesses to serve the needs of Town residents, and some small "industrial" growth such as "cottage industries" or home occupations.

New and expanded small businesses are important to the Town because they provide jobs and pay taxes.

Probably the most effective way Town government can help small businesses grow is to help make them aware of the services of the Sunrise County Economic Council whose "economic development marketing strategy" is "**to assist in the growth and development of local enterprises**".

SCEC has identified the four basic needs of private enterprise as:

**Management**, entrepreneurial spirit and managerial expertise

**Finances**, the equity and debt to finance the business

**Facilities**, land, buildings, and utilities necessary for the business

**Labor**; people with adequate skills to produce the business's products or service.

SCEC cites groups and agencies that specialize in helping in each of these areas. Some of the key assistance providers which people starting or expanding business can contact directly, or through SCEC (which knows the staffs of these groups and agencies and works with them regularly):

**For management assistance:** Maine Small Business Development Centers,

University of Maine System, Washington County Technical College, Service Corps of Retired Executives, Maine World Trade Association, Maine Procurement Assistance Center.

**For financial assistance:** Commercial banks, venture capital firms, Finance Authority of Maine, U.S. Rural Economic and Community Development Administration (RCEDA, formerly Farmers Home Administration), Small Business Administration, Eastern Maine Development Corporation, and Maine Department of Economic and Community Development.

**For facility assistance:** U. S. Economic Development Administration, Department of Housing and Urban Development, RCEDA, Department of Economic and Community Development, Maine Science and Technology Board.

**For labor assistance:** Maine Jobs Service, Maine Office of Employment and Training, Training Development Corporation, Washington County Technical College.

Most of these groups and agencies serve all regions of Maine - including, of course, Washington County. But, because of its distance from many of these providers, the County has a special challenge in dealing with them. Generally towns do not have the expertise or the time to effectively work with them on behalf of business people. That is why support of SCEC can be so important to the Town's entrepreneurs.

## **FORESTRY RELATED DEVELOPMENT**

(This section is based upon the "Community Development" section of **FINDING COMMON GROUND: Conserving the Northern Forest**, the recommendations of the Northern Forest Lands Council, September 1994.)

Many people question why raw logs and wood chips are exported to other countries, when they could be processed here, keeping related jobs at home. Many also question if the region's wood is being put to its highest and best use and recommend that the region improve its capacity to turn its own forest resources into higher value products. In addition, changing demographics and public tastes have created new opportunities to market the forest as a destination for high-quality, nature-based tourism.

Northern forest communities are highly dependent upon and subject to change in the forest products industry. Recently, this dependence has brought instability as many of the region's forest products firms have struggled to compete with modern mills, new technologies, and low wage labor competition elsewhere in the country and the world. Although recent data show that forest products output is increasing, the changes have closed mills and eliminated jobs in Northern Forest Communities, resulting in loss of community stability and increased dependence on public assistance programs. To stem this downturn, the region needs greater investment in economic activities that promote efficient use of forest resources and that diversify the economy. Identification and prioritization of such activities should be directed by sound business decisions and, as much as possible, by local communities and planning agencies, with State technical assistance.

**The Economic Importance of the Northeast Forest** is the title of a recent report of the Northeast Forest Alliance (which created in 1986 by the Natural Resource Commissioners of Maine, Vermont, New Hampshire and New York to "promote the Northeast forest and its related products on a regional basis" and to "increase public awareness of the value of forest resources"). While the report's statistics are, of course, much broader than just this one town, they indicate the multi-use value of the forest of today, and might serve to give ideas about the future. Two of the report's charts are reproduced below.

CONTRIBUTION OF THE FOREST RESOURCE TO THE NEFA REGION'S ECONOMY (Maine, New Hampshire, New York and Vermont)	
	In Millions
Payroll/Employment .....	\$3,313.0 (226,630 jobs)
Stumpage.....	285.7
Firewood.....	178.0
Manufacturing.....	14,668.6
Wood Fuel .....	158.0
	<u>Subtotal - \$18,603.3</u>
Tourism and Recreation .....	\$7,272.9 (forest-based travel expenditures)
Christmas Trees/Maple Syrup/Horticulture.....	74.6
	<u>Subtotal - \$7,347.5</u>
<b>TOTAL EXCEEDS .....</b>	<b>\$25,950.8</b>
NOTE: The above chart is very conservative in that it does not include the economic benefits for the following categories:	
<ul style="list-style-type: none"> <li>• transportation (payrolls and support services for transporting wood products).</li> <li>• the construction industry, which depends on wood products.</li> <li>• marketing (payrolls and support services expended for marketing wood products).</li> </ul>	
Although these figures would certainly be significant, no information was presently available to quantify the economic benefit.	

Considered on a per acre basis by state, the direct economic impact of the NEFA forest is impressive:				
	( \$ per acre )			
	NY	ME	NH	VT
Manufacturing Shipments	\$416	\$260	\$302	\$166
Gross State Product	129	90	116	67
Manufacturing Payroll	56	34	41	21
Value of Delivered Roundwood	24	26	19	21
Tourism Spending	180	97	241	213
<b>TOTALS</b>	<b>\$855</b>	<b>\$507</b>	<b>\$719</b>	<b>\$488</b>
Direct employment based on the forest is also significant. On average by state, each 1,000 acres of forest land supports:				
	(Jobs per 1,000 acres)			
	NY	ME	NH	VT
Forest Manufacturing Jobs:	2.6	1.4	1.6	1.1
Forest Tourism Jobs:	3.9	1.5	4.5	4.2
<b>TOTAL JOBS:</b>	<b>6.5</b>	<b>2.9</b>	<b>6.1</b>	<b>5.3</b>

Many of the region's forest products manufacturers are small and unable to fill large orders individually. Many are also reluctant to share market information or cooperate with one another for fear of losing essential business, and because of legal prohibitions of the Federal Anti-trust Act. As a result, firms forgo opportunities to increase earnings, decrease expenses, and add extra support to local economies. For example, if a group of lumber mills could work together to fill one large order for lumber for export, all would gain income from the sale. Likewise, a furniture manufacturer might be able to buy component materials more locally (and less expensively) if there were good information on nearby suppliers.

Marketing cooperative or networks would:

- a. nurture formal and informal dialogue on new business ideas
- b. connect buyers and suppliers of wood products to promote joint purchasing and manufacturing
- c. develop flexible manufacturing networks to enable many small producers to work together, filling larger orders than they could individually.

### **SPECIFIC ECONOMIC DEVELOPMENT OPPORTUNITIES**

The Governor's Task Force on the Economy of Washington County pointed out the forest industry here is almost exclusively involved with primary processing -- pulp, paper, and lumber. Raw material is shipped out for processing and (in many instances) brought back into the County for resale or use. Lack of secondary processing is a lost opportunity for jobs, payrolls, and tax revenue. A study by the Down East Resource Conservation and Development Council (RC&D) concluded that **opportunities are available for starting or expanding secondary wood manufacturing in Washington County, and for supplying them.** The study, prepared by Forester David Warren, in 1992, states that if local people do not take advantage of these opportunities, people elsewhere in Maine or the Nation will! The study defined "secondary processor" as "one that uses wood in either rough or finish form to produce a manufactured product for sale on a wholesale or retail basis". The present secondary industry is small and diverse, including boat builders, cabinet makers, sawmills, trap mills, shingle mills, and retail lumber yards. All share certain characteristics:

They are intermediate between the raw material and ultimate customer  
They are involved with wood handling and some degree of processing  
They purchase wood in some form from a variety of sources  
They sell wood in and out of the area and State.

The study revealed that less than 20% of the wood used in the area is harvested and processed here! Included in the 20% that is local are lobster trap stock, cedar products, and lumber sawed and sold by mills for consumer use. Specific industries which might expand their use of local woods are described in the report and include:

BOAT BUILDERS who use a variety of exotic woods including teak, Phillipine and Honduras mahogany, but they also use oak, pine, spruce, and cedar. The demand is

spotty and erratic, but persistent. It is not generally met by local or State production. Boat builders usually purchase kiln dried wood from wholesalers in the Boston area with available inventories. The need for wood at specific times during construction, the desire of builders for low inventories because of financial and storage problems, and efficiency of purchasing has favored large wholesalers at the expense of local producers.

RETAIL AND WHOLESALE LUMBER YARDS which buy and sell construction lumber of all types, dimensions, and species. Demand varies for a diversity of wood products. A small percentage of the volume is produced locally, but most is purchased through out-of-the-area brokers and wholesalers, including a significant percentage of wood from Canada. It is usually green or air-dried. There is very little consumer demand for higher priced kiln-dried material for construction purposes. Local yards have not generally attempted to compete with other New England wholesalers for kiln-dried or speciality woods business.

CABINET MAKERS many of whom are part of larger construction firms building custom homes or business. Others work independently building kitchen cabinets, doing remodeling, and making furniture. Demand varies throughout the year. The wood used includes pine, spruce and other native woods along with cherry, walnut and other woods not available in the County. Many firms order from out-of-state wholesalers that have a ready inventory of all woods and deliver in Maine. Some of the eastern white pine used here is grown and dried in Vermont, shipped to Boston, then trucked to Washington County, some poplar is sawed in South Carolina and shipped in.

CONSTRUCTION FIRMS which use similar woods under similar conditions to cabinet makers. Large wholesalers can be contacted with one toll-free call and can provide most material for a given job with one bill and one delivery. These big wholesalers also provide quotes for bids. They are seen as more reliable than local providers in timing, quantities, and quality of their wood.

CRAFT PRODUCT MANUFACTURERS who are a diverse group with a wide variety of requirements for wood. Volumes used are not large and exotic woods comprise a substantial volume of the wood used. The wood is usually kiln dried with a strict moisture content requirement. Native pine, cedar, and hardwoods often could be used.

SAWMILLS, TRAP MILLS, SHINGLE MILLS which produce lumber from round raw material to various degrees of finished products. Secondary manufacture is often involved. These operations usually manufacture products for direct sale to consumers. Many saw on a custom basis or for specific markets arranged in advance. Wood is often retailed green or air-dried at the site.

The RC&D report cites negative **perceptions** that keep people from taking steps to meet the demand for wood:

- Risk capital is unavailable
- Government regulation ("red tape") is excessive
- The inventory carried by local mills is inadequate and can't be changed
- The wood resource is diminishing
- The data necessary to reach a sound business decision is lacking
- There are no qualified potential entrepreneurs

The report points out that to the unknowlegable, these perceptions can be as real as facts. The R.C.&D can provide assistance to people who are interested in taking advantage of the opportunities in value-added processing of forest products by starting, expanding, or serving these businesses.

## **JOB CREATION**

It is difficult to forecast what type of job-producing developments may occur outside of Town, or what their impact upon the Town might be, but some specific possibilities are:

A CASINO was proposed by the Passamaquoddy Tribe, in cooperation with Harrah's Casinos, to be constructed in Calais, adjacent to Moosehorn Wildlife Refuge. It would have been one of 89 tribally-owned casinos in the United States. The proposal included a 116 room hotel, an 18,000 square foot casino, 500 slot machines, two restaurants, an indoor pool, a health club, an outdoor amphitheater, and tennis courts. An economic impact study prepared by for the proponents estimated direct employment of 725 full-time jobs at the casino and indirect employment of 527. Direct wages were projected to be \$4.8 million and indirect \$4.8 million. It would have been a resort/casino, and a tourist destination. Promoters predicted 787,000 visitors a year. However, at the State level, the proposal was defeated by opponents who believed it would increase crime and related police costs, the jobs it would bring would be mostly low-wage, and poor people would gamble away their food money at the casino.

WALMART's 170,000 square foot shopping complex in Calais is having considerable impact including providing many "entry level" jobs. It also is impacting previously existing commercial businesses. It is attracting more shoppers to the area but also taking present customers away from existing businesses - its arrival was undoubtedly a factor in Rich's closing.

GEORGIA-PACIFIC is a dynamic corporation which will not remain static, it may expand - perhaps building a new saw mill so it can export finished lumber as well as whole logs at competitive prices, or it may cut back some operations. Until recently there have been rumors that there would be cutbacks there, but in September 1995 the Company announced a \$50 million capital improvements program which will include: Upgrading of equipment at the Kraft Mill to improve production reliability; enhancement of equipment at the wood yard to reduce costs and improve quality; several environmental projects to reduce waste currently landfilled, decrease emissions, and upgrade effluent. These improvements, which are scheduled for completion in summer 1996, may not result in an increase in jobs at the mills (in fact

they might result in decreases through improved efficiencies) but they are a positive sign in regard to the Company's plans to remain a strong force in the County's economy. In addition to G-P's activities, one or more "value added" forest-related industries may open in the area (all in the same year, or over a period of a few years) or there may be a combination of these and/or other developments.

EXPANSION AND DEVELOPMENT OF THE PORT OF EASTPORT is being vigorously pursued by the Port Authority. Thirteen million dollars of the 1995 Maine Transportation Bond Issue is ear-marked for this project. A key part of the plan is development of a new pier at Estes Head. It will have better warehousing and storage facilities than are available at the present pier which is located downtown. Ships using the new pier will not be in competition with fishermen and pleasure boats as is now the case. When this is accomplished the impact will be great not only on the economy of that city, but on surrounding towns. Jobs will be available directly on the pier and adjoining warehouses, and indirectly through trucking firms whose vehicles are serving the facility, and in businesses supplying the operation and maintenance needs of the facility.

### **THE IMPACT OF NEW JOBS**

While it is difficult to forecast what type of job-producing developments may occur in the future, it is possible to discuss what the impact will be if and when they occur.

This plan's selected population forecast projects an increase of 100 in the Town's population based upon new jobs created by developments such as those mentioned above. This will result in increases in taxes paid, but also will result in increased expense to the Town. Growth of 100 in population will mean additional students in the Town's schools, about a ton more solid waste will be generated every day. New houses, and probably mean additional roads to be maintained by the Town. These new residents might be the marginal number needed to enable a few new businesses to open.

Growth of 100 in the population will require that about 30 to 40 acres of land which is now undeveloped be converted to urban uses including: Business, industry, homes, public uses, and roads.

## **ECONOMY: CONCLUSIONS**

### **1. THE FOREST RESOURCE**

The Town should encourage sustainable multi-use of the forest resource - this is a must if this resource is to remain a viable part of the economy.

### **2. BUSINESS EXPANSION**

The Town should give encouragement and support to persons seeking to expand existing businesses or form new businesses.



### **3. VALUE-ADDED MANUFACTURING**

The Town can help people who are interested in taking advantage of the opportunities in value-added processing of forest products by starting, expanding, or serving these businesses by referring them to the Down East R.C.&D. in Cherryfield.

### **4. REGIONAL DEVELOPMENT ACTIVITIES**

The Town should continue to actively support and participate in Regional and State business development activities and programs.

### **5. GUIDING DEVELOPMENT**

The Town should clearly designate areas to be devoted to business and industry -- and those areas where they are to be excluded.

# Selected labor force and commuting characteristics: 1990

Robbinston, Maine

SOURCE: U.S. Census

<b>LABOR FORCE STATUS</b>		<b>OCCUPATION</b>	
Persons 16 years and over	384	Employed persons 16 years and over	170
In labor force	194	Executive, administrative, and managerial occupations	14
Percent in labor force	50.5	Professional specialty occupations	35
Civilian labor force	194	Technicians and related support occupations	5
Employed	170	Sales occupations	21
Unemployed	24	Administrative support occupations, including clerical	25
Percent unemployed	12.4	Private household occupations	-
Armed Forces	-	Protective service occupations	2
Not in labor force	190	Service occupations, except protective and household	19
Males 16 years and over	197	Farming, forestry, and fishing occupations	3
In labor force	101	Precision production, craft, and repair occupations	20
Percent in labor force	51.3	Machine operators, assemblers, and inspectors	11
Civilian labor force	101	Transportation and material moving occupations	8
Employed	84	Handlers, equipment cleaners, helpers, and laborers	7
Unemployed	17		
Percent unemployed	16.8	<b>INDUSTRY</b>	
Armed Forces	-	Employed persons 16 years and over	170
Not in labor force	96	Agriculture, forestry, and fisheries	4
Females 16 years and over	187	Mining	-
In labor force	93	Construction	11
Percent in labor force	49.7	Manufacturing, nondurable goods	22
Civilian labor force	93	Manufacturing, durable goods	2
Employed	86	Transportation	13
Unemployed	7	Communications and other public utilities	2
Percent unemployed	7.5	Wholesale trade	-
Armed Forces	-	Retail trade	34
Not in labor force	94	Finance, insurance, and real estate	3
Females 16 years and over	187	Business and repair services	8
With own children under 6 years	41	Personal services	3
Percent in labor force	75.6	Entertainment and recreation services	-
With own children 6 to 17 years only	31	Health services	17
Percent in labor force	54.8	Educational services	35
Own children under 6 years in families and subfamilies	55	Other professional and related services	11
All parents present in household in labor force	42	Public administration	5
Own children 6 to 17 years in families and subfamilies	70		
All parents present in household in labor force	45	<b>CLASS OF WORKER</b>	
Persons 16 to 19 years	19	Employed persons 16 years and over	170
Not enrolled in school and not high school graduate	2	Private wage and salary workers	122
Employed or in Armed Forces	-	Government workers	19
Unemployed	-	Local government workers	7
Not in labor force	2	State government workers	5
		Federal government workers	7
		Self-employed workers	29
		Unpaid family workers	-
<b>COMMUTING TO WORK</b>			
Workers 16 years and over	170		
Percent drove alone	68.2		
Percent in carpools	18.8		
Percent using public transportation	-		
Percent using other means	-		
Percent walked or worked at home	12.9		
Mean travel time to work (minutes)	18.6		

## **Choices ABOUT THE FUTURE . . .**

### **4. Existing land use**

#### **USES OF THE LAND**

Most of the "uses" are clustered along Route One. Much of the Town's 29.9 square miles of land is wooded. The magnificent shoreland along the St. Croix is utilized primarily as residential lots.

**RESIDENTIAL:** The predominant land use in Robbinston is residential. There are 317 "housing units" (a census term including stick-built homes, mobile homes, apartments, etc). In 1975 there were 236 units. This 34% increase has been through individually designed and built new homes have been scattered around Town -- there have been no major subdivisions or developments. Robbinston's population density is 12.8 persons per square mile (for comparison, Washington County averages 13.7, the City of Calais 116.6, and Perry 30.8).

**NON-RESIDENTIAL:** The following tables list the current non-residential uses and those in 1975. The increase in houses has not been accompanied by a similar increase in stores and businesses. While commercial and industrial uses of the land in Robbinston have not changed much since 1975, they are radically different from a hundred years ago (when the population was double what it is now) as is obvious from a comparison of the 1881 map in the "history" section.

#### **Town of Robbinston NON-RESIDENTIAL AND NON-FARMING LAND USES - 1975**

Big Point Ponderosa  
Redclyffe Motel  
Brook's Bluff Cottages  
Nationwide Grocery and Texaco Gasoline  
Webster's Store  
Brook's Garage and American Gasoline  
Ewal's Floor Covering  
Storage Building  
Store (*vacant*)  
Store (*vacant*)  
Trailers, Tents, Camping  
Sardine Factory (*vacant*)  
Post Office  
Grade School  
Volunteer Fire Department  
Grange  
Grace Episcopal Church  
Church of Latter Day Saints  
United Methodist Church  
Quoddy Rifle Association  
Town Hall  
Picnic and tenting area

Town of Robbinston  
**NON-RESIDENTIAL AND NON-FARMING LAND USES - 1995**

Each use is located on the map in the following page)

1. Mill Cove Carpets
2. K K K Katies Chocolates
3. Stanhope's Trucking Company
4. United Methodist Church
5. Hill Top Campground
6. Mill Cove Assembly of God
7. School
8. Fire House
9. Salt/sand Shed
10. Robbinston General Store (*vacant*)
11. Factory (*derelict*)
12. Repair garage
13. Old Town Building (*vacant*)
14. Plumbing & Heating - Andy Olsson
15. Brewer House B&B, Antiques
16. Rest Area & Boat Ramp
17. Sewall Memorial Congregational Church
18. Redclyffe Shore motel & dining
19. Episcopal Church
20. Brooks Bluff Cottages
21. Brooks Garage
22. North Star Enterprises
23. Trimble Mountain Convenience Store
24. Post Office
25. Mingo's Evergreen Products
26. Diffin's Sawmill

There are currently six-to-eight active farms in Robbinston, raising Christmas trees, blueberries, a small amount of general crops, a few cows, and orchard crops. There is only one store, and no gas station in Town. There are virtually no major sources of employment in Robbinston.

The Town boasts several churches.

The State's Robbinston boat ramp is one of the finest in the County.

### **CHANGES IN USES OF THE LAND**

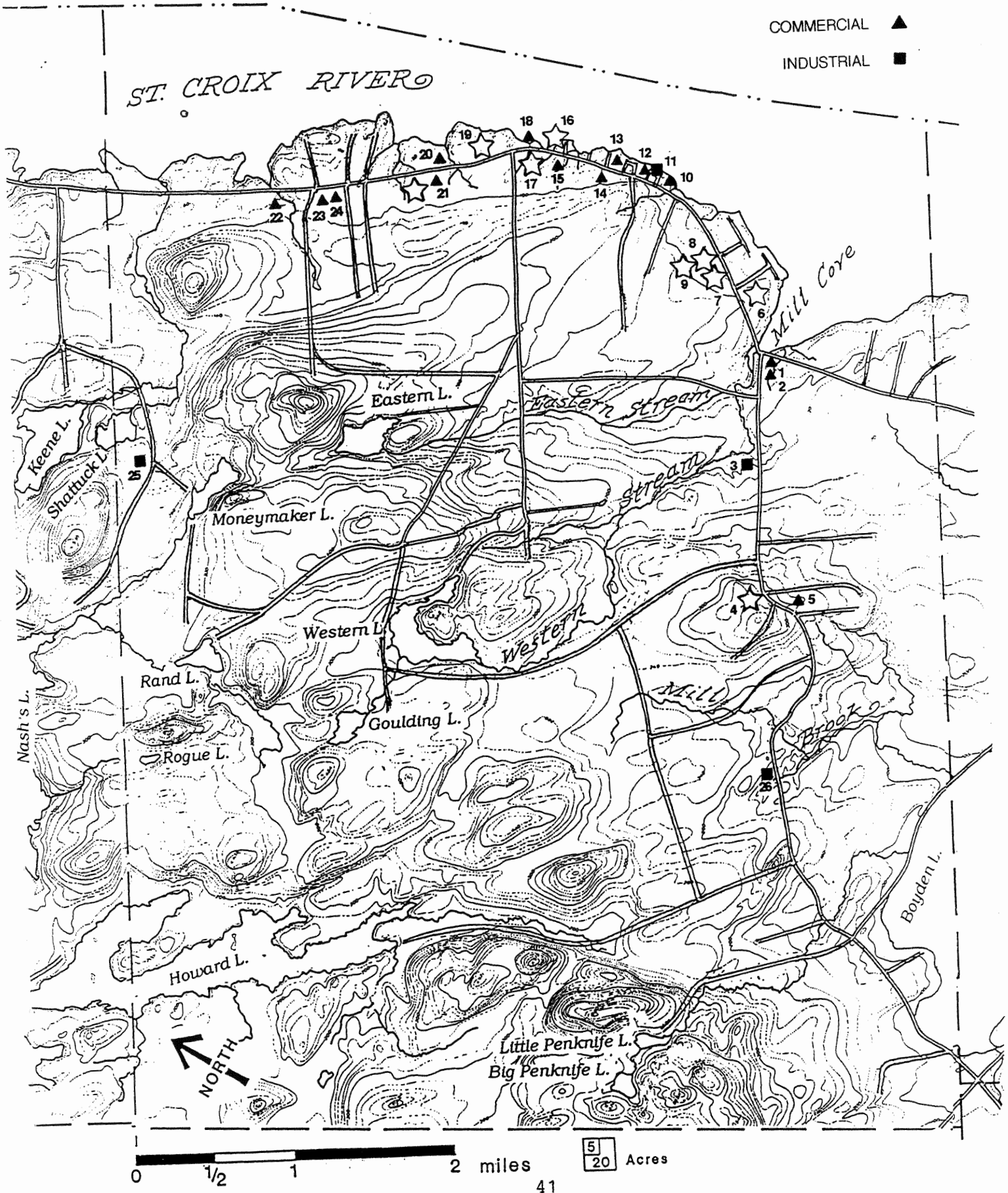
The most noticeable change in these 20 years is there were then two stores and two gas stations and now are none. Of the ten non-residential uses along Route 1, four are now vacant (two were in 1975). The once prosperous factory which was merely vacant in 1975 is now derelict (the selectmen have been discussing its future with the owner -- the future use of this building, or its site, can be very important to the Town).

The list of "subscribers" to the 1881 Atlas indicates that there once were many more active farms in Robbinston than there are now.

# BUILT UP OR "URBAN" USES 1995

(The map on the following page shows town-wide uses including forests and fields)

- PUBLIC AND SEMI-PUBLIC ☆
- COMMERCIAL ▲
- INDUSTRIAL ■



# TOWN-WIDE LAND USES

(The map on the preceding page shows built up or "urban" uses)

CC	Clear cut, cut over	O	Orchard	H	Hardwood	Q	Quarry
A	Agricultural land	F	Other fields	S	Softwood	X	Gravel pit
B	Blueberry land	W	Wetland	M	Mixedwood	U	Urban Area
		Ba	Naturally exposed land	P	Plantation		Power line cuts
					Alders	+	Cemetery
				SC	Scrub	GC	Golf Course
						D	Dump
						G	Grassland

ST. CROIX RIVER



This map is only usable an indication of the location of non-forestry uses. Since it was prepared, approximately one-half of the Town's land area has been clear cut, including the area between Western Lake and Howard Lake from Ride Road to the Calais City limits. Many of the areas designated "M" will be "CC" on an up-dated map.

0 1/2 1 2 miles 5 20 Acres

SOURCE: Maine State Planning Office

A considerable portion of the land in Robbinston is in timber. There has been much cutting of it in recent years. This is a key part of the local economy. However cutting has, in some cases, been right up to Town roads, and into and across streams. This is unsightly and environmentally unsound.

There are no State Laws or Town Ordinances regulating how close to Town roads cutting can occur -- trees can be cut right up to the right-of-way! (There is a law that no slash may be left within 50 feet of the right-of-way of any public highway.) The Town may want to enact an ordinance, or amend its Land Use Ordinance to apply controls on cutting near roads and highways.

### **GUIDING CHANGE**

Robbinston has changed. Change will continue -- it can not be stopped. But it can be controlled so the town remains (or becomes) the way its people want it. If change is ignored, it won't go away.

As Robbinston grows, there will be demand for land for a variety of uses not all of which will be compatible with all others. With proper planning there can be growth **and** the rural nature of the Town which is so attractive to its residents can be preserved. Most of the growth should be encouraged in and around the Town proper, West Robbinston, and South Robbinston. The Town can encourage orderly growth and development in appropriate areas, while protecting its rural character and making efficient use of public services. It can plan for its future.

There is fear that planning infringes on individual rights. Properly done, the only right planning affects is the "right" to harm your neighbor! For example, an ordinance might prevent a person from putting an ATV track or a gas station next to nice home - instantly cutting its value by many thousands of dollars. Robbinston's land is one of its most valuable natural resources as well as the private property of individuals. When homes, streets, businesses and public buildings are built, the pattern for the use of the land becomes fixed for many years. Real property is not like machinery which can be "written off the books" when it wears out. If parcels of land are misused there is a danger that individuals and the community can suffer untold damage. This is why use of land is a concern and responsibility not just of individual property owners, but of the whole community.

## **EXISTING LAND USE: CONCLUSIONS**

### **1. LAND USE REGULATION**

Continue and strengthen the Town's controls on the use of land so Robbinston retains its character. There has to be a trade off between "no one can tell me what I can do with my land" and "I want to keep the Town the way it is" - the Town won't stay the way it is without controls to assure new development is compatible with what is here now.

### **2. RURAL AREAS**

Allow for conservation of natural resources and open space land and encourage



agriculture, forestry, and certain types of recreational uses. It is in the public interest that these areas be conserved and protected because of their natural, aesthetic, and scenic value and their economic contribution to the community.

### 3. RESIDENTIAL AREAS

The value of homes should be protected by preventing incompatible uses from locating near them. In rural areas, developers should be encouraged to build homes in groups to preserve open space.

### 4. THE FORESTS

Enact a Town ordinance to control unsightly and environmentally unsound cutting right up to roads and highways.

### 5. TOWN ATTRACTIVENESS

Adopt design standards to assure that design and colors of new businesses will “fit in” with the Town. The standards should not be too rigid, but be designed to keep out “garish” buildings and obtrusive signs.



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Changes in land use often come slowly, with the effect of each new use being insignificant, however, their **cumulative impact** can be great.



## **Choices ABOUT THE FUTURE . . .**

### **5. Housing**

#### **HOUSING TRENDS**

Detached stick-built single family homes accounted for 85% of the housing units in Robbinston according to the 1990 census (the census uses the term "housing units" to include apartments, mobile homes, and single family stick-built homes.). There were no two-to-four-family units. The other 15% of the housing units were mobile homes. In Washington County as a whole 17% of dwellings were mobile homes and in Maine, 11%. Between 1981 and 1991 there were 33 new dwellings in Town: 15 new stick built homes and 18 new mobile homes.

A greater percentage of the people in Robbinston own their homes than the State or County averages: 89.2% for Robbinston, 79% for Washington County, 70% for the State of Maine.

Thirty-eight percent of the homes were built before 1940. Most have been well maintained, but some are in poor shape.

Year in which housing units were built	
YEAR BUILT	NUMBER OF UNITS
1939 or earlier	122
1940-49	4
1950-59	30
1960-69	17
1970-79	79
1980-84	37
1985-88	17
1989-march 1990	11
SOURCE: U.S. Census	

Twenty-five percent of the houses in Robbinston are "seasonal".

U.S. Census figures show year round "housing units" in Robbinston increasing from 217 to 231 from 1980 to 1990 - this is a 10% increase. During the same period, the Town's population increased by less than 1% (from 492 to 495). The number of persons per household in 1990 was 2.60 - just about the same as County (2.55) and State (2.56) averages.

There are no units of housing especially for the elderly, low income or handicapped in the Town. However, the combination of a high percentage of elderly and of low to very-low income people, and old housing that needs a lot of maintenance are real causes for concern. Weatherization services are available to low-to-moderate income

families and individuals through the Washington-Hancock Community agency.

<b>New housing units</b>			
Town of Robbinston, Maine			
YEAR	SINGLE FAMILY		APARTMENTS
	STICK-BUILT	MOBILE HOME	
1981	0	1	0
1982	0	0	0
1983	0	5	0
1984	5	2	0
1985	0	2	0
1986	0	1	0
1987	3	1	0
1988	2	3	0
1989	2	2	0
1990	2	0	0
1991	1	1	0
TOTAL	15	18	0
SOURCE: Maine State Housing Authority			

During this period, State records indicate six single family homes were lost to fire. The net increase was therefore 26 housing units.

The median value of a home in Robbinston increased between 1980 to 1990 from \$28,600 to \$59,300. The 1990 median value for Washington County was \$53,100. Applying the U. S. Department of Commerce's index for the decline in purchasing power of the dollar to Robbinston's 1990 figure, it becomes \$39,825 in 1980 dollars - still a sizable increase over the 1980 value.

<b>Median value of owner-occupied homes - 1990</b>	
Charlotte	58,600
Calais	35,500
Dennysville	45,000
Pembroke	43,100
Perry	51,100
Robbinston	59,300
Washington Co.	53,100
SOURCE: U.S. Census	

Median rent increased from \$170 per month to \$275 which adjusted for inflation this would be \$206 in 1980 dollars. The unadjusted 1990 County median rent was \$227. Twenty-three of the 1990 housing units in Robbinston were found to lack "complete plumbing", down from 38 in 1980.

Robbinston is a town in which most of the homes are exceptionally well maintained. It is a Town in which most residents realize that remodeling, repairing, and painting can be a rewarding experience. However, there are some homes which have become dilapidated or which are deteriorating. It is possible that there are home-owners that are deferring needed maintenance because they fear that it may result in their taxes being increased. The Town should make sure that assessments are not being increased solely on the basis of good maintenance, and that home-owners are aware of this.

### **“AFFORDABILITY” OF HOUSING**

The State requires every town to give consideration to the “affordability” of its housing. It defines an “affordable” owner-occupied housing unit as one for which monthly housing costs do not exceed 28%-33% of the household's monthly income, and an affordable rental unit as one which has a rent not exceeding 30% of the monthly income. (The State includes monthly utility/energy costs in its estimate of affordable rents) Three groups are to be considered:

1. Very low income: less than 50% of median income of county (\$24,800).  
Income = less than \$12,400,  
Affordable rent (30% of monthly income) = \$310
2. Lower income: between 51% and 80% of median income of county  
Income = between \$12,648 and \$19,840  
Affordable rent (30% of monthly income) = \$316 - \$496
3. Moderate income: between 81% And 150%of median income of county  
Income = between \$20,088 and \$37,200  
Affordable rent (30% of monthly income) = \$501 - \$930

The Office of Community Development has calculated also has established a formula for determining affordable selling prices for homes. The formula includes estimated mortgage payments, mortgage and homeowners insurance costs, property taxes, and utility/energy costs. Applying the formula gives these figures for Robbinston:

1. Very low income families can afford to pay up to \$24,300 for a home.
2. Lower income families can afford to pay up to \$44,400 for a home.
3. Moderate income families can afford to pay up to \$87,000 for a home.

Seventy-two percent of all Robbinston home-owners were paying less than 20% of their household incomes for mortgages in 1990, at the other end of the spectrum, only 5% were paying more than 35% of their income. Thirty-seven per-cent of renters were paying less than 25% of their income for rent, and NONE were paying over 35%.

The Institute for Real Estate Research and Education established housing “affordability indexes” for each Maine county. For Washington County, the median purchase price for an “affordable” home was computed to be \$49,000. Considering that Robbinston's average family incomes are higher than the County as a whole, current housing prices appear to be quite “affordable” for the average citizen.

**It is important to be clear about the difference between “low income” housing and “affordable” housing.** Low income housing is thought of as housing for welfare recipients who “want the rest of us to pay their rent”. Affordable housing is for local young people starting out that want a home and for seniors on fixed incomes - both of these groups expect to pay and are willing to, but can't afford today's high prices. Median rent in Robbinston in 1990 was \$275 per month, **only half the “fair market” rent** set by the Maine State Housing Authority:

<b>Fair market rents</b>	
one bedroom	\$414/month
two bedroom	\$488
three bedroom	\$612
four bedroom	\$685
<b>average</b>	<b>\$550</b>
SOURCE: Maine State Housing Authority	

Analysis summarized in the table below indicates the total supply of homes affordable to those in the three income groups cited is adequate to meet the demand, however the data indicates a deficit of six homes affordable to families in the very low income range. This is not a precise number, but an indication that there is a need for a few more homes in the lowest price range. For planning purposes, the need can be taken to be in the range of five to ten units. Washington-Hancock Community Agency has programs that can help address this need - the Selectmen could work with them directly to do so, or appoint a committee to contact them.

<b>Affordability of Housing Robbinston, Maine</b>				
INCOME GROUP	DEMAND (Number of families)	SUPPLY (Number of homes)		
		Renter-occupied	Owner-occupied	Total
Very Low Income	22	8	8	16
Low Income	28	12	22	34
Moderate Income	48	0	74	74
<b>TOTAL</b>	<b>98</b>	<b>20</b>	<b>104</b>	<b>124</b>
SOURCE: Interpolated from 1990 U.S. Census figures				

The Maine Growth Management Act requires that every town “...shall seek to achieve a level of 10% of new residential development, based on a five-year historical average of residential development in the municipality, meeting the definition of affordable

housing.” During the most recent period for which state data is available, there were 17 units built. Thus Robbinston would meet the requirement of the law if it “sought to provide” two low income units every year! (Ten percent of the 17 new homes in Town in each of the last five years.)

There is, however, an affordability problem. Everyone knows of a young family starting out (their own children or their neighbors) that can not find adequate housing they can really afford. The State recommends that the Town consider ways of helping meet this need. This can be very difficult for Robbinston because two of the three “Traditional” ways the State recommends do not apply:

Relax zoning ordinance and building code requirements that tend to increase construction costs. ***The Town has no building ordinance.***

Provide town sewer, water and roads to new parts of Town thus “opening up” land for new homes. ***The Town has no water nor sewer systems.***

The third step is “Take steps to allow mobile homes and modular homes in more areas of town.” The Town’s current Land Use Ordinance conforms to this because it does not prohibit locating mobile home parks in any of its land use districts. However, it requires **one-acre lots** (the same as for stick-built homes). Current Maine law states that Towns shall not require “The size of any mobile home park lot with on-site subsurface waste-water disposal to be larger than **20,000 square feet**”. (About 1/2 acre.) The Land Use Ordinance should be amended to conform with the law.

The Town does not have any (with the possible exception of the lot size requirement in the building ordinance) that have had, or have the potential to have, a negative effect upon the construction of affordable housing.

## **HOUSING: CONCLUSIONS**

### **1. PROTECTING EXISTING HOMES**

Protect homes from economic and social de-valuation by encroachment of undesirable land uses. Homes are the largest investment most families ever make. They can be protected without unduly restricting the rights of individuals to use their land as they see fit.

### **2. PROPERTY MAINTENANCE**

Encourage better maintenance of private properties. There are many attractive, well-maintained homes and trailers - but unfortunately there are also a number that are very poorly taken care of. This reflects badly on the entire town. There are also many well-maintained yards and others that are eye-sores.

### **3. MAINTAINING AFFORDABILITY OF HOMES**

Support and promote affordable and, appropriate and adequate housing for all.

Continue to not discriminate against mobile homes, other manufactured houses, or elderly and low-income housing within the Town.

#### **4. FIX-UP PROGRAM**

Make it clear to homeowners that good maintenance does not raise taxes. (It should, however, also be made clear that extensive improvements such as adding rooms will result in increased assessments.)

# Selected housing characteristics; 1990

Robbinston, Maine

SOURCE: U.S. Census

Total housing units	317	VEHICLES AVAILABLE	
YEAR STRUCTURE BUILT		Occupied housing units	200
1989 to March 1990	11	None	9
1985 to 1988	17	1	65
1980 to 1984	37	2	97
1970 to 1979	79	3 or more	29
1960 to 1969	17		
1950 to 1959	30	MORTGAGE STATUS AND SELECTED	
1940 to 1949	4	MONTHLY OWNER COSTS	
1939 or earlier	122	Specified owner-occupied	
		housing units	88
BEDROOMS		With a mortgage	56
No bedroom	16	Less than \$300	12
1 bedroom	33	\$300 to \$499	29
2 bedrooms	129	\$500 to \$699	12
3 bedrooms	99	\$700 to \$999	-
4 bedrooms	30	\$1,000 to \$1,499	3
5 or more bedrooms	10	\$1,500 to \$1,999	-
		\$2,000 or more	-
SELECTED CHARACTERISTICS		Median (dollars)	407
Lacking complete plumbing		Not mortgaged	32
facilities	23	Less than \$100	5
Lacking complete kitchen		\$100 to \$199	25
facilities	19	\$200 to \$299	2
Condominium housing units	-	\$300 to \$399	-
		\$400 or more	-
SOURCE OF WATER		Median (dollars)	153
Public system or private			
company	6	SELECTED MONTHLY OWNER COSTS	
Individual drilled well	231	AS A PERCENTAGE OF HOUSEHOLD	
Individual dug well	49	INCOME IN 1989	
Some other source	31	Specified owner-occupied	
		housing units	88
SEWAGE DISPOSAL		Less than 20 percent	63
Public sewer	10	20 to 24 percent	7
Septic tank or cesspool	300	25 to 29 percent	10
Other means	7	30 to 34 percent	-
		35 percent or more	8
Occupied housing units	200	Not computed	-
HOUSE HEATING FUEL			
Utility gas	-	GROSS RENT	
Bottled, tank, or LP gas	-	Specified renter-occupied	
Electricity	-	housing units	16
Fuel oil, kerosene, etc.	123	Less than \$200	-
Coal or coke	-	\$200 to \$299	2
Wood	77	\$300 to \$499	6
Solar energy	-	\$500 to \$749	2
Other fuel	-	\$750 to \$999	-
No fuel used	-	\$1,000 or more	-
		No cash rent	6
YEAR HOUSEHOLDER MOVED INTO UNIT		Median (dollars)	338
1989 to March 1990	17		
1985 to 1988	58	GROSS RENT AS A PERCENTAGE OF	
1980 to 1984	39	HOUSEHOLD INCOME IN 1989	
1970 to 1979	49	Specified renter-occupied	
1960 to 1969	9	housing units	16
1959 or earlier	28	Less than 20 percent	-
		20 to 24 percent	6
TELEPHONE		25 to 29 percent	-
No telephone in unit	2	30 to 34 percent	2
		35 percent or more	-
		Not computed	8

# Selected population and housing characteristics: 1990

Robbinston, Maine

SOURCE: U.S. Census

Total population	495	Total housing units	309
SEX		OCCUPANCY AND TENURE	
Male	245	Occupied housing units	194
Female	250	Owner occupied	173
		Percent owner occupied	89.2
		Renter occupied	21
AGE		Vacant housing units	115
Under 5 years	35	For seasonal, recreational, or occasional use	78
5 to 17 years	87	Homeowner vacancy rate (percent)	0.6
18 to 20 years	11	Rental vacancy rate (percent)	4.5
21 to 24 years	14		
25 to 44 years	144	Persons per owner-occupied unit	2.60
45 to 54 years	67	Persons per renter-occupied unit	2.19
55 to 59 years	30	Units with over 1 person per room	2
60 to 64 years	27		
65 to 74 years	49	UNITS IN STRUCTURE	
75 to 84 years	22	1-unit, detached	262
85 years and over	9	1-unit, attached	-
Median age	38.9	2 to 4 units	2
		5 to 9 units	-
Under 18 years	122	10 or more units	-
Percent of total population	24.6	Mobile home, trailer, other	45
65 years and over	80		
Percent of total population	16.2	VALUE	
HOUSEHOLDS BY TYPE		Specified owner-occupied units	80
Total households	194	Less than \$50,000	27
Family households (families)	155	\$50,000 to \$99,999	39
Married-couple families	130	\$100,000 to \$149,999	6
Percent of total households	67.0	\$150,000 to \$199,999	5
Other family, male householder	11	\$200,000 to \$299,999	2
Other family, female householder	14	\$300,000 or more	1
Nonfamily households	39	Median (dollars)	59,300
Percent of total households	20.1		
Householder living alone	35	CONTRACT RENT	
Householder 65 years and over	21	Specified renter-occupied units paying cash rent	8
Persons living in households	495	Less than \$250	3
Persons per household	2.55	\$250 to \$499	5
		\$500 to \$749	-
GROUP QUARTERS		\$750 to \$999	-
Persons living in group quarters	-	\$1,000 or more	-
Institutionalized persons	-	Median (dollars)	275
Other persons in group quarters	-		
RACE AND HISPANIC ORIGIN		RACE AND HISPANIC ORIGIN OF HOUSEHOLDER	
White	489	Occupied housing units	194
Black	2	White	192
Percent of total population	0.4	Black	-
American Indian, Eskimo, or Aleut	4	Percent of occupied units	-
Percent of total population	0.8	American Indian, Eskimo, or Aleut	2
Asian or Pacific Islander	-	Percent of occupied units	1.0
Percent of total population	-	Asian or Pacific Islander	-
Other race	-	Percent of occupied units	-
Hispanic origin (of any race)	1	Other race	-
Percent of total population	0.2	Hispanic origin (of any race)	-
		Percent of occupied units	-

ADDITIONAL U.S. CENSUS TABLES ARE ON PAGES 22 AND 23.



## **Choices ABOUT THE FUTURE...**

### **6. Transportation**

#### **ROADS**

There are almost 20 miles of highways and roads in Robbinston. The State maintains 6.1 miles (Route 1) and the Town maintains 13.6 miles. Robbinston spent \$50,612 on roads in 1995. The average Maine Town maintains 23 miles of roads and spends \$117,666 a year.

U.S. Route 1 is the principal highway in Robbinston. Route 1 and State Route 9 (which can be reached via Route 1 in Baring, just north of Calais), are the main highways linking the Town with Bangor, with the rest of New England via Interstate 95, and with the Canadian Maritimes. Road maintenance, plowing, and sanding are major items in the Town's annual budget.

Data provided by the Maine Department of Transportation indicates 4,850 vehicles crossed the Robbinston/Calais line on Route 1 at Calais line on an average day in 1990. This is well within the design capacity. For comparison, Route 1 at Washington Street in Calais has an average daily volume of 11,400.

There are no sidewalks along Route 1 in the center of Town - there should be on at least one side in the most built-up area.




About 20 years ago the Maine Department of Transportation had plans to by-pass the center of Robbinston with a new alignment for Route 1, well inland of the present location. However this is no longer a consideration. In a letter September 6, 1995, to the Planning Committee the Department gave two primary reasons for this change: First the cost of such a project would be prohibitive; and second, state and federal environmental impact laws requiring a strong and demonstrated project purpose and need and comprehensive analysis of all reasonable alternatives make such a project extremely difficult.

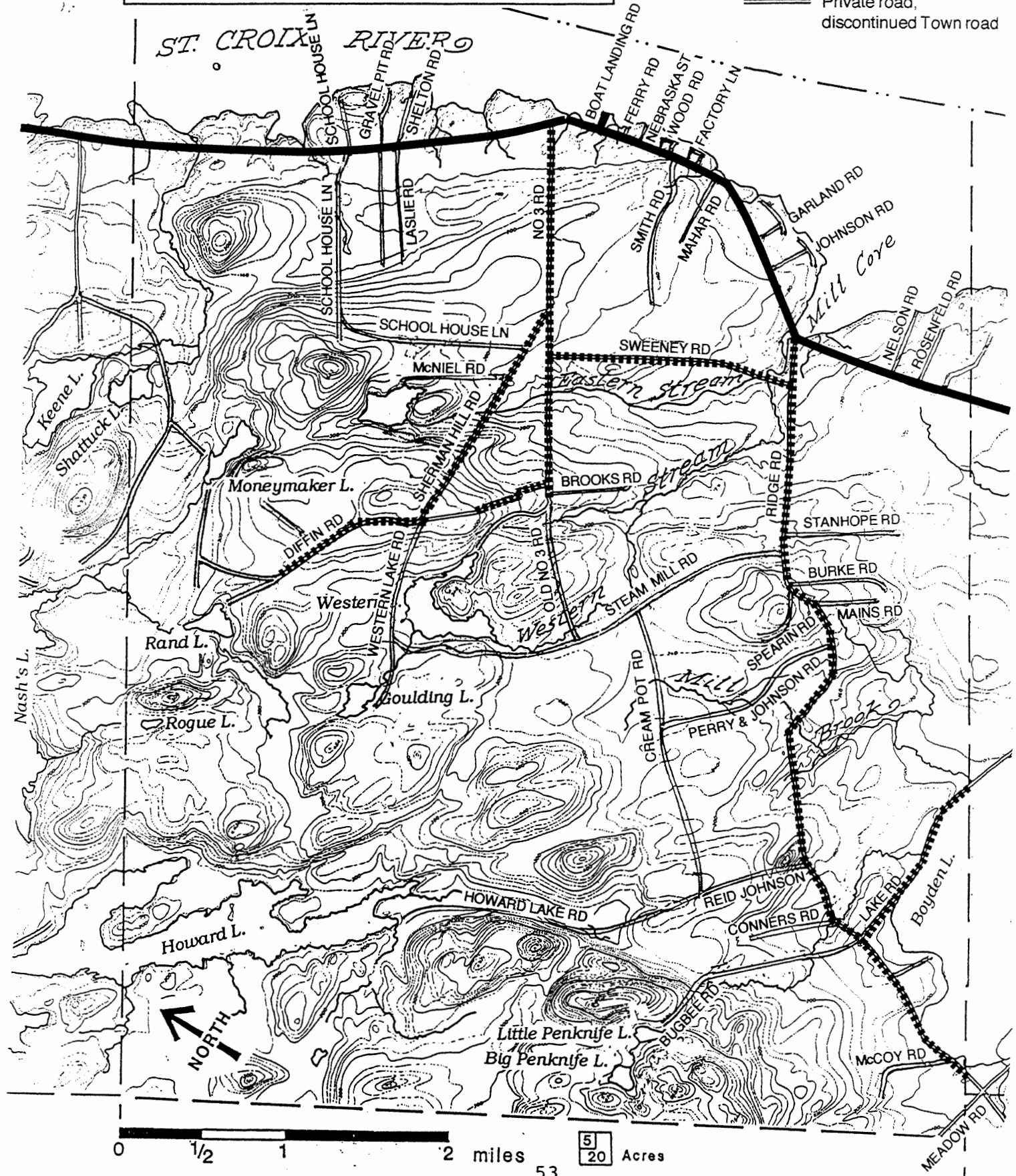
Many Town roads go inland for several miles and then just "dead end". Future developers should be required to include provision for connecting these roads. These "connectors" would provide a second access to homes on roads which now dead end. This could be critical in case of a blockage (tree down, accident) in time of emergency beyond the blockage. The connectors would also open new areas for homes.

The Town has an informal road maintenance and improvement program. Roads have been inventoried, their condition rated, and the following schedule for improvements set up:

**NOTE:** The road names on this map have not been officially adopted by the Town. The 911 Emergency Telephone Committee is working to determine the names which are most acceptable to townspeople for each road. When they have completed their work, this map should be revised to conform to the names they decide upon.

## ROADS AND HIGHWAYS

-  State highway
-  Town road
-  Private road, discontinued Town road



### Town road inventory and maintenance schedule

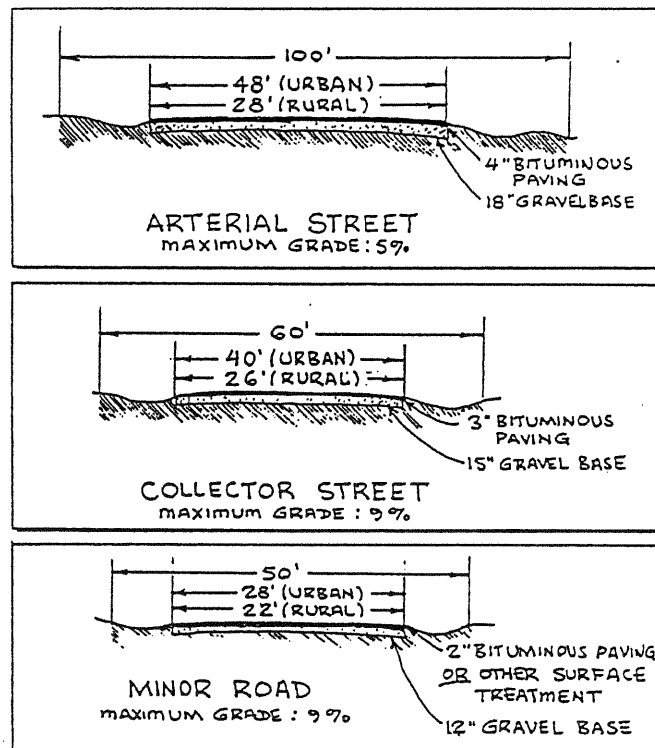
ROAD	CONDITION	WORK TO BE DONE	WHEN	COST
NUMBER 3 ROAD	G	Trim right-of-way	2 yrs	\$3,000
		Paving	5 yrs	23,000
SHERMAN HILL RD.	G	Paving	8 yrs	23,000
		Culverts	2 yrs	800
GOODWIN ROAD	G	Paving	10 yrs	15,000
DIFFIN ROAD	G	Paving	8 yrs	15,000
SWEENEY ROAD	G	Trim right-of-way	10 yrs	2,500
		Paving	5 yrs	35,000
RIDGE ROAD	G	Paving	3 yrs	14,000
LAKE ROAD	E	Trim right-of-way	4 yrs	1,200
TOTAL				\$132,500
ANNUAL AVERAGE				\$13,250

Key to condition ratings: E = Excellent, G = Good, P = Poor

SOURCE: Prepared by John Brooks, Robbinston Road Commissioner

The Town has adopted standards which any new road proposed to be taken over by the Town must meet. When reviewing a proposed subdivision, the Planning Board designates each street or road as arterial, collector, or minor and indicates whether it is to be built to urban or rural standards.

### Town of Robbinston Standard Road Sections



## **ROAD NAMING AND NUMBERING**

Years ago everyone knew everyone else - and where they lived. That is changing as more people from out of town move into town, more people in town are having services provided by people from out of town, and emergency services are increasingly provided by out-of-towners.

"911", a simple quick way of calling for emergency aid is coming to more and more communities. The even better "911 Enhanced", is slated to go "on line" in Maine in 1997. However, it can only be effective in towns and cities that have road-naming and house-numbering systems.

The Town is participating in this program even though standardizing addresses is not in the rural tradition, and breaking with tradition takes time and patience. In emergencies, time can be a matter of life and death. For example: With Enhanced 911 an hysterical parent whose child has just swallowed poison will not have to take the time to explain to a dispatcher (who probably lives out of town) "We live a half mile down the gravel road just past the third house after the store. No, not Smith's store, Joneses, etc.". And the dispatcher won't have to relay these complex directions (with a good chance of error) to an ambulance crew who may not be familiar with the Town. It is important that communities being served by the same emergency services coordinate their road names. Major roads might well have the same name in each town, but side roads should each have their own unique names.

A good addressing system makes sure that all roads (public and private) have unique and consistent names for their entire length, and insures there are no duplicate or similar sounding names. This is valuable not only for Ambulance Services whose technicians may not know every town they are called upon to serve, but also the Sheriffs Department and State Police who often are called into towns they are not intimately familiar with, and mutual aid fire fighters from out of town. An addressing system is also valuable to others besides emergency service providers: To UPS, Fedex and other delivery services, to individuals trying to locate the homes of people they wish to visit (for example a child's new friend, met at high school, who lives in a neighboring town), and to home repair and service providers.

## **RAIL**

There once was rail service available to Robbinston residents at Ayer Junction in nearby Pembroke (on the Charlotte town line), but it was discontinued in 1978. Now there is no passenger service in Washington County and the only freight service is provided by the line between Woodland and Calais. This line is used extensively by Georgia-Pacific. Goods could be trucked from Robbinston to Woodland and loaded onto a train there, but this would be impractical for most products. There is talk of reactivating the tracks (which still are in place) from Calais to Ayer Junction. Two ideas have been suggested; a passenger (tourist) run beginning in Robbinston, and a marshaling yard serving the port at Eastport. An alternative site for the yard would be Charlotte Station in Charlotte.

## **SEAPORT**

There are no commercial docking facilities in Robbinston, the closest are in the City of Eastport. The Eastport Port Authority has begun site preparation work which will lead to work construction of a new pier at Estes Head. Thirteen million dollars of the State Transportation Bond Issue approved in 1995 is earmarked for this project. It will have better warehousing and storage facilities than are available at the present pier, and much better access (the present pier is located in a congested area downtown). Also, ships using the new pier will not be in competition with fishermen and pleasure boats as is now the case. The marshaling yard at Ayers Junction (or Charlotte Station), mentioned above, would be beneficial to development of the port.

## **BUS**

Once-a-day scheduled van service to Bangor and its airport is available in Town. The run originates in Calais. SMT bus service to Bangor is available at St. Stephen, New Brunswick (they are not allowed to pick-up passengers in the U.S.)

## **AIR**

Eastport Municipal Airport is the closest facility. It features a 4,000 foot lighted runway. Fuel is available. Charter service is available through Quoddy Air. The closest regularly scheduled air service is at Bangor International, about 100 miles to the west.

## **TRUCKING**

Robbinston is served by a number of commercial trucking firms, and United Parcel Service, FEDEX, and other delivery operations.

## **TRANSPORTATION: CONCLUSIONS**

### **1. TOWN ROADS**

Road repair in the summer and plowing and sanding in the winter should continue to be high priority activities. A road improvement plan and time-table should be developed. The Town should not take over private roads unless they are up to Town standards.

### **2. ROAD NAMING AND HOUSE NUMBERING**

The Town should adopt a road naming and house numbering plan so it can take full advantage of the 911 emergency program.

### **3. BUS/VAN SERVICE**

Expanded service would be of benefit especially to seniors traveling to medical facilities and to shop.

## **Choices ABOUT THE FUTURE . . .**

### **7. Services and facilities**

#### **GENERAL GOVERNMENT**

Government is people deciding the rules they will live by, the services they need, and choosing (by vote) the people who will carry out their wishes. Government is ourselves! Robbinston has, since its incorporation, had the town meeting form of government which is the most common form of government in Maine and most of New England - and no where else! At the annual town meeting, the residents discuss and decide major issues, especially the budget, and select people to carry out Town affairs until the next meeting (the people selected were originally always men hence the title "Selectman"). This "purest form of democracy" is taken for granted here, but is the envy of the world! Thomas Jefferson once called town meeting government "the wisest invention ever devised by the wit of man for the perfect exercise of self government and its preservation".

Local government has become very complex in recent years. Running the Town now requires, in addition to doing all the things local officials traditionally have done, understanding many State and Federal mandates and reporting requirements, and keeping up with opportunities for grant funds (grants can be missed if officials are not aware of them). Part-time officials with other full-time jobs simply do not have the time or energy to keep up with all this.

Larger Towns often solve this problem by hiring Town Managers. While at some time in the future it may be reasonable for Robbinston to consider hiring a manager, it is not considered a possibility during the period covered by this Comprehensive Plan (1996-2006). It has been suggested that the Town might jointly hire a manager with surrounding towns. This is not considered feasible because of costs and political considerations. A manager isn't the answer, but something will need to be done soon.

The solution may for the Town to hire a person to keep up with requirements and help officials. A decision about whether or not to do so should be based upon consideration of exactly what the job would be and what it will cost. A job description should be developed and a detailed study made of costs and benefits. Costs would include: Salary, unemployment insurance, social security, telephone, heat, and lights. Benefits would include: Time savings to Town officials, grants that would be received, convenience for Town residents, etc. It will be difficult to assign specific dollar amounts to many of the benefits. A Town office open regular hours (not necessarily a full 40 hour week) would be convenient for residents needing to conduct Town business. There would have to be some evening and weekend hours to meet the needs working people who could not come to the office during the day.

It should not be prohibitively expensive for the Town to have this position. Some of the pay for the position could come reducing the pay of officials who would not be required to put in as many hours once the new position was created. Town officers salaries are

now almost \$10,000 a year, much of this could be applied towards the new position. However, this would not pay for the full cost of the new position, a few thousand additional dollars would have to be appropriated.

Office space would be needed. Two options are: 1. The existing office could be used, but would require some work, and 2. New office space could be constructed as an addition to the Fire House, using the plumbing and heating of that building. The cost of each alternative should be realistically estimated -- **before** making a decision to create the new position.

Other Washington County Towns have hired "administrative assistants". In thinking about the idea, it might be useful for Robbinston's voters to consider the example of one with about the same population (just over 400):

Their administrative assistant is sworn in as: Town Clerk, Treasurer, Tax Collector, Excise Tax Collector, and Registrar of Voters. Acts as agent for the State for Hunting and Fishing Licenses, Recreational Vehicle Licenses, and Motor Vehicle Registration. Is the secretary to the Selectmen and Assessors. Is deputy General Assistance Administrator. (While combining several offices results in economies and increases efficiency, it might not be a good idea to have one person be both the Treasurer and Tax Collector.)

Their assistant works two-and-a-half days a week. Two days are for the public and the half day is reserved for doing records and other book work.

In addition the assistant makes and maintains contacts with the Maine Municipal Association to keep up with changing laws and regulations, and with surrounding towns for ideas about how they handle things; prepares grant applications; and, perhaps most importantly, is available to answer questions and provide information to residents and others with an interest in the Town.

Duties specifically **not** part of this town's administrative assistant job are serving as Code Enforcement Officer, Animal Control Officer, or Secretary to Planning Board.

Most of the pay received by this town's administrative assistant formerly went to the several people filling the various Town offices. Fees from Licenses and Registrations also go to offset some of the pay for the position.

One result of Robbinston hiring an administrative assistant might be that people would be more willing to run for Selectman knowing there would be someone to help them. This would be a more efficient way to run the Town. High taxes are a major concern even though services have been cut to the bone -- operating the Town more efficiently may be one way to save tax dollars. However, **before a decision is made, all of the costs should be carefully considered, and a detailed and specific job description prepared.**

## **PLANNING BOARD**

The Town has five-member Planning Board with two alternate members which is charged with administering the Shoreland Zoning Ordinance and the State's Subdivision Law, carrying out other duties assigned by State law, and overseeing development in the Town.



## **BOARD OF APPEALS**

The Town has established a Board of Appeals to interpret provisions of ordinances and grant variances -- within specified limits.

## **POLICE PROTECTION**

The Town has a Constable who receives minimal pay and performs minimal duties (such as posting warrants for Town Meetings). The cost of a full time police officer is seen as prohibitively expensive. Police protection is provided by the Sheriffs Department from their office in Machias and by the State Police from their barracks in East Machias. Service can be obtained through the Calais Police Dispatcher by calling 911. However, response time is often unacceptably long. The new "Enhanced 911" will improve response time, but will require the Town to prepare and adopt a house numbering and street naming plan (see discussion in roads section).

## **FIRE DEPARTMENT**

At the 1940 town meeting, \$25 was approved for the purchase of fire fighting equipment including: shovels, grub hoes, etc. A year later, the Town voted to authorize the selectmen to organize a volunteer fire department. The Robbinston Volunteer Fire Department was incorporated in 1942. The original fire hall had been on land donated by Mrs. Bessie Lincoln. Others donated logs, rocks, trucks to do the hauling, and labor according to a note of thanks from Fire Chief Herman Trimble in the 1950 annual report. In 1992 with financial assistance from the State, the new Fire Station was build next to the Grade School. This excellent facility has a training room and ample space for storage and maintenance of equipment. It will be adequate to meet the Town's needs for many years.

The Department has a pumper supported by three tankers:

- 1975 Ford Rural Attack Pumper, completely refurbished in 1989
- 1975 Chevy 2400 gallon tanker with quick dump
- 1975 Kaiser 1200 gallon tanker (military 6x6)
- 1953 GMC 800 gallon tanker (military 6x6)

Other equipment includes:

- 3 250 gpm Hale portable pumps
- 1 90 gpm pump
- 30 feet 4 1/2" hard suction
- 600 feet 1 1/2" double jacket hose, 250 feet 1 3/4" double jacket hose, 400 feet 2 1/2" double jacket hose, 200 feet 1 1/2" forestry hose
- 300 gpm adjustable nozzle, 250 gpm automatic nozzle, 125 gpm adjustable nozzle, 6 90 gpm adjustable nozzles
- 2 floating suction strainers
- 5 Scott IIA air packs, 9 air bottles
- 21 sets of turn out gear
- 3,000 watt portable generator with lighting system and exhaust fan
- 14" roof ventilator saw
- 11 pagers, 11 Plectrons/instalert systems
- 5 portable radios, 3 mobile radios



2200 gallon folding drop tank  
35 foot extension ladder, 24 foot extension ladder, 14 foot roof ladder  
5 fire extinguishers.

The Department has three five-year goals, derived from the objectives of the National Fire Protection Agency, which it believes will be reached through on-going cooperation with area fire departments.

1. Training: Enhance training in the areas of hazardous materials, vehical extracation, and emergency medical. The department also intends to train all its firefighters to the fightrefighter 1 level within the next three years.
2. Dry hydrants: Instal several dry hydrants in Town, with financial assistance through a title IV grant.
3. Educatuion: Continue the fire prevention program in the grade school and eventually statrt offerring a safety awareness program town-wide.

## **PUBLIC WORKS**

The Town meets the public works requirements of its residents by contracting with private providers. The primary service is road maintenance (including snow plowing and sanding) which it is discussed in the transportation section of this report.

## **ROAD SAND AND SALT STORAGE**

State law requires Towns store sand and salt within covered structures. Robbinston constructed a shed for this purpose in 1992. The Town, due to hard work by the Selectmen, were able to obtain a grant for most of the cost.

## **WATER**

There is no public water supply in Robbinston. Residents obtain their water from individual wells. Both quantity and quality are excellent. (See "Groundwater" in the Water, Land and Wildlife Resources section of this report).

## **SEWER**

There is no Town sewer system. Each home and business has its own individual septic system (with the exception of a very few which still use privies). As can be seen from the maps in the "Natural Resources: Land" section, most of the soils in Town are adequate for septic systems.

## **SOLID WASTE**

Robbinston has no Town landfill, it is a charter member of the Marion Users Group and trash is trucked to their transfer station from which it is taken to the Penobscot Energy Recovery Company's (PERC) incinerator in Orrington. The users group also operates a recycling center which is available to Town residents but, being many miles away, is not very convenient. Solid waste removal and transportation is the responsibility of the property owner. Commercial services are available and providers accomodate recycling.

## COMMUNICATIONS

1. Newspapers. The Town is served by the weekly **Calais Advertiser**, the **Quoddy Tides** which is published in Eastport twice a month, and the **Bangor Daily News**.

2. Radio. Stations **WQDY** AM and FM "International Radio" in Calais serve Robbinston and all eastern Washington County and Charlotte County, New Brunswick, Maine Public Broadcasting (MPBN) has a repeater (**WMED**) in Meddybemps, Canadian Broadcasting System (**CBC**) radio and stereo stations are easily received as are some of the Bangor, Ellsworth, St. John, and other stations. A new 100,000 watt FM station is scheduled to go on the air in Dennysville in summer 1996.

3. Television. **MBPN**'s TV programming is broadcast from the same site as its radio signal in Meddybemps. That station plus Canadian stations in Moncton and St. John New Brunswick are receivable. Cable is not available.

3. Telephone. **NYNEX** serves the Town. Robbinston is in a "no man's land" between the Calais yellow pages and the Machias yellow pages -- neither of the maps showing the "general service area" of each directory includes Robbinston. Robbinston listings are, however, in both the Calais and Machias white pages.

## EDUCATION

HIGH SCHOOL. The Town does not have an high school. It tuitions its secondary students to Calais High which being located in the southern part of the city is quite convenient for Robbinston students. Census figures show that the number of Robbinston residents who are high school graduates (74.2%) is a little above that of Washington County (73.2%) but significantly lower than the State of Maine average (78.8%). The Town also ranks higher in college graduates (17.4 ) than the County (12.7%) and significantly lower than the State (18.8%).

ELEMENTARY SCHOOL. The school was built in 1959 and a major addition completed in 1985 in order to comply with program requirements of the Maine Department of Education.. The facility features classrooms for grades K through 8, a gym/cafeteria and offices.

Enrollment figures show that the number of students at the Elementary School has increased by 57% in the past 20 years and secondary enrollment has increased by 60% (see table). U.S. Census figures show an increase in total Town population of 20% from 1970-1990. School enrollment has been increasing at about double the rate of increase of the population of the Town! School officials predict that enrollment will peak in the 1996-97 school year and that a slight annual decline in enrollment will follow.

School Enrollment					
Grade	1973-74	1977-78	1981-82	1987-88	1994-95
K	2	4	6	5	14
1	5	3	4	4	6
2	6	5	11	8	9
3	5	5	5	9	10
4	8	4	6	4	7
5	4	3	3	11	13
6	6	8	6	3	6
7	5	8	4	4	7
8	5	12	4	8	10
TOTAL K-8	46	40	49	56	82
9	6	8	3	7*	10
10	8	9	10	5*	11
11	4	8	4	10*	6
12	5	11	10	8*	11
TOTAL 9-12	23	36	27	30*	38
<b>TOTAL</b>	<b>69</b>	<b>76</b>	<b>76</b>	<b>86</b>	<b>120</b>

SOURCE: Annual Town Reports. (\* 1987-88 grades 9-12 enrollment is estimated)

State financial support of local education is declining at the same time enrollments are increasing ! Additional local funds will undoubtedly be required just to maintain the present level of instruction. The alternative would be to either cut important programs or change the system! There may come a time when communities are unable to individually continue funding education of the quality the children deserve. Now may be the time for towns in the area to examine the idea of forming a Consolidated School District. Consolidation might allow a more varied curriculum and cost less. This could begin with discussion meetings with surrounding towns, including Perry and Charlotte. This need not lead to new school construction - one of the existing schools could become a "middle school" (grades 7-9) and another used for the lower grades. The prime obstacle to consolidation, of course is that each community wants to control its own schools whatever the cost. Ironically, it may be that the only way to keep local control is to join together- do what the towns people want, rather than wait for the State to come in and mandate the changes Augusta thinks are needed.

Scores on the 1994-95 Maine Educational Assessment tests administered to 11th graders are a way to compare schools in the area:

Eastport, Shead High, 46 students tested								Calais, Calais High, 78 students tested								Lubec, Lubec High, 19 students tested							
subject	score	band	Avg	%D	%A	%B	%N	subject	score	band	Avg	%D	%A	%B	%N	subject	score	band	Avg	%D	%A	%B	%N
Reading	225	(215-270)	230	2	12	48	38	Reading	240	(255-305)	310	0	15	43	41	Reading	320	(245-330)	220	6	19	56	19
Writing	225	(210-265)	190	2	60	33	5	Writing	280	(235-285)	265	0	75	25	0	Writing	295	(235-320)	205	6	69	19	6
Mathematics	245	(235-285)	225	0	2	38	62	Mathematics	270	(280-325)	285	4	7	29	59	Mathematics	355	(270-355)	235	13	6	56	25
Science	250	(235-290)	215					Science	245	(275-320)	290					Science	350	(255-345)	230				
Social Studies	285	(215-275)	275					Social Studies	260	(255-305)	255					Social Studies	370	(235-325)	275				
Humanities	210	(215-270)	235					Humanities	220	(250-300)	265					Humanities	330	(235-320)	235				

SCORE = This year's average for the school

BAND = The range of scores for schools of "similar socioeconomic standing"

AVG = The school's three-year average score

%D, %A, %B, %N = Percent of students rated as Distinguished, Advanced, Basic, or Novice

WASHINGTON COUNTY TECHNICAL COLLEGE and the MARINE TECHNOLOGY CENTER (formerly known as the MARINE TRADES CENTER, and often referred to as "the Boat School"). Located very conveniently for Robbinston residents, WCTC's main campus is in Calais. The MTC is at Eastport. Established in 1969, WCTC is one of six institutions in the Maine Technical College System. It offers training in occupations ranging from construction and mechanical trades to food service and secretarial studies, and also designs programs specifically to the needs of industries in the area. The College's capacity is for 350 full-time students and 1,400 part-time. Thirteen of its fifteen programs are located in Calais - the others at the MTC. The College also offers courses off campus. The University of Maine at Machias (which is described below) offers courses at the WCTC, and it is connected via Inter-active Television (ITV) with the University of Maine system. The MTC offers high quality unique courses in, commercial fishing, aquaculture, marine mechanics, boat building technology and marine and industrial coatings (specializing in "high tech" finishes). The school's modern and well equipped classrooms and shops are located at Deep Cove. The MTC owns and operates multipurpose fishing vessels which are used for instructional purposes. The facility attracts students from around the world with enrollment of 40-50. The school also provides support services to the area's expanding aquaculture industry. The school's small, self-contained waterfront on Deep Cove, featuring a boatyard and a marine-lift, is the site of cage constructing, work boats hauling for repair or maintenance, and the comings and goings of fish-farmers, fishermen, and marine researchers.

UNIVERSITY OF MAINE AT MACHIAS, a 1,000 student branch of the University of Maine System less than an hour from Robbinston, offers Bachelor and Associate degrees in a wide range of subjects including business education and administration, recreation management, biology, environmental studies, English, and history. Many of its students are "non-traditional" (older persons returning for their degrees). The University is linked to all the other branches of the system by inter-active TV. UMM's off-campus courses provide about 70% of the total UM system course offerings (generally off-campus classes are three hours long, starting at either 4:00 or 7:00 p.m). While earning a four year degree usually requires attendance at the campus in Machias, associate degrees in science, business administration, liberal arts, and other subjects may be earned without entering a "traditional" university classroom.

## **HEALTH CARE**

CALAIS REGIONAL HOSPITAL is the closest health care facility. It has 49 acute care beds and 8 skilled nursing beds.

DOWN EAST COMMUNITY HOSPITAL, a 38 bed 24 hour acute care facility, is located in Machias 45 miles to the southwest of Robbinston.

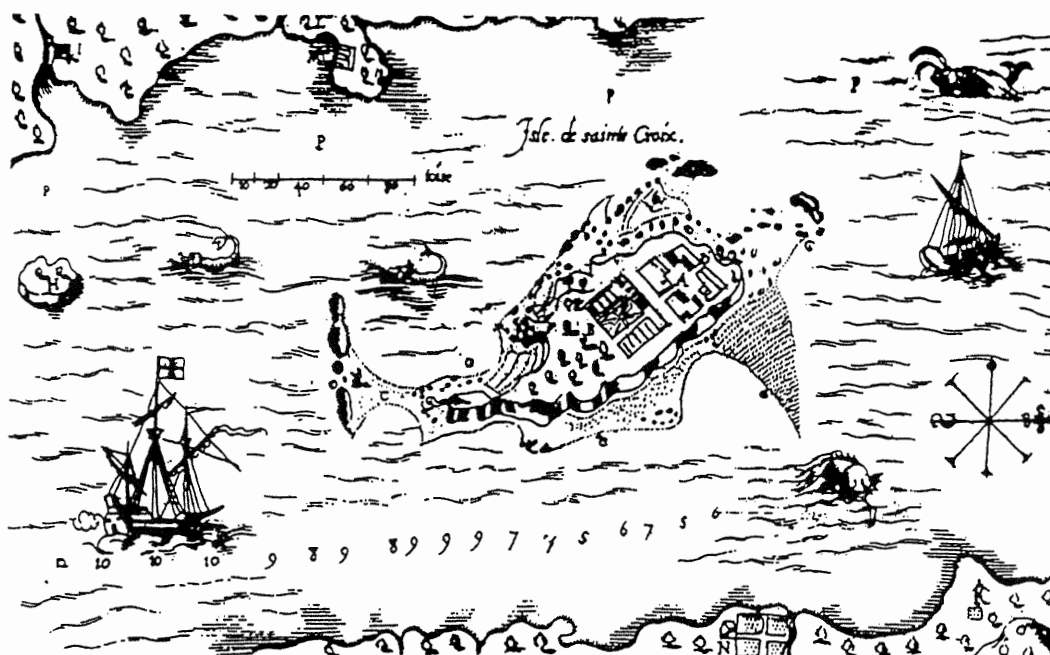
EASTERN MAINE MEDICAL CENTER, an extremely complete facility, is located in Bangor, a hundred miles to the west. There are also other facilities available in Bangor, including St. Joseph's Hospital.

AMBULANCE SERVICE is available to Robbinston residents through the Calais Police Dispatch Center by dialing 911.

## RECREATION FACILITIES

A wide variety of recreation opportunities are available in Robbinston. Because of its rural nature, many opportunities are available on open land and along the shores of the Town's numerous lakes and ponds. The 21,000 acres of Moosehorn National Wildlife Refuge are nearby and available for nature study, controlled hunting and trapping, cutting of Christmas trees for personal use, and other activities. There are outstanding scenic views from several locations (see map in natural resources section). The map on a following page locates recreation areas in the Town. The major facility, the State Boat Ramp and Park which was developed in the mid-1970's, is the best access to the St. Croix River and is used extensively by people from Robbinston and neighboring Towns and Cities. There are other Town properties giving access to the River which are not shown on the map. A copy of the inventory made of sites in 1982 is in an appendix to this plan. It should be up-dated and the Town decide which are important enough to remain in Town ownership and developed now, or in the future, to provide additional access. As years pass, some of these may be lost to the public if they are not formally identified. In addition to formal recreation areas, Robbinston, and throughout Maine, there has traditionally been easy and free access to, and use of, private lands for hunting, fishing, and recreation.

Saint Croix Island International Monument is just north of the Robbinston Town line in Calais. It marks the site of the first European settlement north of St Augustine Florida and was established in 1604 by Sieur De Monts and Champlain. The monument includes the island itself and mainland parcels on both the U.S. and Canadian side. There are elaborate development plans, which, if realized, will have a significant impact upon Robbinston. (For example, one proposal is to use the Robbinston Boat Ramp as the terminal for a launch which would provide public access to the island.)



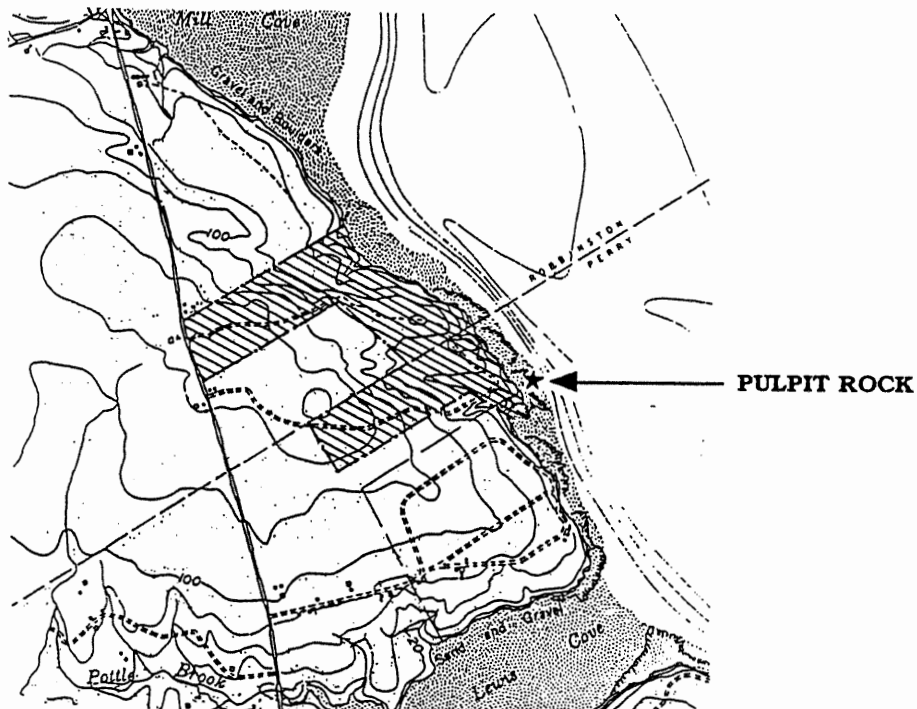
Map of St. Croix Island and surroundings, by Champlain, 1604-5 (Published in 1613)

From time-to-time State and Federal funds become available to assist in acquisition of park, conservation and recreation lands. As the Town grows choice lands that have been used for years by the public may be sold to new owners who will close them off. Townspeople should be considering which areas, if any, would be most appropriate for future acquisition, and making preliminary plans for applications for grants for them.

Two such areas are: Rand Lake in Robbinston, and Pulpit Rock in neighboring Perry with access through Robbinston.

Rand Lake is extremely scenic and used by the public for swimming. Purchase of all or part of the land surrounding it would assure that it is not closed off in the future.

Pulpit Rock is a unique natural formation that is seen by very few people because access to it is difficult. Pulpit Rock in Perry and a 100 acre parcel of land (mostly in Robbinston) adjoining it was submitted to the Land For Maine's Future Board 1988. The nomination was prepared and submitted by the Land For Robbinston's Future Committee with considerable input from Robbinston Elementary School students. Unfortunately it was not funded at that time. The parcel has 3,520 feet of frontage on the St. Croix and 836 feet of frontage on Route 1. The proposal was primarily for preservation of public access to the Rock, but it also suggested construction of a small gravelled turn off (not too large in order not to encourage over-use), nature trails, and picnic areas (It was not anticipated that there would be picnic tables or grills). If grant funds become available, the application could be up-dated and resubmitted jointly by Robbinston/Perry.



The highlighted parcel was nominated in 1988 for acquisition by the Land For Maine's Future Board.

The Maine Bureau of Parks and Recreation has developed a "worksheet" with recommendations for the minimum recreation facilities desirable for Towns of various sizes. The following table compares the facilities Robbinston has with the State's recommendations and indicates facilities that the Town may want to consider in the future (there is no requirement that it do so).

<b>Town of Robbinston</b> <b>Comparison of recreation facilities with State recommendations</b>		
FACILITY	RECOMMENDED	EXISTING
Softball or Little League	1	1 (under construction)
Basketball court	1	0
Tennis court	1	0
Multi-purpose field	1	1 (at school)
Swimming area	0	0
Ice skating	1	0
Playground	1	1 (at school)
Picnic area	1	1 (at State boat ramp)
Recreation center (building)	0	0
Town recreation area	1	0
Town park - passive	0	0
Nature study area	1	0
Walking/jogging path	1	0
Cross country skiing	1	0
SOURCE: Recommendations of Maine Bureau of Parks and Recreation		

Cross-country skiing is available informally on the snowmobile trail and on the many unused back roads in Town. A recreational ice-skating rink could be built at the school and would be covered by existing liability insurance.

### **SPECIALIZED SERVICES**

A variety of services are available to residents of Robbinston (most are County-wide), including; home care, counseling and family services, handicapped services, substance abuse, hospice, adult education, children's services, services for women, food and nutrition, and transportation to these services. However, often those in need of the services do not use them because they are either unaware that they are available or do not know how to contact the provider. The best source for information about these programs is the 150 page COMMUNITY RESOURCE GUIDE published by the Washington-Hancock Community agency P.O.Box 280, Milbridge, (207) 546-7544.

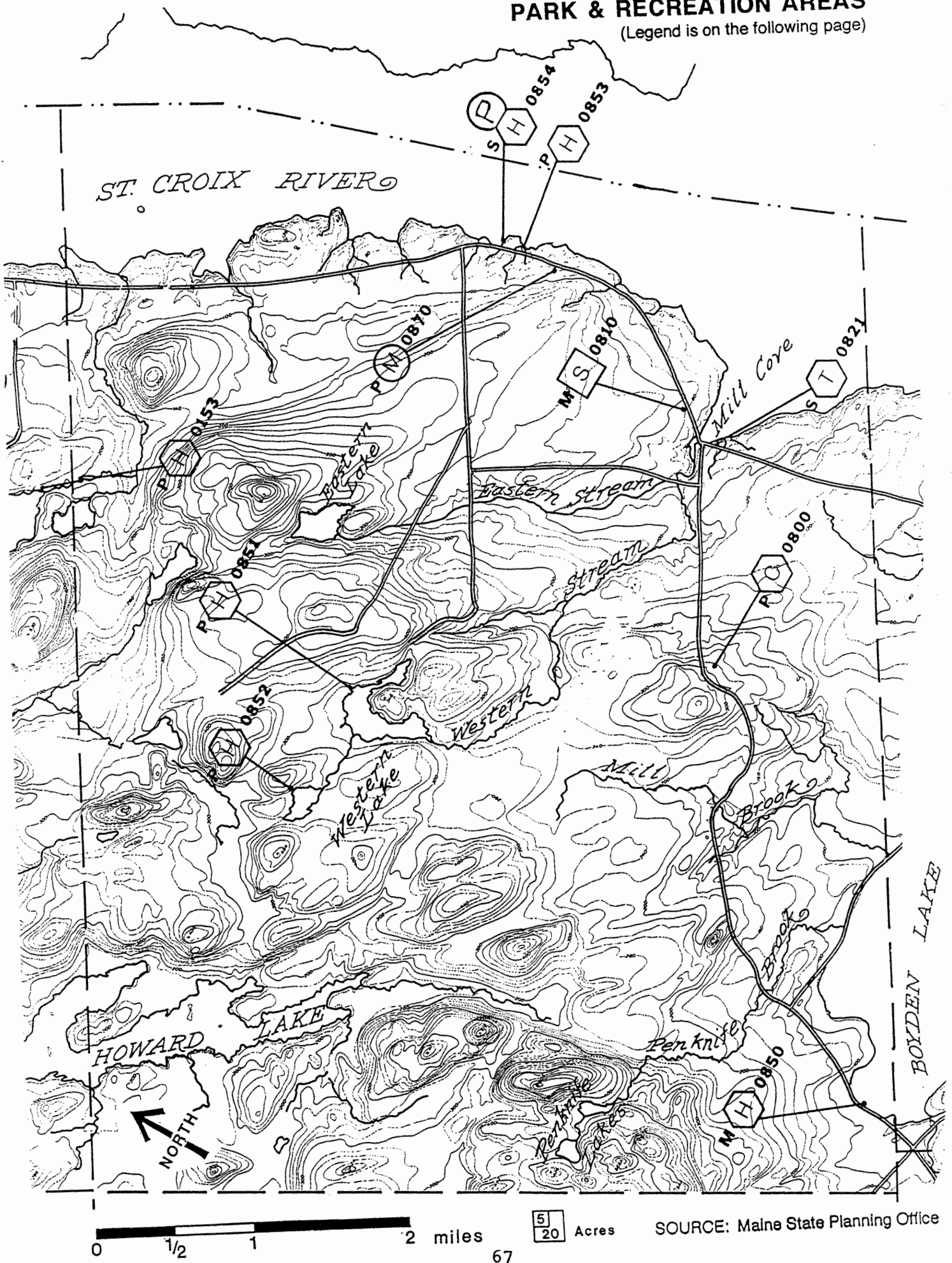
### **POST OFFICE**

The new Robbinston Post Office was opened in the mid-1980's. It appears adequate for the foreseeable future.



# PARK & RECREATION AREAS

(Legend is on the following page)












**Park & recreation areas**  
(Legend for the map on the preceding page)

Map Code	Name of Facility	Ownership	Type
0800	Hilltop Tenting Area	Pvt	Campground
0853	Old Ferry Landing, Launch Ramp	Mun	Beach, Ramp
0854	St. Croix River Picnic & Boat Lndg	State	Ramp, Park
0852	Goulding Lake	Pvt	Ramp, Park
0851	Western Lake	Pvt	Ramp
0850	Boyden Lake	Mun	Ramp
0810	Robbinston Elementary	Mun	School
0821	Mill Cove	State	Hwy/ T.O.
0870	Grange Hall	Pvt	Rec. Hall

**KEY TO OWNERSHIP CATEGORIES**

Pvt = Private      Fed = Federal      \* = Municipal right-of-way or lease  
Mun = Municipal      Pvt/NP = Private/Non-profit      (t) = State right-of-way or lease  
(a) = Public use permitted

	Harbor Facility, Dock, or Boat Ramp
	Park
	Highway Turnout
	Campground
	Beach or Swimming Area
	Miscellaneous Facility
	School

## **ELECTRIC SERVICE**

The Town is served by the **Eastern Maine Electric Cooperative** which provides electricity to over 10,000 residents of eastern and northern Maine over 1,300 miles of lines. Its principal offices are in Calais. The Cooperative recently emerged from Chapter Eleven bankruptcy proceedings and now appears to be financially sound. The Town leases its street light from them.

## **NON-PUBLIC FACILITIES AND SERVICES**

In addition to the Town services and the public agencies and services described above, there are private groups, organizations, and facilities which play a large part in the life of Robbinston, include the Hilltop Campground swimming pool and the many activities of the Parent Teacher Committee.

## CHURCHES

The Methodist Society had been formed by the time the Town was incorporated and the Reverend Duncan McColl of St. Stephen was preaching whenever possible from 1786-1811. October 4, 1836 the trustees of the South Robbinston parish purchased from Benjamin Pettegrove the land on the ridge where the present church stands.

Episcopal services were first held in the Mansion House. Grace Episcopal Church was built in 1882. Land was bought for \$75 and a dozen or so men got together \$500 to start the building (acquiring a mortgage for the balance of the cost). The church has always been open only in the summer, and in recent years there have been only occasional services.

A Congregational congregation was formed in 1811 with an initial membership of six. A small church was built across from the Cox property. Later a larger church was built. It burned down and was rebuilt in 1910. It was reconstructed and named in honor of a former pastor, the Reverend D. B. Sewall. Regular congregational services were held here until 1968, then discontinued until 1993.

Mill Cove Assembly of God is housed in a new building on Route 1 near Mill Cove.

A beautiful small Catholic Chapel stood on the shore near the Thomas Cleland property until it was torn down in 1935.

## CEMETERIES

There are many cemeteries and burial sites in Town, some public, others private (they are all shown on the map in the "History" section). Although not a common practice it is still legal to bury in family plots, although some restrictions apply (such as distance to wells, etc.).

### TOWN CEMETERIES

**Brewer.** On south side of the #3 Road on crest of Picnic Hill. Bounded on the west by Hume, south by Moholland, and east by Majersky. Given to the Town by General Brewer's family. A Mr. Caler was the first person buried here.

**Ridge.** On South Ridge Road, bounded on the west and south by Burke, and on the east by Stanhope and Johnson.

**School House Lane.** On Route 1 directly across from the house owned by Marshall Lucas. A half-acre site retained by the Town for school and cemetery.

### PRIVATE CEMETERIES

**Apt Place.** North of unused portion of #3 Road, approximately one-quarter mile from outlet of Western Lake. Three (or more) stones - all covered over.

**Bohannon Place.** Owned by Johnson, sits on a knoll about 400 feet north of Ridge Road. The stones are mostly covered over.

**Boydton.** About 200 feet east of Lake Road. Entrance is about 700 feet south of intersection with Ridge Road. Contains 11 stones.

**Brackett.** On land now owned by Lester Morrell - one grave.

**Bush.** Near sharp bend in Mill Stream near the Perry line - no markers.

**Daggett.** On Ridge Road near Boyden Lake, several hundred feet north of Valeria Lincoln house. Not many stones are upright.

**Gerry.** In field back of Gerry homestead (now owned by Becketts) - one baby's grave.

**Ira Boyden.** On north side of Lake Road, about 175 feet west of Mill Stream bridge. At least 36 graves, 22 stones still upright.

**Job Johnson.** On side of hill behind the old brick house owned by Andrew Olsson.

**Kerr.** On the old Ross place now owned by Horace Graham.

**Lowe.** 900 feet east of Route 1, about 60 feet south of small brook on Henry Roxbee's property. About 30x35 feet with at least 10 graves, some stones still standing

**MacShay.** About one-and-a-half miles north of the old Seeley place near Charlotte town line. No stones showing.

**Old Lamb Place.** Near bank of river below Johnson's mill - stones no longer visible.

**Olsson.** A 50x60 foot lot with seven or more stones.

**Sherman.** About 500 feet south of Sherman Hill on land owned by Allen Bearman - several stones.

**Stover.** About 300 feet north of Ridge Road behind William Jenkins home near the gulch of Western Stream - two or more stones

**Smith.** On a spruce knoll about 600 feet from Route 1 on land of Szatkowski. More than six graves, a nice family monument. One veteran's grave, but no marker.

**Trimble Mountain.** Probably located near fork of the road on the south slope of the Mountain. No stones are visible, and several people who can remember seeing them can not agree on the location!

There are no doubt other private burial grounds of which no record survives.

## **WAR MEMORIAL**

July 14, 1946 the Town dedicated the memorial in front of the Congregational Church listing the names of all its veterans of World Wars I and II. The monument was presented to the Town by the Grange and the members of the local churches. In 1995 the Girl Scouts placed a plaque with the names of more recent veterans on the wall of the church, near the monument.

## **HANDICAPPED ACCESS**

The Americans with Disabilities Act (ADA) applies to all publicly funded programs, services, and agencies regardless of size. Title II of the Act prohibits discrimination on the basis of disability in local government services, programs, and activities, and requires all municipalities, regardless of size, to perform a self-evaluation which must include public services, policies, and practices. Municipalities must then develop a plan for removing structural barriers to access, and carry out that plan "as soon as practicable". The guidelines for complying with the Act include the following:

**ACTION STEPS TOWARD COMPLIANCE:** 1. Designate someone to be responsible for compliance, 2. Post the ADA requirements, 3. Establish a grievance procedure, 4. Conduct a self-evaluation of facilities, 5. Develop a transition plan

**THE PRINCIPALS OF EFFECTIVE COMPLIANCE:** 1. Commitment from municipal leaders, 2. Coordination of compliance activities, 3. Involvement of people with

disabilities, 4. Institutionalizing and integrating compliance

THE PHASES OF IMPLEMENTATION: 1. Modifying practices and policies, 2.

Developing Communication capacity, 3. Creating program and facility access.

Information about the Act and help in understanding and complying with it can be obtained from Maine Independent Living Services, Inc. P.O. Box 501, Machias, Maine

## **PUBLIC FACILITIES: CONCLUSIONS**

### **1. TOWN GOVERNMENT**

A job description should be developed and a study made of the costs and benefits of hiring a person to keep up with requirements and help officials.

### **2. TOWN OFFICE**

Plans should be made of the need for a new Town Office and a site selected and acquired for construction in the future.

### **3. SCHOOL**

State financial support of local education is declining at the same time enrollments are increasing -- this can lead to a crisis situation! Consideration should be given to "consolidating" with neighboring communities.

### **4. RECREATION**

A recreation/community center should be created accommodating all age groups, and a recreation committee formed to organize and operate programs and activities.

### **5. CONSERVATION COMMISSION**

The Town may want to consider establishing a commission to oversee lands designated as "conservation", and carrying out the general duties of conservation Commissions as provided by State statute.

### **6. PUBLIC ACCESS TO THE ST. CROIX AND TO LAKES AND PONDS**

Town-owned rights-of-way should be inventoried (old inventory found and up-dated). Plans for improving, or disposing of, each should be made.

### **7. NATURAL AREAS**

If grant funds become available the Town should consider acquiring:

- a. Rand Lake access and,
- b. jointly with Perry, Pulpit Rock access.

## **Choices ABOUT THE FUTURE . . .**

# **8. Water, land, and wildlife resources**

## **1. Water**

### **THE ST. CROIX RIVER**

The entire eastern boundary of the Town is eight miles of the magnificent St. Croix River. The State of Maine has inventoried all of its rivers and found the St. Croix from Oak Point to Spednik Lake has resource values meeting the State's standards of significance in five categories: Critical/ecologic, scenic, anadromous fishery, inland fishery, and whitewater boating. In two other categories, "undeveloped" and "backcountry excursion", it was rated as having resource values which are "some of the State's most significant".

The Maine Department of Environmental Protection (DEP) has classified the Calais-Robbinston portion of the River "SC" which means that the water quality is satisfactory for fishing, recreational boating and similar uses, but primary water contact (swimming or wading) is not recommended. Water quality here has significantly improved in the past 10 years but is still characterized by elevated concentrations of suspended solids, bacteria, and some ions and metals. Fecal coliform concentrations exceed DEP limits and are too high to allow harvesting of clams. Primary sources of water quality degradation have included the Georgia-Pacific mills in Woodland and the Cities of Calais and St. Stephen. There have been major improvements to the waste water treatment facilities of all three: upgrading from "primary treatment" to "secondary". With these improvements bacterial levels should be within state standards. Dissolved oxygen concentration is also a concern, as it is often below the recommended minimum for sustaining fisheries, consequently the economic value of the fisheries, relative to its potential, is considered fair to poor.

A landmark international event was the creation of the St. Croix International Waterway Commission by the Province of New Brunswick and the State of Maine in 1988. This independent, locally based, body's mission is:

"To ensure cooperative, comprehensive management of the St. Croix International Waterway's natural, historic and recreational resources to provide maximum long term benefits -- in environmental, cultural and economic terms -- to the people who live in or visit the St. Croix region."

The Commission's area of responsibility, a corridor along both sides of the Waterway, is shown on a map on a following page.

The Commission published "St. Croix International Waterway: A Heritage -- A Future", a preliminary plan for long term cooperative management in 1990. It includes proposals for initiating waterway education and improvement programs, and facilitating waterway management in cooperation with all interests: local landowners

and users, municipalities, state, provincial and federal governments, and the International Joint Commission. The plan identifies international goals and policy directions for the future management of the Waterway's resources and recommends:

- \* Recognition of the St. Croix as an **International Heritage Waterway**, setting this theme for future waterway development and management.
- \* Agreement on **high international water quality goals** with coordinated action to pursue them.
- \* Retention of a **greenway strip** along the waterfront -- maintaining an important natural shoreline area.
- \* Greater **support for recreational users** of the St. Croix, including the **restoration of the Spednic Lake bass fishery and managed canoe recreation.**
- \* **Continued economic development** complementing international strengths in forest resources, tourism, and transportation, compatible with long term environmental and regional goals.
- \* A **Conservation Area** designation for Spednic Lake and the upper river corridor to protect their outstanding natural and recreational assets.
- \* **Coordinated government planning** to address on-going management issues -- particularly water quality and use, fisheries, recreation, and growth management.
- \* A **greater local role** in Waterway management through increased public consultation of management issues and an on-going Waterway commission.

The St. Croix International Waterway Commission sees this as a first step in a long term management process that is unique in the Canadian-American setting. The initiative taken by New Brunswick Provincial government and the Maine State governments to jointly manage a shared international waterway, in cooperation with other levels of government and private groups and individuals sets new directions in inter-regional development.

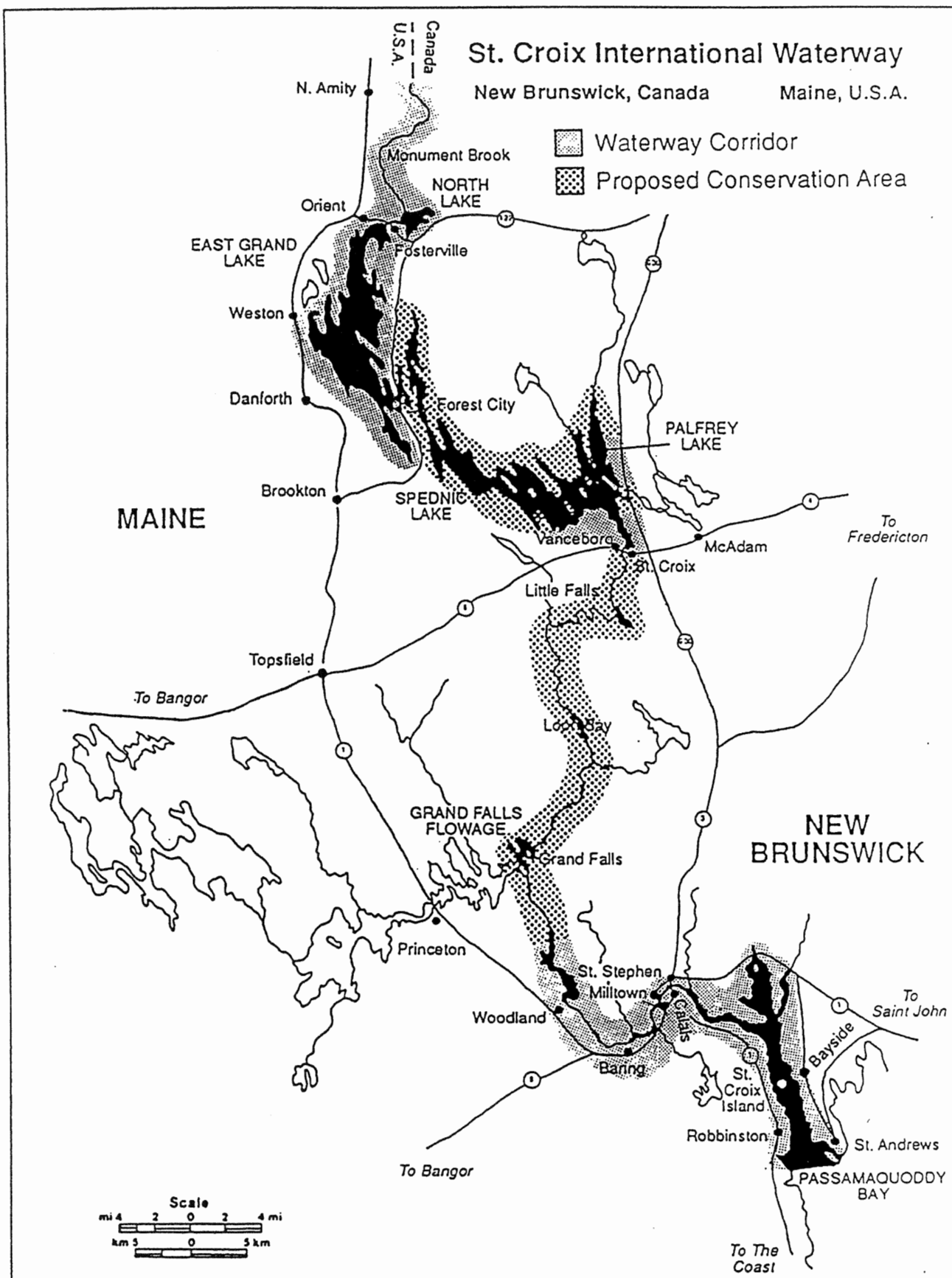
While the focus of the Commission may seem to be on the upper portions of the St. Croix, they are also concerned with clam management and other issues along the Robbinston portion of the River. The Town should continue to maintain contact with the Commission and participate in its programs.

## **STREAMS**

Principal streams in Robbinston include:

Eastern Stream,  
Western Stream,  
Mill Brook, and  
Penknife Brook.

All of these streams are protected by the Town's Shoreland Zoning Ordinance.



## **LAKES AND PONDS**

There are many lakes and ponds in Town, including:

- Keene Lake
- Shattuck Lake
- Moneymaker Lake
- Nash's Lake
- Rand Lake
- Rogue Lake
- Western Lake
- Goulding Lake
- Eastern Lake
- Howard Lake
- Big Penknife Lake
- Little Penknife Lake
- and a portion of Boyden Lake

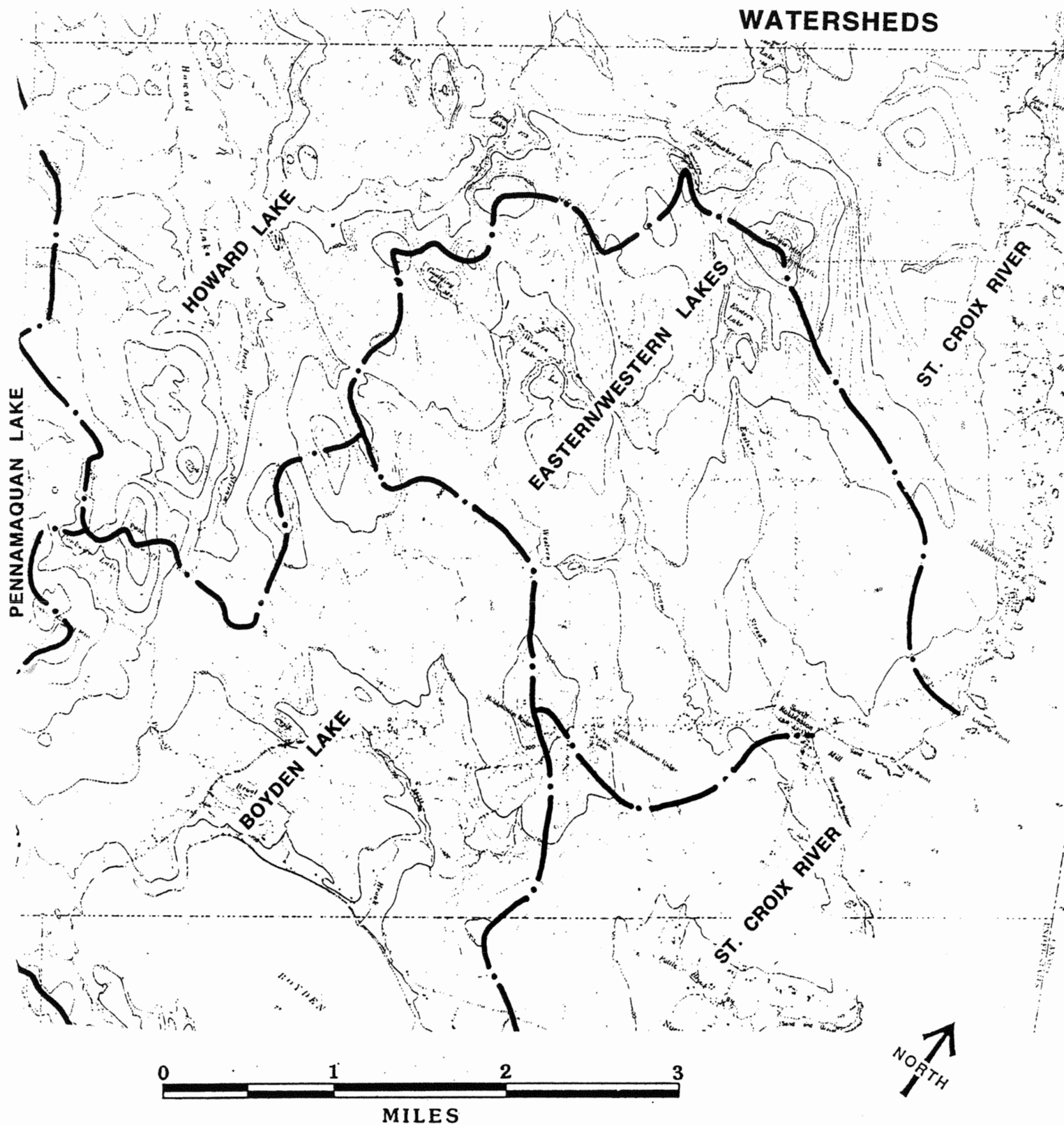
The Maine Department of Environmental Protection rates lake water quality as: Outstanding, good, moderate/stable, moderate/sensitive, poor/restorable, or poor/non-restorable. DEP places Robbinston's lakes in its "moderate/stable" water quality category which means they have stable algae and nutrient levels with little seasonal variation. Thus DEP does not consider them to be currently "threatened".

Phosphorus is the major threat to water quality in Maine's lakes. It is a natural element found in rocks, soils, and organic matter, but human activities can greatly increase concentrations of it. In a lake, phosphorus feeds microscopic plants called algae. When phosphorus increases, algae feed on it, multiply, eventually die and fall to the bottom of the lake, decompose, and deplete oxygen levels. The loss of oxygen in bottom waters can free phosphorus previously trapped in sediments, further increasing the available phosphorus. In a clear, cold lake the gradual decrease in dissolved oxygen can also cause deep water trout and salmon to die. In a lake with an already high phosphorus concentration, algae blooms turn the water green and cloudy, more fish die, and unpleasant odors and tastes arise. Such a lake loses its appeal for swimmers and boaters, and values of lake-front property values may plummet. Many seemingly harmless activities added together can cause phosphorus overloads. Development (not just during the building phase but long after) can increase phosphorus concentrations in storm-water by up to ten times its natural concentration by eliminating natural "filters" and "sponges" (such as trees, bushes, and puddles) and by creating hard, easily washed surfaces (such as lawns, driveways, roads, and rooftops). The solution is to keep phosphorus out of the lake by using the soil and leaf litter as a natural filter, keeping vegetation as a "buffer" between the shore and developed areas, and reducing the size of lawns and other developed areas. This is discussed in detail in the section which follows.

## **WATERSHEDS**

The major surface water drainage basins in Robbinston are those flowing into Howard Lake, Eastern/Western Lakes, the St. Croix River, Boyden Lake, and an portion of the





— · — Major surface water drainage boundary.  
 Surface water divides generally correspond to ground water divides.  
 Horizontal direction of ground water flow generally is away from divides  
 and toward surface water bodies.

This map was prepared in 1988 by the Maine Geological Survey as part of their work to identify major significant sand and gravel aquifers. None were located in Robbinston,

14,000 acre watershed of Pennamaquan Lake which is divided among seven towns: 2.7% in Robbinston, 12.6% in Pembroke, 32.2% in Baring, 50% in Charlotte, 1,5% in Meddybemps, and 1% in Calais. Watersheds do not respect town boundaries - so the Town should work jointly with surrounding communities in deciding on measures appropriate to protect the lakes.

As discussed in the LAKES section above, phosphorous overloading is the major threat to Maine's lakes. The most likely phosphorus pollution threat to the lakes is development along the shore. An appendix to this plan contains a method of determining just how much development a lake can tolerate. A simplified method of coping with this problem would be to amend the Town's present Shoreland Zoning Ordinance to require:

1. Diversions into buffer areas (areas of undisturbed vegetation) from driveways and access roads. The buffers would "treat" stormwater runoff and keep it from reaching the lake.
2. Maintenance of existing vegetation during construction, and
3. Strict erosion and sediment controls (such as silt fencing during construction and during growth of reseeded areas) a time limit on exposed soils, reseeding requirements.

These requirements should also be included in the Town-wide Land Use Regulation Ordinance so the entire watershed of each Lake is protected - it extends far beyond the area included in the Shoreland Zoning Ordinance and phosphorus reaches lakes via storm water runoff which not only reaches the Lake directly, but also via ditches, streams and brooks.

People in Town are proud of their lakes. Most phosphorous pollution is the result of ignorance! Perhaps the most important (and certainly the simplest) way of addressing phosphorus pollution is through educating Town residents about the problem and how to control it. This can be accomplished by providing a brochure (which are available from DEP) with each building permit.

DEP's staff is eager to help the Town address this issue.

## **AQUIFERS**

All of the homes and businesses in Town obtain their water from individual wells. The quantity and quality of water is excellent. However, ground water is easy to contaminate and next to impossible to de-contaminate. There are, however, many things which can find there way into the waters of the aquifer and pollute it. Among these are: petroleum storage (home, commercial or industrial), insecticides, malfunctioning septic tanks, careless handling of garden chemicals, paint thinners, cleaners, and manure piles. Once contaminates enter the ground water, they do not flush out readily and when they do, residual contaminates left on the particles of sand or gravel leach slowly into the surrounding ground water. It can take hundreds of years for an aquifer to clean itself. Sources of contamination include individual septic systems that fail and underground oil storage tanks. Prevention is the most effective

way to protect water quality. The State has laws and the Department of Environmental Protection (DEP) has regulations, but local conditions can not be monitored and controlled from Augusta - water quality protections needs to be a local priority.

The following laws and regulations protect groundwater in various ways:

**Shoreland Zoning Ordinance** requires permits for most activities occurring within 250 feet of rivers, streams, ponds, lakes and oceans.

**Flood Hazard Ordinance** regulates the storage of chemicals, petroleum, and other hazardous waste in areas subject to severe flooding.

**Subdivision Regulations** address erosion and sedimentation issues.

**Plumbing Code** establishes standards for septic system installation.

**Hazardous Waste Law** closely regulates the generation, storage, transportation, and disposal of hazardous wastes with the intent of ensuring the safe handling of these materials in order to prevent any type of leak or discharge.

**Underground Tank Regulations** require the registration of all underground petroleum and chemical storage tanks with the Department of Environmental Protection and requires underground bare or asphalt-coated steel tanks be removed.

**The Clean Water Act**, among other things, identifies and regulates hazardous substances.

**The Safe Drinking Water Act** protects underground water by regulating the subsurface discharge of hazardous liquids such as petroleum.

## **WETLANDS**

The term "wetlands" includes swamps, marshes, and bogs. Wetlands are multi-functional areas which should be protected. They control erosion, store flood waters, recycle nutrients, filter pollutants, and recharge ground waters. They are habitats for fisheries, wildlife, and plants. Their degradation is easy, their restoration costly and lengthy. The map on a following page show wetlands identified by the by the Maine Department of Environmental Protection and the Maine Geological Survey. Only three of the 14 have been rated by DEP. They are indicated on the map. The identified wetlands are all included in resource protection districts in the Town's Shoreland Zoning Ordinance which also protects the Town's eight miles of shoreline along the St. Croix River, and the banks of streams.

Tidal wetlands are discussed in the "Marine Resources" section of this report.

## **FLOOD PLAINS**

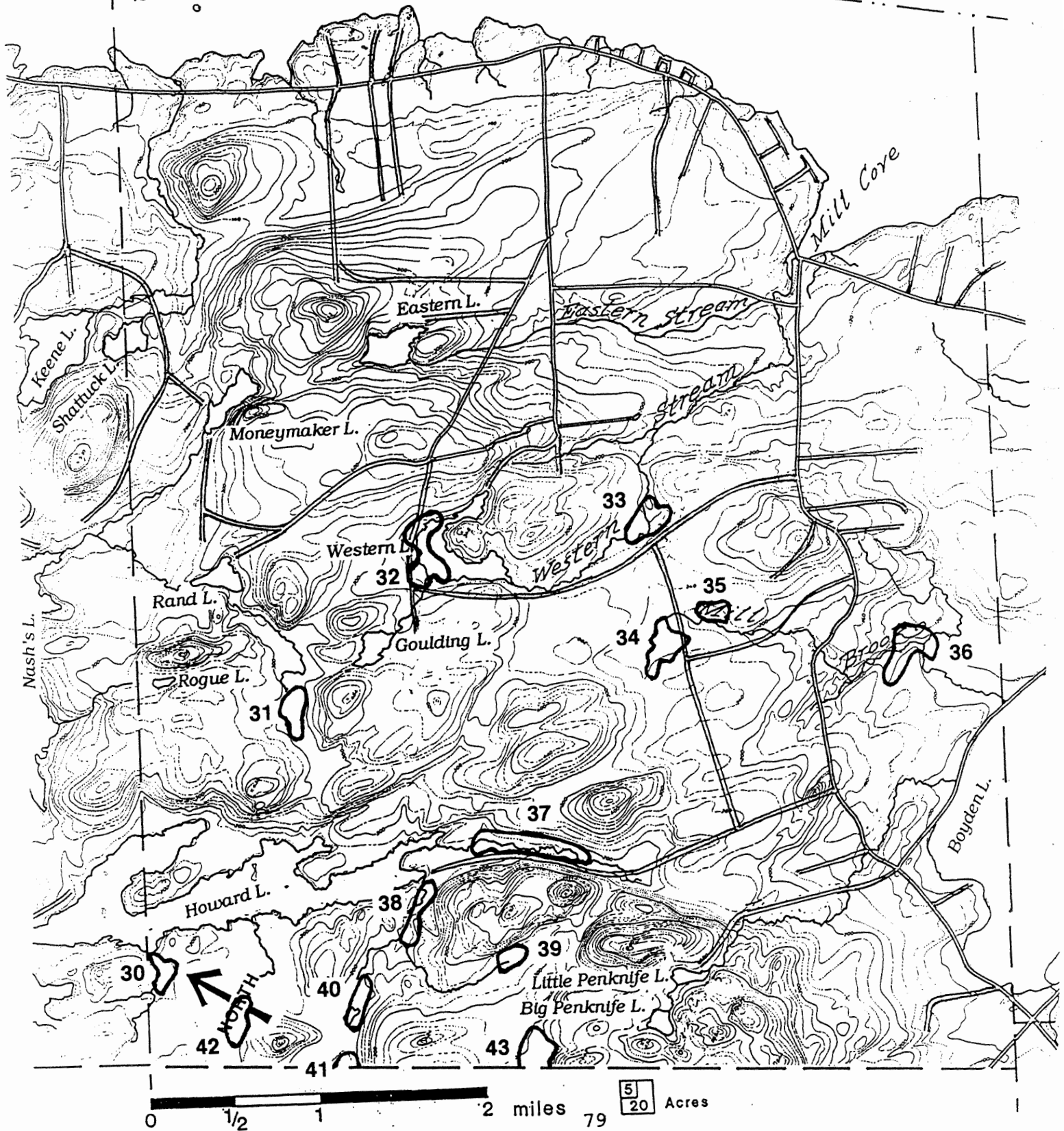
Areas which are regularly flooded (or which can reasonably be expected to flood) have been identified by the Department of Housing and Urban Development and are shown on the map on a following page. The more important of these areas are zoned "Resource Protection" in the Town's Shoreland Zoning Ordinance and development in them is strictly limited. Robbinston is also a participant in the National Flood Insurance Program in order to make flood damage insurance available in mapped flood hazard areas. The intent of the program is to reduce expenditures of all parties involved by prohibiting development or construction that would be damaged or demolished by a flood. Town officials are responsible for administration of the program. Basic

# FRESH WATER WETLANDS MAP

WILDLIFE VALUE RATING: Low: 32, 37, and 38  
Not rated: 30, 31, 33, 34, 35, 36, 39, 40, 41, 42, 43

SOURCE: Maine Department of Environmental Protection, 1989

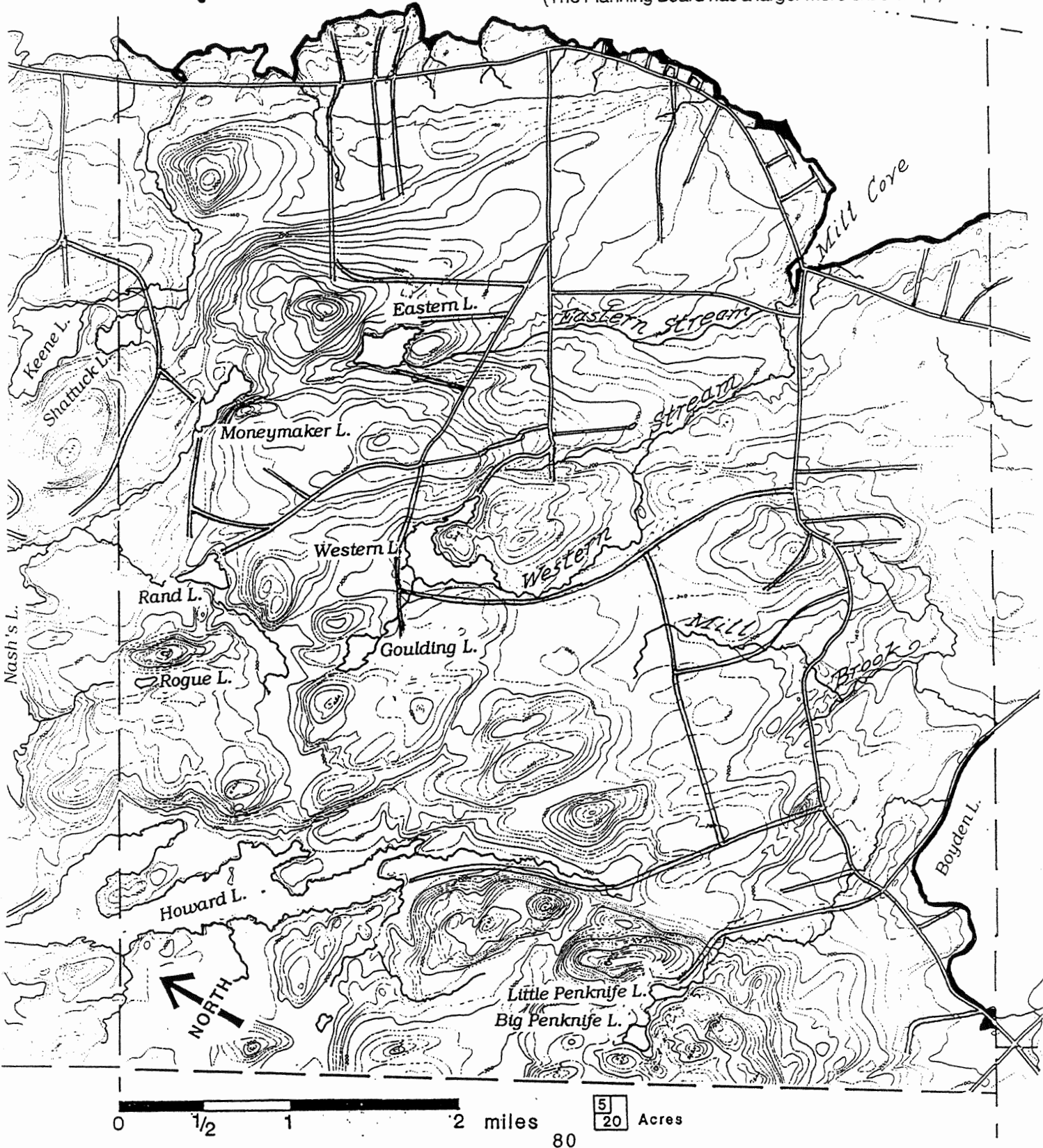
ST. CROIX RIVER



# FLOOD HAZARD BOUNDARY MAP

SOURCE: Federal Insurance Administration

Two areas have been identified: Narrow bands along the St. Croix River and Boyden Lake. The width of the bands varies depending upon topography. (The Planning Board has a larger more exact map.)





requirements are:

**For residential construction:** A registered professional engineer or architect must certify that the lowest floor (including basement) will be elevated one foot above the base flood level set by the state.

**For non-residential construction:** A registered professional engineer must certify the structure will be floodproofed to one foot above the base level flood elevation.

Variances can be obtained to build in flood zones, but only if the applicant agrees in writing to be fully aware of, and assume responsibility for, all risks inherent in the use of land subject to flooding, releases the town from liability, acknowledges insurance (if available at all) will carry very high premiums, and that there is a risk to life and limb.

## **2. Land**

### **SOILS & SURFICIAL GEOLOGY**

The Soil Survey Office of the Soil Conservation Service (SCS) in Machias has, for the past several years, been preparing soils maps of the communities of Washington County. Their **Soils Maps** show the location of all the various soils in each community. Their **Soil Survey Interpretations Sheets** (which are available for each soil type) describe: composition of the soil, depth of organic material, depth to bedrock, drainage class, permeability, hazard to flooding, depth to water table, similar and contrasting inclusions, and other information. The sheets make specific comments on the advisability of using that soil for urban and rural uses, and cite specific management concerns. They make it clear why a soil will or won't support specific uses. The information is useful to the the Town and to individuals:

**The Town** can use the information to anticipate the areas which will tend to develop soonest. It can use the data, along with other information, in developing its future land use plan and up-dating its zoning. It can identify environmentally sensitive land which should be protected.

**Individuals** can learn before they buy a piece of land (or if they already own it, before they start to develop it) what problems they may face. The sheet will help answer questions such as "Can the site support a septic system?" "Will the basement always be wet?" "Is there a high potential for erosion?" "What is the bearing capacity of the soil?" By answering these and other questions, the sheet helps individuals determine development costs before making a commitment (most any use can be put on most any piece of land -- if cost is not a concern), and in considering the advantages of a piece of land over another.

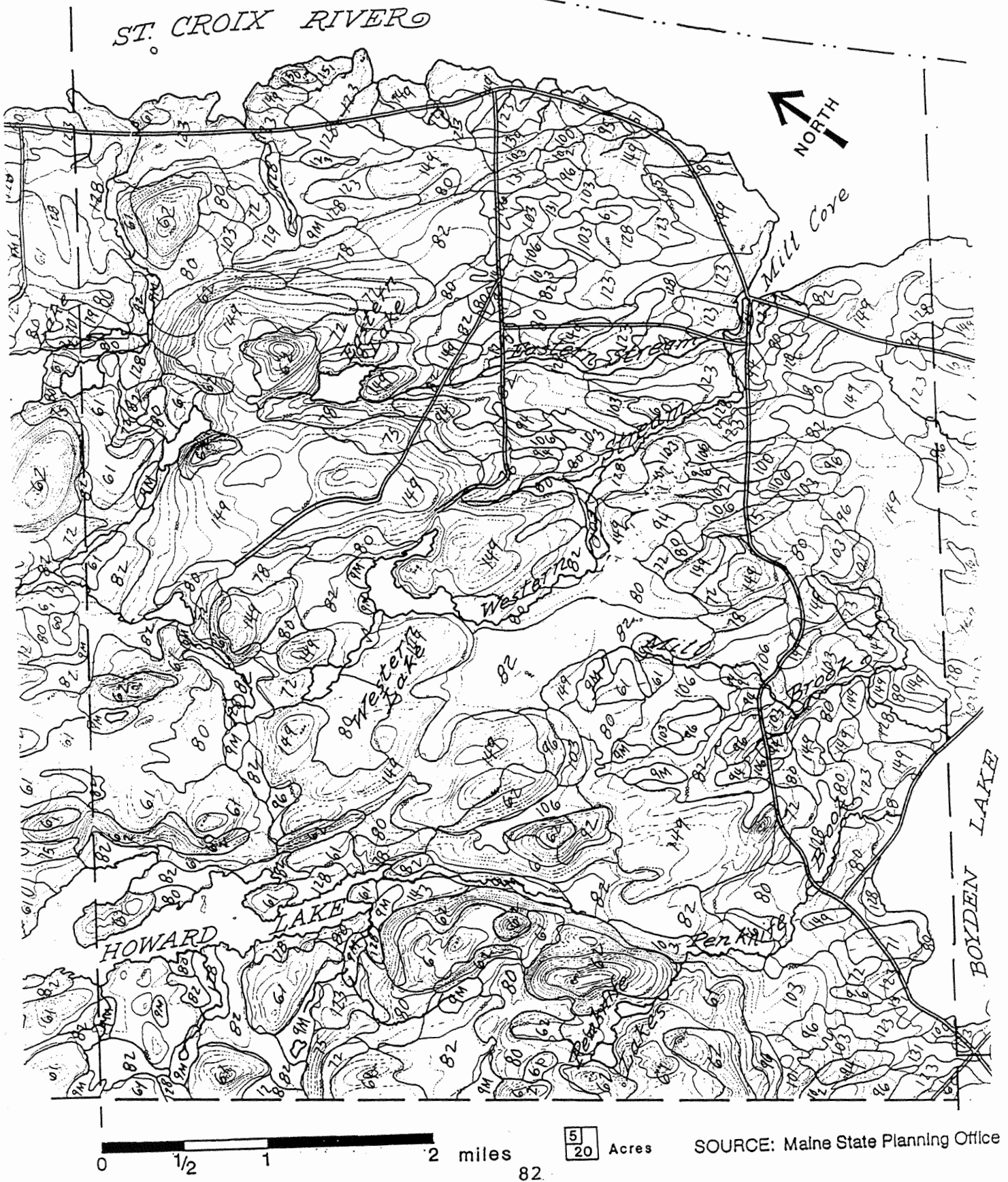
Identification of soil types of particular parcels of land, then obtaining an interpretations sheet from SCS, will give a good preliminary idea about that parcel's potential.

However, soil survey maps do not eliminate the need for on-site sampling, testing, and study of other relevant conditions (For example pockets of different soils having completely different qualities may be present), but they are an important first step that should proceed any development decision by the Town or an individual.

Soils, in addition to having a prime affect upon development, also have a value in their own right. The potential of mineral resources should be considered in determining development patterns. Valuable resources can not be extracted easily once the land

# SOIL TYPES

(Legend is on following page)



## LEGEND FOR SOIL TYPES MAP ON PREVIOUS PAGE

### ALLUVIAL SOILS

- 4 Saco — Organic soils
- 6 Winooski — Limerick soils
- 7 Limerick — Saco soils
- 9C Coastal beach
- 9M Organic soils
- 9T Tidal marsh

### GLACIAL TILL SOILS

- 60 Lyman — Marlow soils, 3-15% slopes
- 61 Lyman — Marlow soils, rocky phase, 3-15% slopes
- 62 Lyman — Marlow soils, rocky phase, 15-45% slopes
- 63 Lyman — Berkshire soils, 3-15% slopes
- 64 Lyman — Berkshire soils, rocky phase, 0-15% slopes
- 65 Lyman — Berkshire soils, rocky phase, 15-45% slope
- 66 Lyman — Buxton — Scantic soils, 3-15% slopes
- 67 Rockland — Lyman soils, rocky phase, 3-45% slopes
- 70 Marlow — Peru, 3-8% slopes
- 71 Marlow — Peru, 8-15% slopes
- 72 Marlow — Peru soils, stony phase, 3-15% slopes
- 73 Marlow — Lyman soils, 8-15% slopes
- 74 Marlow — Lyman soils, 15-25% slopes
- 75 Marlow — Lyman soils, stony phase, 8-15% slopes
- 76 Marlow — Lyman soils, stony phase, 15-45% slopes
- 77 Peru — Marlow soils, 8-15% slopes
- 78 Peru — Marlow soils, stony phase, 8-15% slopes
- 79 Peru — Ridgebury soils, 0-8% slopes
- 80 Peru — Ridgebury soils, stony phase, 0-8% slopes
- 81 Ridgebury — Peru soils, 0-8% slopes
- 82 Ridgebury — Peru soils, stony phase, 0-8% slopes
- 84 Berkshire — Peru soils, 3-8% slopes
- 85 Berkshire — Peru soils, 8-15% slopes
- 86 Berkshire — Peru soils, stony phase, 3-15% slopes
- 87 Berkshire — Lyman soils, stony phase, 15-25% slopes
- 88 Canaan — Hermon soils, rocky phase, 8-15% slopes
- 89 Canaan — Hermon soils, rocky phase, 15-45% slopes
- 90 Hermon — Lyman soils, 8-15% slopes
- 92 Hermon — Lyman soils, stony phase, 3-15% slopes
- 93 Hermon — Lyman soils, stony phase, 15-45% slopes
- 94 Hermon — Waumbek soils, 3-8% slopes
- 95 Hermon — Waumbek soils, 8-15% slopes
- 96 Hermon — Waumbek soils, stony phase, 3-15% slopes
- 100 Waumbek — Hermon soils, 8-15% slopes
- 101 Waumbek — Hermon soils, stony phase, 8-15% slopes
- 102 Waumbek — Leicester soils, 3-8% slopes
- 103 Waumbek — Leicester soils, stony phase, 3-8% slopes
- 105 Leicester — Waumbek soils, 0-8% slopes
- 106 Leicester — Waumbek soils, stony phase, 0-8% slopes
- 149 Creasey — Peru soils, 0-15% slopes

### WATER DEPOSITED SOILS

- 120 Suffield — Buxton soils, 15-45% slopes
- 121 Buxton — Suffield soils, 15-25% slopes
- 122 Buxton — Belgrade soils, 0-15% slopes
- 123 Buxton — Scantic soils, 0-8% slopes
- 125 Buxton — Lyman soils, 3-15% slopes
- 128 Scantic — Buxton, 0-8% slopes
- 129 Scantic — Biddeford soils, 0-3% slopes
- 130 Scantic — Swanton soils, 0-3% slopes
- 131 Biddeford — Organic soils, 0-3% slopes
- 139 Elmwood — Swanton soils, 0-15% slopes
- 142 Swanton — Elmwood soils, 0-3% slopes
- 143 Swanton — Scantic soils, 0-3% slopes

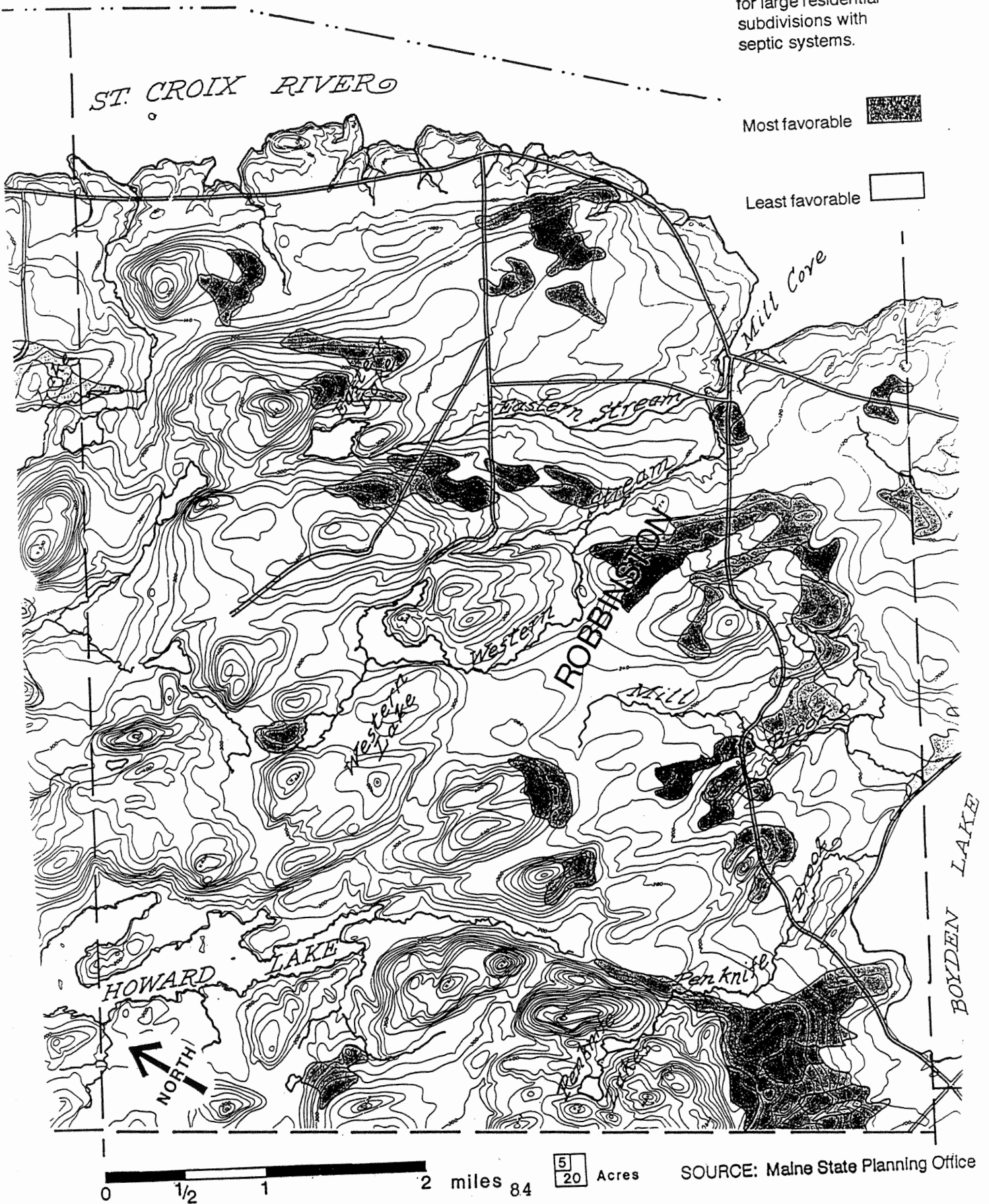
### GLACIAL OUTWASH SOILS

- 150 Colton soils, 15-45% slopes
- 151 Colton — Duane soils, 0-15% slopes
- 155 Adams — Colton soils, 0-15% slopes
- 159 Walpole — Scarboro soils, 0-3% slopes
- 160 Scarboro — Organic soils, 0-3% slopes
- 164 Au Gres — Adams soils, 0-3% slopes



# SOIL FAVORABILITY MAP

Areas with soils and slopes most favorable for large residential subdivisions with septic systems.



over them has been built upon, therefore development should be discouraged on valuable mineral sites. Another consideration is reuse of a mineral site after it has been worked. For example, a gravel deposit, after it has been abandoned, is of very low value and may be a safety hazard because of water and unstable banks. However the site may be put to some use if the banks are cut and depressions filled.

The surficial geology of the Town is shown on maps in this section. They show the location and extent of surface materials. They were prepared from previously published data, air photos, topographic maps, and a brief field survey. The maps are not intended as final authority for land use decisions, but as guides for initial decisions. The surficial geologic features of Robbinston, in general, are:

**GLACIAL TILL.** Composed of a wide range of grain sizes from clay to large boulders. Drainage characteristics are extremely variable. Where this material has been severely compacted, it forms hardpan which, in rare instance, may require blasting. Bearing capacity is usually good.

**SAND AND GRAVEL.** Granular and loosely compacted. Generally offer good drainage and fair to good bearing capacity. Where gravel occurs in low elevations near swamps, internal drainage may be impaired by the high water table.

**SHALLOW LEDGE.** Over most of these areas soil cover will be thin or entirely lacking. Occasional deeper pockets may occur due to undulations of ledge surface. Utilization will be limited by the relatively high cost of excavation of foundations, public utilities, or septic systems. However, structures requiring ledge foundations could be located in these areas with minimal excavation cost.

**SWAMPS.** Composed of a mixture of organic and inorganic material. Where organic predominate, peat is formed. This soil is very poorly drained and would be unstable foundation material.

**CLAY.** Characterized by poor internal drainage and fair to poor bearing capacity. Disposal of septic waste should not be attempted in this soil.

The Soil Favorability Map is an example of the use of soils data. It shows areas where soils and slopes are favorable for subdivisions with septic systems. Most of the Town is suitable.

## **MINING AND MINERAL EXTRACTION**

The four principal metal ores found in Washington County, are in the chemical family known as sulfides (a combination of the metal with sulfur): Pyrite - iron sulfide, Galena - lead sulfide, Sphalerite - zinc sulfide, Chalcopyrite - copper sulfide. A fifth metal found in the county is silver.

Poorly managed (or unmanaged) mineral extraction activities (including sand and gravel pits and mining) can cause problems when eroded materials from unstable

slopes are washed into waterbeds; when chemicals (principally petroleum products) leak into the pit from storage tanks, hydraulic lines, refueling operations, etc.; and when excavations are deep enough to exposed ground water aquifers. In addition, "played out" extraction operations remain as useless scars on the landscape.

Erosion and sedimentation can cause localized flooding, damage wildlife habitat, and block or bury drains and culverts. Wind blown dust and sand from pits can be a nuisance or even a health hazard. Contaminants can be especially damaging if the pit has been excavated so they can infiltrate into the groundwater supply. Unrestored sites can result in hazardous conditions, "visual blight", and are a waste of valuable land.

Current laws and regulations governing mineral extraction include:

**Site Location of Development Act** which includes regulation of metallic mineral mining or advanced exploration activity. This includes activities or processes necessary for extraction or removal of metallic minerals or overburden and preparation, washing, cleaning or other treatment.

**Small Borrow Pits Law** which applies to any borrow pit not otherwise within the jurisdiction of the Department of Environmental Protection and requires the average slope to not exceed 2:1 and the top of the cut bank to be no closer that 10 feet from the property line of any abutting landowner.

The law provides that the municipal officers may request the Department of Transportation, Bureau of Project Development, Construction Division, to inspect the borrow pit in place of municipal inspection.

**Shoreland Zoning Ordinance** which regulates mineral extraction within 250 feet of rivers, streams, ponds, and the ocean. It defines mineral extraction as any operation within any 12 month period which removes more than 100 cubic yards of soil, topsoil, loam, sand, gravel, clay, rock, peat, or other like material from its natural location and to transport the product removed away from the extraction site.

The Town has an ordinance which regulates gravel pits of under five acres.

## **THE FOREST RESOURCE**

Forests are much more than rural land with trees on it, they are a backbone of the Town's (and County's) economy, a resource to industry, a playground for the recreationist -- whether bird-watcher or hunter -- and protection for the soil, water and air. The Maine Forest Service points out the forest must be protected through wise use and management if it is to continue to exist for the benefit and enjoyment of all.

Protection starts with planning, which included inventorying and analyzing the resource, setting goals and developing policies to achieve them.

The majority of the Town's lands are forested. There are 45 parcels of land in Robbinston which have been placed in "Tree Growth".

#### Acreage in Tree Growth

Softwood	1,055 acres
Hardwood	1,443 acres
Mixed	1,662 acres
TOTAL	4,160 acres

This total is approximately 25% of the Town's land. The intent of the Maine Tree Growth Tax Law is to protect forest lands used primarily for commercial production. It allows the tax assessment of such land at current value rather than market value. To be eligible for this tax break, parcels must be of a minimum of 10 acres and have a management and harvest plan. When the land is removed from tree growth, most of the difference in taxes must be paid to the Town.

Forests have long been the economic backbone of the area. Managing them for a wide range of benefits is central to the region's economic and environmental health, according to the National Forest Lands Council's 1994 report: **Finding Common Ground: Conserving the Northern Forest**. The following are excerpts from the report's section on "Sustainable Forest Management":

The Council recognizes that many private landowners have been excellent stewards of the land, often for generations. These owners have worked diligently to maintain healthy and diverse forest that provide a multitude of economic and ecological benefits, despite public policies and economic forces that have discouraged long-term stewardship of forest land. However, [the Council is] concerned that some landowners and woods operators are employing forest practices that may compromise the continuous production of a wide array of economic and ecological benefits that the region's forests traditionally have provided.

The Council recognizes that the forests of the region are prolific, renewable resources. When managed well, they not only sustain the region's traditional economy and way of life, but enhance them. This legacy of stewardship makes the Northern Forest so desirable today. [The Council is] heartened by indications that some of the forest industry have increased their commitment to address public values through better stewardship of their forest lands, and...encourage[s] this trend. States should unequivocally support policies and educational efforts that improve forest management for a wide range of economic and ecological values.

Sustainable management of the Northern Forest is central to the continuation of the region's way of life. Forest management can maintain water quality, preserve soil productivity, increase tree growth, provide habitat for a range of native species, and offer recreational opportunities. The public must recognize the rights of private landowners to manage and utilize their lands for the production of forest resources as long as their management protects values like water quality, critical plant and wildlife habitat, and soil productivity. In turn, public and private forest managers must address public desires for the perpetuation of a full range for economic and ecological values by planning and implementing management that will produce a continuous and sustainable yield of forest resources (timber and non-timber) into the long-term future. Key elements of such management include the following Principles of Sustainability, which address values to be protected across the forest landscape.

## **Principles of Forest Sustainability**

(DEVELOPED BY THE NORTHERN FOREST LANDS COUNCIL)

- \* Maintenance of soil productivity.
- \* Conservation of water quality, wetlands, and riparian zones.
- \* Maintenance or creation of a healthy balance of forest age classes.
- \* Continuous flow of timber, pulpwood, and other forest products.
- \* Improvement of the overall quality of the timber resource as a foundation for more value-added opportunities.
- \* Addressing scenic quality by limiting adverse aesthetic impacts of forest harvesting, particularly in high elevation areas and vistas.
- \* Conservation and enhancement of habitats that support a full range of native flora and fauna.
- \* Protection of unique or fragile natural areas.
- \* Continuation of opportunities for traditional recreation.

### **LOGGING AND THE LAW**

The Maine Legislature has enacted a number of laws concerning logging operations. Among the provisions of these laws are:

- \* If more than 10 acres of wood is to be cut, property lines within 200 feet of the cut must be marked.
- \* No slash may be left within 50 feet of the right-of-way of any public highway,
- \* No slash may be left within 25 feet of any property line.
- \* Slash from logging operations and other forest product refuse may not be deposited, or allowed to wash into, inland or tidal waters.
- \* In the early 1970's a law was passed prohibiting clear cutting within 100 feet of numbered highways - unless approval was given by the Bureau of Forestry (selective cutting that removed no more than 50% of the volume of trees was permitted). This law was repealed in the mid-1970's.

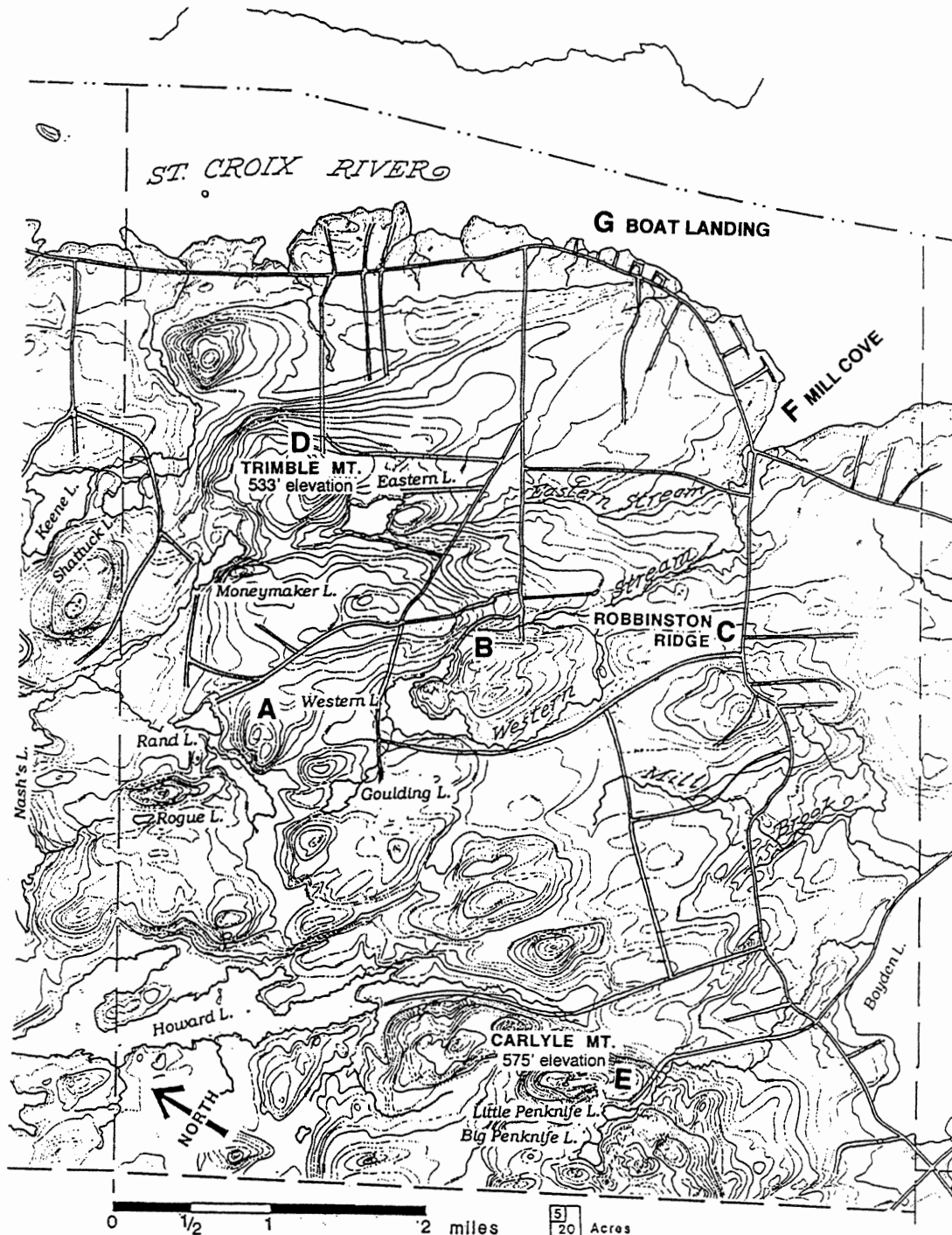
In addition to the State laws, the Town's State-mandated Shoreland Zoning Ordinance regulates logging operations in the vicinity of great ponds, rivers, streams, and saltwater bodies.

However, there are now no State Laws or Town Ordinances regulating how close to roads clear cutting can occur. The Town may want to consider adopting an ordinance providing that, except for purposes relating to the construction or maintenance of a private home, cutting within 100 feet of the center line of a public road or highway be strictly controlled, and other vegetation (including existing ground cover) shall be maintained.

State law requires any ordinances regulating timber harvesting be reviewed by the Bureau of Forestry and by a professional forester prior to adoption.

## VIEW POINTS

There are many places in Robbinston where the views are outstanding. Seven that are particularly impressive are located on the map below. They offer sweeping vistas across the St. Croix. One (C) offers this view and views of Boyden Lake! The Town may want to take steps to assure that some of these remain available to the public in the future -- through aquisition, either in fee or of easements.





### **3. Wildlife**

#### **ESSENTIAL HABITAT**

Maine's fish and wildlife are a valuable public resource, yet some species are in danger of becoming extinct within the State. The legislature recognized this by passing the Maine Endangered Species act in 1975 (MRSA 12, chapter 713, subchapter V). In 1988, because of the impact habitat loss has on endangered and threatened species, the act was amended to authorize the Commissioner of the Maine Department of Inland Fisheries and Wildlife (MDIFW) to designate and protect habitats essential to them. The Commissioner has developed guidelines to protect endangered or threatened species in these areas. *Any project that is wholly or partly within a designated Essential Habitat and is permitted, licensed, funded, or carried out by a State agency or a Town required approval from the Commissioner.* Some examples of projects requiring approval are:

- Subdivisions
- Construction or alteration of buildings, waste-water systems, or utilities
- Conversion of seasonal dwellings to year-round
- Construction or relocation of roads
- Forest management, timber harvesting
- Mineral extraction
- Alteration of wetlands or shorelands
- Installation of docks, moorings, or aquaculture facilities

Essential Habitat protection can be applied to any species of wildlife listed as endangered or threatened by MDIFW, but Bald Eagle Nest sites are the only ones currently protected. One Bald Eagle Nest site (designated #BE206A, Red Beach) is in Robbinston. The list of sites is kept up-to-date by annual revisions. Piping Plover and Least Tern nesting sites are likely candidates for future designation.

#### **SIGNIFICANT WILDLIFE HABITAT**

The Natural Resources Protection Act (38 MRSA, Section 480-A-S), administered by the Department of Environment Protection, provides protection to coastal sand dune systems, coastal wetlands, freshwater wetlands, fragile mountain areas, great ponds, rivers, streams, brooks, and Significant Wildlife Habitats which are defined as:

- Habitats for State or Federally listed Endangered or Threatened species
- High and moderate value deer wintering areas and travel corridors
- High and moderate value waterfowl and wading bird habitats
- Shorebird nesting, feeding, and staging areas
- Seabird nesting islands
- Critical spawning and nursery areas for Atlantic searun salmon.

The following significant habitat areas have been identified by DEP in Robbinston:

- Waterfowl and Wading Bird Habitat #050398, inlet to Rand Lake
- Shorebird Nesting, Feeding, and Staging Area #747, Mill cove
- Coastal Wildlife Concentration Areas (While these areas are not "Significant Wildlife Habitats" per se, they may contain designated or candidate Essential

and/or Significant Wildlife Habitats")

Liberty Cove to Lewis Cove - Class B  
Hinton Point to Liberty Point - Class C  
Little Dochet Island - Class C  
Pettegrove Point to Hinton Point - Class C

### **ENDANGERED SPECIES**

There is an Atlantic Salmon population in the St. Croix River. This species has been proposed for Federal designation as Threatened or Endangered. Such a designation could have a major impact on Washington County sport fishing and, even more importantly, upon the aquaculture industry which is so important to the economy.

### **OTHER AREAS OF SPECIAL CONCERN**

MDIFW maintains a file of documented occurrences of other wildlife habitats. For example, historic bald eagle nest sites (which do not qualify for protection as Essential Habitat), bald eagle wintering and feeding areas, and historic peregrine falcon nest sites would fall within this designation.

Although these habitats do not receive direct legal protection, they are still important to wildlife. Voluntary initiatives could be pursued by the Town and local groups to protect them. Examples of voluntary initiatives range from purchasing the areas, to obtaining conservation easements, or working with the owners to make sure they understand the value of the habitats.

Fish and wildlife maps 1 and 2 indicate some of these additional wildlife habitat areas. Among specific locations shown are:

Lakes with concentrated fisheries:

MoneyMaker,  
Eastern,  
Goulding,  
Western,  
Howard, and  
Penknife

Striped bass and smelt habitat:

the entire St. Croix

Historic herring wiers:

the Mill Cove area.



# WILDLIFE HABITAT

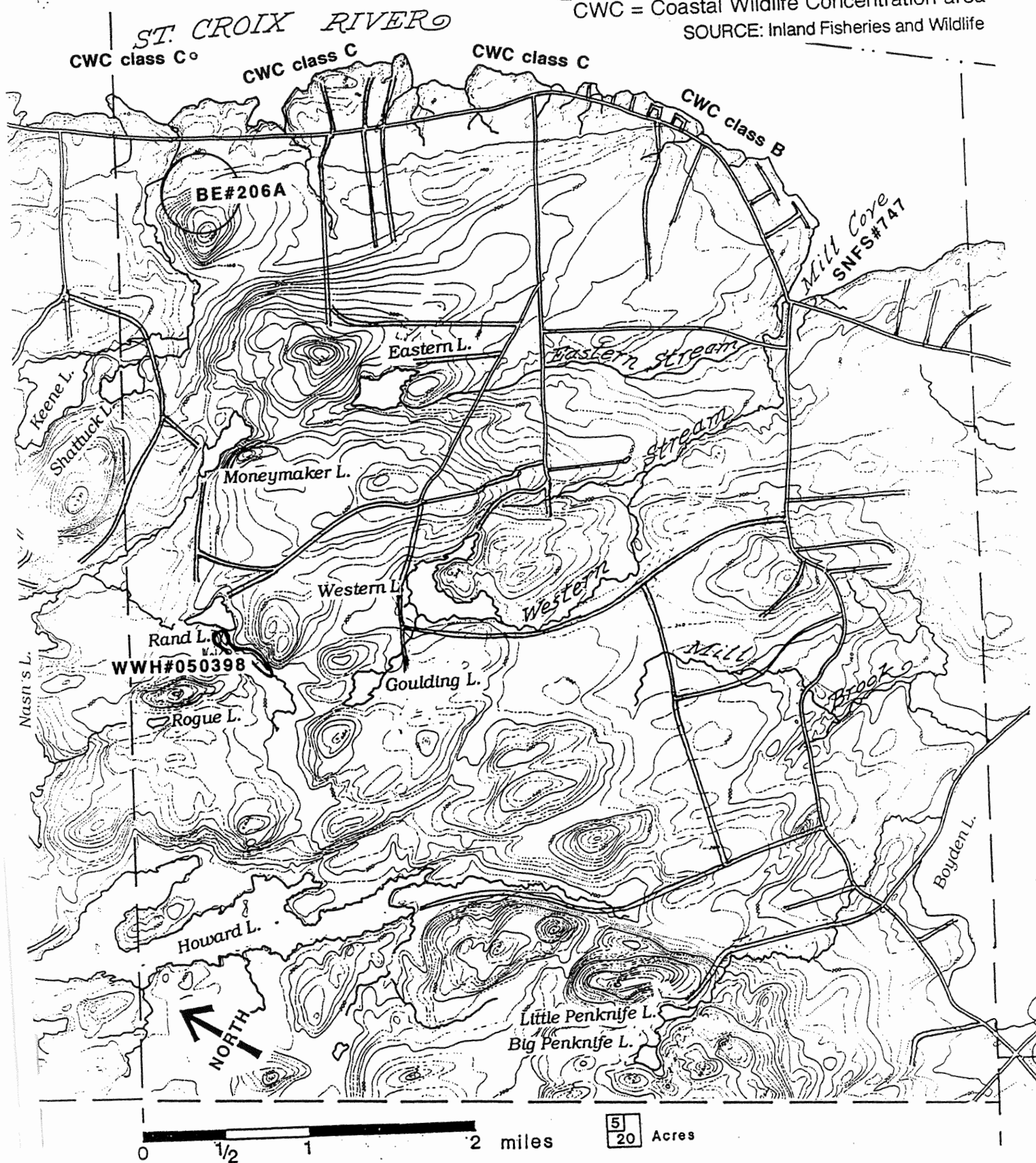
Legally adopted or candidate "Essential" or "Significant wildlife" habitats

SNFS = Shorebird Nesting, Feeding, and Staging Areas  
BE = Bald Eagle nest site

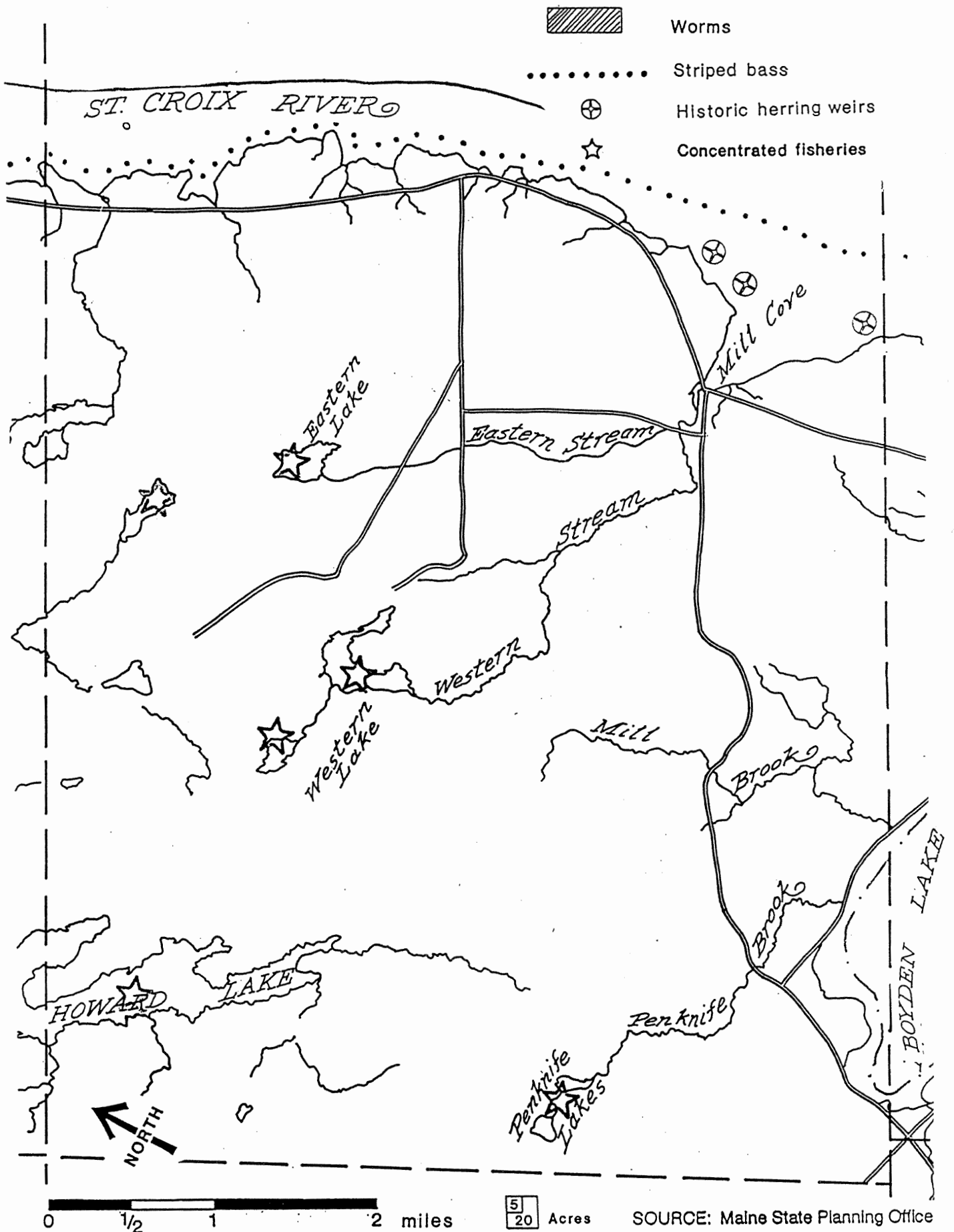
WWH = Waterfowl and Wading bird habitat

CWC = Coastal Wildlife Concentration area

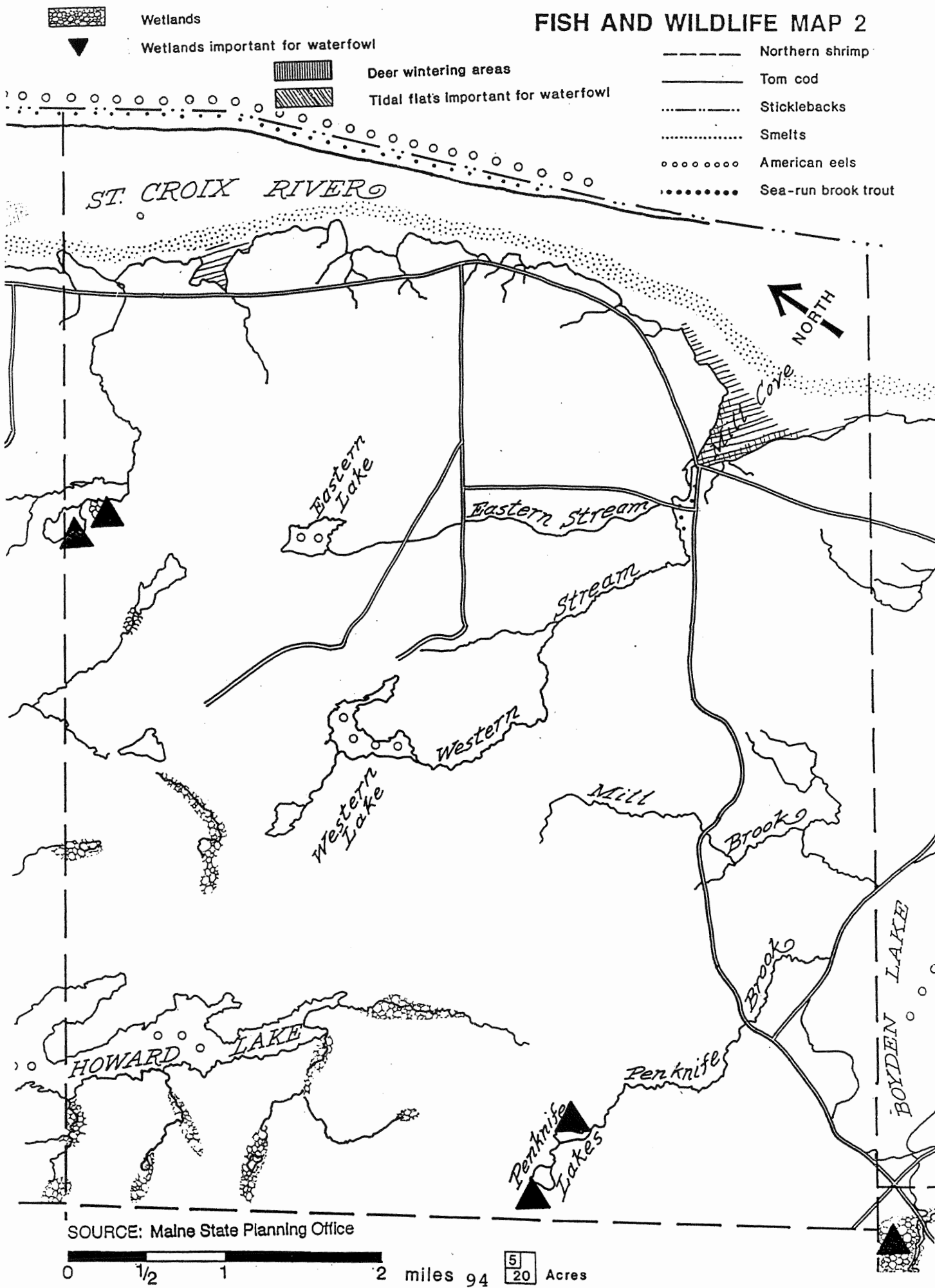
SOURCE: Inland Fisheries and Wildlife



# FISH AND WILDLIFE MAP 1



# FISH AND WILDLIFE MAP 2



## **LAND & WATER RESOURCES: CONCLUSIONS**

### **1. WETLANDS**

Wetlands are multi-functional areas which should be protected. Their degradation is easy, their restoration costly and lengthy.

### **2. WILDLIFE**

Wildlife are important in their own right and as a resource which is enjoyed by many of the area's residents - whether they are hunters and fishermen or just "enjoy looking" at their fellow creatures. The Town should support agencies with the responsibility to manage this valuable resource.

### **3. NATURAL AREAS**

If grant funds become available the Town should consider acquiring Rand Lake access and, jointly with Perry, Pulpit Rock access.

### **4. FOREST AND AGRICULTURAL RESOURCES**

Encourage sound management practices. Help retain these uses by informing owners of existing programs which tax them on the basis of use and yield rather than sale value. Prepare and adopt a Town ordinance to prevent cutting right up to roads and highways.

### **5. CONTROL PHOSPHOROUS ENTERING THE LAKES**

Prepare and adopt a Town ordinance to prevent phosphorous overloading of lakes.

### **6. ACCESS**

Inventory all Town access points, protect those which are still desirable, acquire additional access points as necessary.

## A selection of pertinent laws governing natural resources

Law/Regulation	Administration	Resources Protected	Regulated Activities	Comments
Federal Clean Water Act	Army Corps of Engineers	All waters - all tidal waters, coastal and freshwater wetlands of any size, coastal and freshwater lakes, ponds, streams, rivers, etc.	Permit required for any structures, and any filling, dredging or excavation activity.	The Corps defines wetlands very broadly. A site need not be flat or have standing water to qualify as a wetland.
Maine Natural Resources Protection Act	Maine Department of Environmental Protection	Rivers, streams, great ponds, fragile mountain areas, coastal and freshwater wetlands, sand dune systems, significant wildlife habitat - deer wintering areas and travel corridors, endangered species habitat, waterfront and shorebird feeding and nesting areas, and Atlantic Salmon spawning and nursery areas.	Most land use activity that involves working in, or disturbing soil within or adjacent to a protected natural area. A permit is generally required for activities within 100 feet of the normal highwater mark of a lake, stream or wetland and if work areas beyond 100 feet could cause material to wash into the resource.	Wetlands greater than 10 acres in size are currently mapped and regulated. Wetlands between 1 to 10 acres will be mapped over the next several years. Significant wildlife habitat and fragile mountain areas must be mapped and approved by IF&W before these areas can be regulated.
Maine Site Location of Development Act	Maine Department of Environmental Protection	Broad in scope - air, water, scenic resources, groundwater, soils, wildlife, open space, sand dunes, flood plains, etc.	Generally a permit is required for land parcels of 20 acres or more, which are divided into five or more lots for sale or lease within a 5-year period. If a portion of a subdivision falls within the 250-foot Shoreland Zone, the dimensional exemptions of this law may not apply. A permit is required for structures which occupy a ground area in excess of 60,000 square feet, or projects in which 3 acres or more of land will not be revegetated, are regulated.	Subdivisions can be exempt from Site Location review if they meet the requirements of the "clustered development" exemption. Requirements include, but are not limited to: 1) overall density of the development must be less than 1 lot for every 5 acres of developable land, 2) there must be 200 acres or less of developable land, and 3) about 50% of the developable land must be preserved in perpetuity.
Maine Forest Practices Act	Maine Department of Conservation	Timber/forest resources - water quality, soils, wildlife.	Clearcuts of 50 acres or more require a forest management plan by a professional forester.	Land owners who sell forest products or harvest for commercial use must notify the State prior to harvesting and report the extent of the harvest.
Maine Plumbing Code and Subsurface Waste Disposal Standards	Maine Department of Environmental Protection/ Department of Human Services/ Local Plumbing Inspector	Surface water, ground water, aquatic life	Permit for any activities that dispose of sewage and wastewater. Single-family residential lots must be at least 20,000 square feet for a subsurface disposal system to be installed. For multi-unit residential lots, a minimum lot area of 800 square feet per bedroom is required. If the lot abuts a lake, pond, stream, river, or tidal area, it must have a minimum of 100 feet of frontage for single-family residential lots and 40 feet per bedroom for multi-unit residential lots.	
Maine Mandatory Shoreland Zoning Law	Maine Department of Environmental Protection/ Municipalities	Surface water, groundwater wildlife habitat, wetlands, archaeological sites, historical resources, and specific maritime uses, conservation of shoreline vegetation, public access, natural beauty, and open space.	Most land uses conducted within 250 feet of ponds and freshwater wetlands that are 10 acres or larger, rivers with watersheds of at least 25 square miles, coastal wetlands, and tidal waters, as well as all land areas within 75 feet of certain streams.	1) A "stream" is defined as a free-flowing body of water from the outlet of a great pond, or the confluence of 2 perennial streams as shown on the most recent USGS topo map to the point where the body becomes a river. 2) Wetlands between 1 and 10 acres in size are currently being mapped.
Maine Mandatory Subdivision Law	Maine Department of Environmental Protection/ Municipalities	Surface and ground water, soils, scenic resources, wildlife habitat, flood-plains.	The division of a tract of land into 3 or more lots within any 5 year period.	Municipalities may regulate lots greater than 40 acres in size.
Farm and Open Space Law	Maine Bureau of Taxation/ Municipalities	Farmland and open space.	Allows the tax assessment of farmland and open space at current use value rather than market value.	Farmland: 1) minimum of 5 contiguous acres; 2) minimum income requirement. Open Space: 1) no minimum acreage; 2) must provide public benefit (i.e. recreation, scenic, wildlife habitat, etc.) Carries substantial withdraw penalties.
Tree Growth Tax Law	Maine Bureau of Taxation/ Municipalities	Forest lands used primarily for commercial production.	Allows the tax assessment of forest land at current use value rather than market value.	1) Minimum 10 forested acres; 2) Forest management and harvest plan required by 1999; 3) carries substantial withdraw penalties.

SOURCE: City of Calais Comprehensive Plan, 1992.

## Choices ABOUT THE FUTURE...

### 9. Finances

#### EXPENDITURES

Paying the costs of providing the services the people need and meeting an endless stream of State and Federal mandates, all in the face of decreasing aid from the State and Federal governments -- while at the same time keeping property taxes down is an almost impossible struggle. Town taxes have gone up, but not at nearly the rate that it seems! From 1979 to 1987 routine expenses actually went down! This is not a case of "how to lie with statistics" but of not "comparing apples and oranges". Not too long ago Cokes were a nickel, postcards a penny and first class postage was three cents. The U.S. Bureau of Labor Statistics prepares an annual **Consumer Price Index (CPI)** which shows the effect of inflation on the value of the dollar. 1983 is used as the "base year". The index can be used to convert each year's dollars into "constant dollars" to realistically compare costs over several years. When this is done, it can be seen that Town expenditures in 1994 were only 10% greater than in 1981!

#### Town expenditures

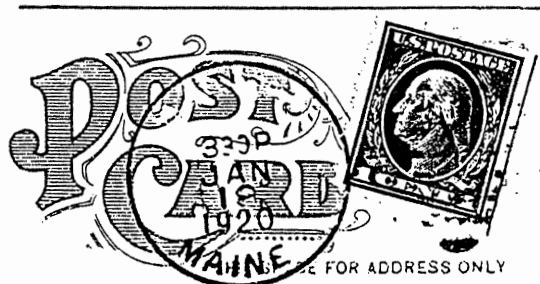
YEAR	PRICE INDEX	AMOUNT SPENT	
		IN "YEAR SPENT" DOLLARS	ADJUSTED TO 1983 DOLLARS
1981	88	\$249,226	\$304,056
1987	116	356,640*	299,578
1994	148	638,229	331,879

\*Does not include \$686,393 new school construction

Dramatic evidence of the change in the purchasing power of the dollar can be seen by looking at the cost of mailing a letter In each of these years:

#### Postal rate comparisons

YEAR	FIRST CLASS POSTAGE
1981	18 cents
1987	22 cents
1994	29 cents



... and remember the penny post card?

**Robbinston cash disbursement comparisons - selected accounts**

	<b>1994</b>	<b>1987</b>	<b>1981</b>
County tax	\$26,613	\$16,518	\$7,800
Education	437,637	230,773	135,925
Administration	29,752	13,436	10,260
Roads and snow removal	50,612	52,045	22,076
Workers comp.	6,468	3,201	1,629
Fire department	12,911	5,246	3,656
Fire dept equip fund	-	1,800	-
Ambulance service	-	-	1,080
Solid waste disposal	16,335	6,031	3,888
Street lights	1,386	1,131	1,225
Cemeteries	1,650	922	135
Cutting brush	1,119	638	220
Forest fire insurance	1,256	1,156	-

Dollar amounts are "year they were spent" - they have not been adjusted for inflation.

**COMMENTS ON THE TABLE**

**1. Items over which the Town has no control:**

Administrative costs have almost tripled primarily due to increases in State and Federal mandates, and decreases in State and Federal funding.

Waste disposal costs have increased by more than 400% due to State mandates

Workman's compensation has increased by 400%

The County tax is up by over 300%

**2. Items the Town controls:**

Town roads and snow removal expenditures have doubled

Brush cutting expenditures are up 500%

Cemeteries costs have increased ten fold

Fire Department costs are up 300%

Some major budget items are paid with funds received from outside the Town. For example, the Town pays for only 40% of the cost of its school:

	<b>1981</b>	<b>1987</b>	<b>1994</b>
Total <b>school</b> budget	\$141,930	\$312,185	\$443,656
Town share of school budget	77,200	86,779	179,939
Town's share as % of total	54%	28%	40%

NOTE: The figures in this table are the amount **budgeted**. The figures in the table at the top of the page are the amounts **actually spent**.

High as they may seem, Robbinston's taxes per person are among lowest of area cities and towns:

### Summary of principal receipts

	1994	1987*	1981
Property taxes and interest	\$257,861	\$124,313	\$127,685
Excise taxes	46,739	23,314	12,296
Hunting, fishing licenses	4,085	-	-
Snowmobile, ATV fees	1,988	216	144
Education subsidy	246,170	138,279	52,751
Chapters I and II	28,276	-	-
Local entitlement	6,478	-	-
State revenue sharing	24,936	15,756	5,847
Federal revenue sharing	-	-	12,427
Interest on money mkt acct	3,389	6,593	-
Charles Armstrong trust fund	6,460	6,548	-
Tree growth reimbursement	2,744	355	52
Park fee sharing	1,048	656	-
Property tax relief	1,313	-	-
DOT road assistance	16,188	33,150	-

\*Does not include \$640,000 school construction bond money or \$35,000 loan.

NOTE: The figures in this table are not adjusted for inflation.

SOURCE: Town reports

Comparison of accounts across the years is not always possible because some are discontinued and others added. For example the Federal revenue sharing program which was once an important source of funds no longer exists, Chapters I and II are new programs.

The chart is, however, useful in comparing the programs which continue over the years, for example State revenue sharing, tree growth and education subsidy, and of course local property tax.

Some apparent increases are more than consumed by accompanying mandates (for example education).



**Property tax spending per person**

Calais	\$517
Charlotte	595
Meddybemps	586
Pembroke	328
Perry	341
<b>Robbinston</b>	<b>384</b>

SOURCE: Bureau of Taxation

**DETERMINING THE "MILL RATE"**

Taxes, service fees, grants and contributions are the ways a town gets the money to provide the services its people want. The major source of money is the tax which is assessed to property owners based upon the valuation of their property. The amount of this tax is determined by dividing the total valuation of the town by the total amount of money needed by the town for:

1. Operating the town for the year (Determined by the people of the town at town meeting when they approve the budget.)
2. Paying the town's share of county budget (Set by County Commissioners)
3. Paying school expenses (Recommended by the school committee and approved by the voters)

This division gives a "**mill rate**", the amount to be paid per dollar of assessed value.

1981 \$17.28 per \$1,000 of assessed valuation - sometimes written: 0.1728  
1987 \$14.35 per \$1,000 of assessed valuation - sometimes written: 0.1435  
1994 \$18.25 per \$1,000 of assessed valuation - sometimes written: 0.1825

Multiplying the value of each property by this rate gives the amount of tax to be paid. The Town property tax bill for a person with a home valued at \$40,000 would be:

1981, \$691      1987, \$574      1994, \$730

Because assessing standards vary from town to town, the State calculates an "equalized" valuation for each community. This is used in determining each community's share of costs of jointly-funded facilities. For example this is used by the County in calculating the share of the County budget to be billed to each town.

**The State's 1995 "equalized" tax rate for Selected communities**

Perry	11.38
Pembroke	12.69
<b>Robbinston</b>	<b>14.00</b>
Dennysville	17.55
Charlotte	20.06
Eastport	22.05
Calais	24.19
State Average	14.24

SOURCE: Maine Bureau of Taxation

The amount a person can afford to pay in taxes is related to the person's household income. The chart shows property tax as percent of household income for Robbinston and selected neighboring communities

Property tax as percent of household income						
Selected communities - 1995						
COMMUNITY	MEDIAN HOME VALUE	EQUALIZED TAX RATE	TAX ON MEDIAN HOME	MEDIAN HOUSEHOLD INCOME	TAX AS % OF INCOME	RANK IN STATE
Perry	\$57,143	11.38	\$650	\$31,100	2.09	425
Pembroke	47,875	12.69	608	19,519	3.11	272
<b>Robbinston</b>	69,327	14.00	971	27,188	3.57	192
Dennysville	48,929	17.55	859	19,688	4.36	99
Calais	54,754	24.19	1,324	29,724	4.46	91
Charlotte	65,000	20.06	1,304	27,547	4.73	75
Eastport	59,327	22.05	1,308	20,918	6.25	24
State average	75,855	13.13	984	28,496	3.44	-

SOURCE: Developed from data provided by Maine Municipal Association

This table shows that while taxes in Town may seem high, in comparison with neighboring towns, taxes as a percent of household income in Robbinston are quite low, and in comparison with the State's 488 municipalities, slightly below the median.

Robbinston, and most of the towns in the area, raises about one-half its property taxes for school purposes. The range is from 39% in Calais which provides police and a full range of municipal services to 90% in Dennysville which (evidently) provides for education and very little else.

Percent of property tax assessed for education -1995	
Dennysville	89.7%
<b>Robbinston</b>	<b>63.8</b>
Charlotte	57.3
Perry	49.5
Pembroke	45.4
Eastport	42.6
Calais	39.2

SOURCE: From Maine Municipal Association data

The percentage of school costs to be raised locally (this means through the property tax) may increase if State funding continues to decrease.

## **DEBT**

Major improvements such as schools can not be paid for all at once, so towns take out loans -- just as individuals take out loans for home and cars. The State limits the amount of debt a town can incur to a total (including schools) of 15% of the town's State valuation. Robbinston's State valuation for 1995 was \$17,250,000 thus, it's debt limit is \$2,587,500. The limit excluding schools is one-half this amount or \$1,293,750. Just because the law allows such a debt, does not mean it would be prudent for the Town to borrow up to this limit!

The Town currently has virtually no debt. Its only obligation is for the remaining payments on a school bus for which it will be reimbursed by the State.

## **CAPITAL IMPROVEMENTS PROGRAMMING**

The Town can not, any more than private businesses or individuals, afford to buy all of the things it needs or wants at one time. A Capital Improvements Program (CIP) lists major expenditures needed over several years, and balances them with the Town's limited fiscal resources. A "**capital improvement**" is a physical item costing \$5,000 or more, having a useful life of over three years, and financed in whole or in part by Town funds. It includes acquisition, construction, reconstruction, replacement, major repair, extension, or other improvement of Town buildings, streets, sidewalks, culverts, playgrounds, fire trucks, etc. Each year the first year of the CIP becomes the **capital budget** for that year and another year is added to the CIP.

The CIP process begins by listing of all potential expenditures suggested by the Town departments, the selectmen, and the public. The next step is to identify the proposals that should receive first attention and those which are not quite so critical. An idea of how much money can be available for projects each year can be obtained by averaging the cost of capital expenditures made in each of the past five years. More information on preparing a CIP and forms which can be used to develop one are in the implementation section of this report.

## **FISCAL CAPABILITY: CONCLUSIONS**

### **1. COST EFFECTIVENESS**

Services needed by the Town's people should continue to be provided by the most efficient and cost-effective methods.

### **2. CAPITAL IMPROVEMENTS PROGRAM**

The Town should prepare a five-year CIP and base its annual Capital Budget upon it.

## **Choices ABOUT THE FUTURE . . .**

### **10. Regional coordination**

The Town of Robbinston, while concerned with protecting its independence, believes in the concept **“When one community succeeds, all benefit”**. The Town’s economy is intertwined with its neighbors, over half of its work force are employed out of town.

Robbinston is but one of the Cities and Towns fronting on the St Croix River - what one does affects all. The St. Croix International Waterway Commission has been formed to coordinate wise use of this vial resource and planning for its future.

The Passamaquoddy Water District obtains its water from Boyden Lake. Part of the lake and its watershed are in Robbinston. Water quality in any lake is dependent upon activities all the towns in which its watershed lies. For Boyden this includes, in addition to Robbinston, Pembroke and Perry. The three towns should work together to protect the lake.

Air quality is another concern that is no respecter of Town, State, or National boundaries, although there is currently no active group directly concerned with protecting or improving it.

St Croix Island international Historic Landmark just across the Town line in Calais is a potential major tourist attraction. Pulpit rock, an unique natural formation, is just across the Town line in Perry, but the best access to it is through Robbinston.

The Town, with the County, participates in a major successful program to jointly contract for road paving, and the purchase of culverts, and salt/sand. This has resulted in considerable savings.

Robbinston’s concern with matters beyond its borders can be seen in this brief listing of the groups and organizations with which it is involved. The Town . . .

- is a member of the Washington County Regional Planning Commission

- supports the Sunrise County Economic Council

- is aware of the activities of the St. Croix International Waterway Commission

- is charter member of Marion Users Group for solid waste management

- is interested in the Regional Transportation Advisory Committee  
which was formed under Maine’s new Transportation Policy

is following with interest the organizational activities of the Route One Association

is a member of the Maine Municipal Association

In planning for its future, Robbinston should give consideration to the priority goals of the Washington County Regional Planning Commission:

- a. The industrial promotion program, including the setting aside of industrial park areas and the establishment of performance and development standards for industry, should be strengthened.
- b. The promotional program for tourism, seasonal recreation, and second home living should be maintained and strengthened.
- c. Integrated transportation facilities, which will result in direct, convenient access to and within communities, should continue to be planned and constructed.
- d. Prime resource areas, including forest, marine, and agriculture should be protected.
- e. Employment and housing opportunities for all economic levels and ethnic groups should be provided.
- f. An areawide system of open space and recreation facilities should be planned.
- g. Planning for water quality improvement should continue.

## **REGIONAL COORDINATION: CONCLUSIONS**

### **1. LEADERSHIP ROLE**

The Town should continue its leadership role in regional groups and organizations .

### **2. COOPERATION WITH NEIGHBORS**

The Town should continue to cooperate and coordinate with neighboring communities on issues and opportunities which cross municipal borders.

\* Just north of Robbinston: Plans for developing St. Croix Island International Historic Site are being prepared by the National Park Service. The Island is in Calais, but its development and promotion impact Robbinston.

\* Just south of Robbinston: Pulpit Rock, a unique natural feature which should be protected, is in the town of Perry, but the best access to it is through Robbinston.

### **3. REGIONAL RECYCLING EFFORT**

Recycling facilities are available in Marion, but something closer is needed.

## **Choices ABOUT THE FUTURE**

### **11. The past and present: summary**

This section summarizes the *findings* of the previous sections. The following section summarizes the *conclusions* of those sections.

#### **1. History**

The first permanent white settlement in what was to become the Town of Robbinston was started by Revolutionary War Colonel Edwin H. Robbins, by 1790 twelve families had arrived. There were no roads - the St. Croix served as the Town's highway. In the mid-1800's there were 40 ship builders, and over 200 vessels were built in Town, six were clipper ships, including the 1,138 ton *Red Gauntlet* which held several long-lasting records for speedy passages. The Town has changed a lot since then. In the future it will continue to change.

#### **2. Population**

The population of Robbinston, and of Washington County, is less now than it was at the turn of the century. In 1850, Robbinston's population was 1,028, and the County's was about 45,000. The Town's population reached a low of 396 in 1970. The Census counted 495 in Town in 1990 and 35,308 in the County. The number of school age children in Robbinston has been increasing at a rate far greater than the general population, when combined with reduced State and Federal aid for education, this can significantly impact the tax rate. There are so many variables that the projection of future population is at best an educated guess based on past trends, however, is reasonable to assume there will be an increase in new jobs in the area (not necessarily in Town) and that some of the people filling these jobs will move into Robbinston with their families increasing the population by 100.

#### **3. Economy**

Robbinston's residents live here and work out-of-town. The Census lists the principle places of employment of the Town's workers as: Calais 60, Robbinston 37, Baileyville (Woodland) 26, and Eastport 8. There are ten small businesses in Robbinston, mostly located along Route 1. In addition, a number of people are self-employed, but don't have offices other formal places of business. Shopping needs are primarily satisfied in Calais. The Town's unemployment rate in 1990 was 12.4%, the County's was 10.8%. Household income is higher in Robbinston (\$23,906) than Washington County (\$19,993). There is support for businesses to serve the needs of Town residents, and some small "industrial" growth such as the expansion of existing businesses and establishment of "cottage industries". New and expanded small businesses would provide jobs and pay taxes.

#### **4. Existing land use**

Much of the Town's 29.9 square miles of land is in timber. There has been heavy cutting of it in recent years. Most land "uses" are clustered along Route One. The

predominant use is residential. There were 317 housing units in 1990, in 1975 there were 236. This 34% increase has been scattered around Town. The most noticeable land use change in past 20 years is there were two stores and two gas stations -- now there is just one store and no gas stations. Of the ten non-residential uses along Route 1, four are now vacant (two were in 1975). The once prosperous factory is now derelict. As Robbinston grows, there will be demand for land for a variety of uses not all of which will be compatible with all others.

## **5. Housing**

Detached stick-built single family home accounted for 85% of the housing units in Robbinston according to the 1990 census. The other 15% of the housing units were mobile homes. A greater percentage of the people in Robbinston own their homes than the State or County averages: 89.2% for Robbinston, 79% for Washington County, 70% for the State of Maine. The median value of a home in Robbinston increased between 1980 to 1990 from \$28,600 to \$59,300 (the 1990 median value for Washington County was \$53,100). Homes are the largest investment most families ever make. They deserve to be protected from de-valuation by encroachment of undesirable uses.

## **6. Transportation**

**ROADS:** U.S. Route 1 links the Town with Bangor and Interstate 95, and with the Canadian Maritimes. Road maintenance, plowing, and sanding are major items in the Town's annual budget.

**"911" EMERGENCY SERVICE:** Years ago everyone knew everyone else - and where they lived. That is changing as more people from out of town move into town, more people in town are having services provided by people from out of town, and emergency services are increasingly provided by out-of-towners. "911 Enhanced", is slated to go "on line" in Maine in 1997. However, it can only be effective if the town has a road-naming and house-numbering systems.

**RAIL:** There once was rail service available at Ayer Junction in nearby Pembroke, but it was discontinued in 1978. There is talk of reactivating the tracks for a passenger (tourist) run beginning in Robbinston, and/or an inter-modal terminal in Charlotte or Pembroke to serve Eastport.

**SEAPORTS:** There are no commercial docking facilities in Robbinston, the closest are in Eastport. The Eastport Port Authority has begun site preparation work which will lead to construction of a new pier.

**BUS SERVICE:** Once-a-day scheduled van service to Bangor is available.

**AIR SERVICE:** Eastport Municipal is the closest airport. It offers charter service.

**TRUCKING:** Robbinston is served by a number of commercial trucking firms, and delivery operators.

## **7. Services and facilities**

**TOWN GOVERNMENT:** Local government has become very complex in recent years. Running the Town now requires, in addition to doing all the things local officials traditionally have done, understanding many State and Federal mandates and reporting requirements, and keeping up with opportunities for grant funds. Part-time

officials with other full-time jobs simply do not have the time or energy to keep up with all this. The solution may for the Town to hire a person to keep up with requirements and help officials.

**POLICE:** The Town has a Constable who receives minimal pay and performs minimal duties . The cost of a full time police officer is seen as prohibitive. Protection is provided by the County Sheriff and State Police.

**FIRE:** The Robbinston Volunteer Fire Department was incorporated in 1992 and in that year, with financial assistance from the State, built a new Fire Station which will be adequate for many years.

**PUBLIC WORKS:** The Town meets the public works requirements of its residents by contracting with private providers. The primary service is road maintenance (including snow plowing and sanding).

**SCHOOLS:** The Town does not have an high school. It tuitions its secondary students to Calais High. Robbinston Elementary School was built in 1959 and a major addition completed in 1985. Enrollment figures show that the number of students at the Elementary School has increased by 57% in the past 20 years and secondary enrollment has increased by 60%, while Town population increased only 20%.

**HEALTH CARE:** Calais Regional Hospital is the closest health care facility. It has 49 acute care beds and 8 skilled nursing beds. Down East Community Hospital, a 38 bed acute care facility, is located in Machias.

**RECREATION:** Because of its rural nature, many opportunities are available on open land and along the shores of the numerous lakes and ponds. As years pass, some access may be lost to the public.

**PRIVATE GROUPS AND ORGANIZATIONS:** In addition to the Town services and public agencies , there are private groups, organizations, and facilities which play a large part in the life of Robbinston, including the Hilltop Campground swimming pool and the many activities of the Parent Teacher Committee.

**CHURCHES:** The Methodist Society had been formed by the time the Town was incorporated. Grace Episcopal Church was built in 1882. A Congregational congregation was formed in 1811. Mill Cove Assembly of God is housed in a new building on Route 1 near Mill Cove.

**CEMETERIES:** There are many cemeteries and burial sites in Town, some public, others private.

**WAR MEMORIAL:** July 14, 1946 the Town dedicated the memorial in front of the Congregational Church .

## **8. Water, land, and wildlife resources**

**WATER:** The eastern boundary of the Town is eight miles of the magnificent St. Croix River. There are many lakes, ponds, and wetlands in Town. Their degradation is easy, restoration costly and lengthy. Certain water bodies are protected by the Town's Shoreland Zoning. Robbinston is a participant in the National Flood Insurance Program in order to make flood damage insurance available to its residents.

**LAND:** The Soil Conservation Service Soils Maps showing the location of all the various soils in Town and Soil Survey Interpretations Sheets with comments on why a soil will or won't support specific uses.

**WILDLIFE:** The Department of Fisheries and Wildlife has identified an Eagle Nest



Site, and significant habitat areas.

VISTAS: There are many places where views are outstanding. There are sweeping vistas across the St. Croix. The Town may want to take steps to assure that some remain available to the public in the future.

FUTURE PARK LANDS: As the Town grows choice lands that have been used for years by the public may be sold to new owners who will close them off. Decisions should be made as to which areas would be most appropriate for future acquisition if grants become available.

## **9. Finances**

The selectmen try to have the services needed by the Town's people provided by the most efficient and cost-effective methods. However, paying the costs of providing the services the people need and meeting an endless stream of State and Federal mandates, all in the face of decreasing aid from the State and Federal governments -- while at the same time keeping property taxes down is an almost impossible struggle. Town taxes have gone up, but not at nearly the rate that it seems! When the effect of inflation on the value of the dollar is considered, Town expenditures in 1994 were only 10% greater than 1981!

During this period some period, due to State and Federal mandates and decreases in State and Federal funding, waste disposal and workman's compensation costs have increased by more than 400%.

## **10. Regional coordination**

The Town of Robbinston, while concerned with protecting its independence, realizes that the economy and the environment do not respect town lines. The Town, with the County, participates in a major successful program to jointly contract for road paving, and the purchase of culverts, and salt/sand, resulting in considerable savings. Cooperation with other cities and towns is also important in other ways.

## **Choices ABOUT THE FUTURE . . .**

# **12. Goals and action steps**

### **GOALS**

The Robbinston Comprehensive Planning Committee, which prepared this plan, was an open membership committee - anyone with an interest in the Town's future was welcome to participate and contribute their ideas. (Interested people who could not serve on the Committee had the opportunity to participate in the planning through the town-wide survey and public meetings.) After inventorying and analyzing the Town's past and present to understand what changes have occurred, what changes may come in the future, and how the people of the Town can guide these changes, the Committee set **goals** for the Robbinston Comprehensive Plan:

- \* To provide guidelines for growth of Robbinston so in the future it stays a clean, safe, comfortable place to raise families
- \* To bring the Town together by providing a framework for future actions

### **ACTION STEPS**

The Committee recommends the Town, and groups and individuals with an interest in the Town, consider taking the following ACTION STEPS towards achieving the goals of the Comprehensive Plan: (At the end of this section are charts which 1. Put the ACTION STEPS in priority order, 2. Indicate who is responsible for each ACTION STEP, and 3. Show priority ACTION STEPS which are the Town's responsibility.)

## **HISTORY**

### **1. HISTORICAL MUSEUM**

There is need for an historical museum where artifacts and records now scattered about Town can be safely stored and displayed. An existing building may be suited for museum purposes. Perhaps it could be in conjunction with a new Town office.

### **2. HISTORICAL SURVEY**

The Town should be surveyed to identify properties of historic significance. Some may be eligible for nomination to the National Register of Historic Places.

### **3. SITE AND BUILDING MARKERS**

Markers or interpretive signs could be placed at significant early homes and shipyards.

### **4. PREHISTORY SURVEY**

A surveys should be made to determine if there are significant archeological sites.

## **POPULATION**

### **5. SELECTED POPULATION FORECAST**

Based upon consideration of the conclusions of the inventory and analysis sections of this plan, a slow but steady an increase of 100 in the Town's population is reasonable.

## **ECONOMY**

### **6. THE FOREST RESOURCE**

Sustainable multi-use of the forest resource is a must if this resource is to remain a viable part of the economy.

### **7. BUSINESS EXPANSION**

The Town should encourage and support persons seeking to expand existing businesses or form new businesses.

### **8. REGIONAL DEVELOPMENT ACTIVITIES**

The Town should continue to actively support and participate in Regional and State business development activities and programs.

## **EXISTING LAND USE**

### **9. PRESERVE RURAL ATMOSPHERE OF TOWN**

Continue to control uses of land so that Robbinston retains its character -- it won't stay the way it is without controls to assure new development is compatible with what is here now. The rural character of the land can be protected *and* development occur.

### **10. PROTECT EXISTING HOMES**

Homes are the largest investment most families ever make. They deserve protection from economic and social de-valuation by encroachment of undesirable land uses.

### **11. TIMBER HARVESTING ALONG TOWN ROADS**

An ordinance to prevent cutting right up to roads should be prepared and adopted.

### **12. COMMERCIAL AREAS**

Design standards should be adopted to assure new businesses will fit in with the Town. These should not be too rigid, but keep out "garish" buildings and signs.

### **13. PROPERTY MAINTENANCE**

Encourage better maintenance of private properties. There are many attractive, well-maintained homes and yards - but also a number that are very poorly taken care of. This reflects badly on the entire town. It should be made clear to homeowners that good maintenance does not raise taxes.

### **14. MAINTAIN AFFORDABILITY OF HOMES**

Steps should be taken to support and promote affordable and, appropriate and adequate housing for all. The Selectmen could work directly with the Washington-Hancock Community agency, which has programs to address this, or appoint a committee to do so.

## **TRANSPORTATION**

### **15. TOWN ROADS**

Road repair in the summer and plowing and sanding in the winter will continue to be high priority activities. A road improvement plan and time-table should be developed. The Town should not take over private roads unless they are up to Town standards. A plan should be developed showing which back roads should be connected, and future developments should be required to accommodate these connectors.

### **16. ROAD NAMING AND HOUSE NUMBERING**

The Town should adopt a road naming and house numbering plan so it can take full advantage of the 911 emergency program.

### **17. BUS/VAN SERVICE**

Expanded service would be of benefit especially to seniors traveling to medical facilities and to shop.

## **PUBLIC FACILITIES & SERVICES**

### **18. TOWN GOVERNMENT**

Develop job description and make a study of the costs and benefits of hiring a person to keep up with requirements and help officials.

### **19. SCHOOL**

Consideration should be given to "consolidating" with neighboring communities.

### **20. PUBLIC ACCESS TO THE ST. CROIX AND TO LAKES AND PONDS**

Inventory Town-owned rights-of-way, protect those still desirable, acquire additional access points as necessary, and sell off any which are no longer desirable.

### **21. RAND LAKE, PULPIT ROCK**

Plans should be made for acquisition of these areas when grant funds are available.

### **22. RECREATION**

A recreation/community center should be created accommodating all age groups, and a recreation committee formed to organize and operate programs and activities

### **23. TOWN OFFICE/COMMUNITY CENTER**

Plans should be made for a new Town Office in the future.

## **LAND & WATER RESOURCES**

### **24. CRITICAL NATURAL AREAS**

Incompatible development in or adjacent to these areas should be prohibited.

### **25. WILDLIFE MANAGEMENT**

Support agencies responsible for managing this valuable resource.

### **26. FOREST AND AGRICULTURAL RESOURCES**

Sound management practices should be encouraged.

### **27. CONTROL PHOSPHOROUS ENTERING LAKES**

Consider preparing and adopting an ordinance to prevent phosphorous overloading.

## **FISCAL CAPABILITY**

### **28. COST EFFECTIVENESS**

Provide services needed by townspeople by the most efficient and cost-effective method.

### **29. CAPITAL IMPROVEMENT PROGRAM**

Prepare a five-year CIP and base annual Town budget upon it.

## **REGIONAL COORDINATION**

### **30. COOPERATION WITH NEIGHBORING TOWNS**

The Town should continue to cooperate and coordinate with neighboring communities on issues and opportunities which cross municipal borders.

### **31. SUPPORT REGIONAL PLANNING AND DEVELOPMENT GROUPS**

In planning for its future, the Town should take advantage of the efforts of the various areawide groups and agencies.

### **32. REGIONAL RECYCLING EFFORT**

The Town should seek a recycling facility closer to Robbinston than Marion.

## Choices ABOUT THE FUTURE...

### Action step priorities

IMMEDIATE SOON LONG RANGE  
(1-2 years) (3-5yrs) (6+ years)

#### HISTORY

- |   |   |   |
|---|---|---|
| 1. ESTABLISH HISTORICAL MUSEUM_____     | ★ |   |
| 2. CONDUCT HISTORICAL SURVEY_____       |   | ★ |
| 3. PLACE SITE AND BUILDING MARKERS_____ | ★ |   |
| 4. CONDUCT PREHISTORY SURVEY_____       |   | ★ |

#### POPULATION

- |                              |   |  |
|------------------------------|---|--|
| 5. PLAN FOR SLOW GROWTH_____ | ★ |  |
|------------------------------|---|--|

#### ECONOMY

- |  |   |  |
|--|---|--|
| 6. PROMOTE SUSTAINABLE MULTI-USE OF FOREST RESOURCE_____ | ★ |  |
| 7. ENCOURAGE BUSINESS EXPANSION AND FORMATION_____       | ★ |  |
| 8. SUPPORT REGIONAL DEVELOPMENT ACTIVITIES_____          | ★ |  |

#### LAND USE

- |  |   |   |
|--|---|---|
| 9. PRESERVE RURAL ATMOSPHERE OF TOWN_____                  | ★ |   |
| 10. PROTECT HOMES FROM INCOMPATIBLE USES_____              | ★ |   |
| 11. PREVENT TIMBER HARVESTING UP TO TOWN ROADS_____        | ★ |   |
| 12. ADOPT STANDARDS TO ASSURE NEW BUSINESSES "FIT IN"_____ |   | ★ |
| 13. ENCOURAGE GOOD PROPERTY MAINTENANCE_____               | ★ |   |
| 14. MAINTAIN AFFORDABILITY OF HOMES_____                   |   | ★ |

#### TRANSPORTATION

- |   |   |   |
|---|---|---|
| 15. DEVELOP SCHEDULE FOR TOWN ROAD IMPROVEMENT_____       |   | ★ |
| 16. ADOPT "911" ROAD NAMING AND HOUSE NUMBERING PLAN_____ | ★ |   |
| 17. SUPPORT EXPANSION OF BUS/VAN SERVICE_____             |   | ★ |

#### PUBLIC FACILITIES

- |   |   |   |
|---|---|---|
| 18. CREATE ADMINISTRATIVE ASSISTANT POSITION_____         | ★ |   |
| 19. CONSIDER FUTURE OF SCHOOL_____                        |   | ★ |
| 20. ACQUIRE PUBLIC ACCESS TO RIVER, LAKES, AND PONDS_____ |   | ★ |
| 21. ACQUIRE LAND AT RAND LAKE, PULPIT ROCK_____           |   | ★ |
| 22. FORM RECREATION COMMITTEE_____                        | ★ |   |
| 23. PLAN FOR NEW TOWN OFFICE_____                         | ★ |   |

#### LAND & WATER RESOURCES

- |   |   |   |
|---|---|---|
| 24. PROTECT CRITICAL NATURAL AREAS_____                 | ★ |   |
| 25. SUPPORT WILDLIFE MANAGEMENT_____                    | ★ |   |
| 26. ENCOURAGE SUSTAINABLE FORESTRY AND AGRICULTURE_____ | ★ |   |
| 27. CONTROL PHOSPHOROUS ENTERING LAKES_____             |   | ★ |

#### FISCAL CAPABILITY

- |                                      |   |   |
|--------------------------------------|---|---|
| 27. COST EFFECTIVENESS_____          | ★ |   |
| 29. CAPITAL IMPROVEMENT PROGRAM_____ |   | ★ |

#### REGIONAL COORDINATION

- |   |   |  |
|---|---|--|
| 30. COOPERATE WITH NEIGHBORING TOWNS_____               | ★ |  |
| 31. SUPPORT REGIONAL PLANNING & DEVELOPMENT GROUPS_____ | ★ |  |
| 32. SUPPORT REGIONAL RECYCLING EFFORTS_____             | ★ |  |

# Responsibility for the action steps

PRIVATE GROUP  
OR INDIVIDUALS  
TOWN  
REGIONAL GROUP  
OR AGENCY  
OR STATE

## HISTORY

1. ESTABLISH HISTORICAL MUSEUM \_\_\_\_\_ ★
2. CONDUCT HISTORICAL SURVEY \_\_\_\_\_ ★
3. PLACE SITE AND BUILDING MARKERS \_\_\_\_\_ ★
4. CONDUCT PREHISTORY SURVEY \_\_\_\_\_ ★

## POPULATION

5. PLAN FOR SLOW GROWTH \_\_\_\_\_ ★    ★

## ECONOMY

6. PROMOTE SUSTAINABLE MULTI-USE OF FOREST RESOURCE \_\_\_\_\_ ★
7. ENCOURAGE BUSINESS EXPANSION AND FORMATION \_\_\_\_\_ ★
8. SUPPORT REGIONAL DEVELOPMENT ACTIVITIES \_\_\_\_\_ ★

## LAND USE

9. PRESERVE RURAL ATMOSPHERE OF TOWN \_\_\_\_\_ ★
10. PROTECT HOMES FROM INCOMPATIBLE USES \_\_\_\_\_ ★    ★
11. PREVENT TIMBER HARVESTING UP TO TOWN ROADS \_\_\_\_\_ ★
12. ADOPT STANDARDS TO ASSURE NEW BUSINESSES "FIT IN" \_\_\_\_\_ ★
13. ENCOURAGE GOOD PROPERTY MAINTENANCE \_\_\_\_\_ ★
14. MAINTAIN AFFORDABILITY OF HOMES \_\_\_\_\_ ★

## TRANSPORTATION

15. DEVELOP SCHEDULE FOR TOWN ROAD IMPROVEMENT \_\_\_\_\_ ★
16. ADOPT "911" ROAD NAMING AND HOUSE NUMBERING PLAN \_\_\_\_\_ ★    ★
17. SUPPORT EXPANSION OF BUS/VAN SERVICE \_\_\_\_\_ ★

## PUBLIC FACILITIES

18. CREATE ADMINISTRATIVE ASSISTANT POSITION \_\_\_\_\_ ★
19. CONSIDER FUTURE OF SCHOOL \_\_\_\_\_ ★
20. ACQUIRE PUBLIC ACCESS TO RIVER, LAKES, AND PONDS \_\_\_\_\_ ★    ★
21. ACQUIRE LAND AT RAND LAKE, PULPIT ROCK \_\_\_\_\_ ★    ★
22. FORM RECREATION COMMITTEE \_\_\_\_\_ ★    ★
23. PLAN FOR NEW TOWN OFFICE \_\_\_\_\_ ★

## LAND & WATER RESOURCES

24. PROTECT CRITICAL NATURAL AREAS \_\_\_\_\_ ★
25. SUPPORT WILDLIFE MANAGEMENT \_\_\_\_\_ ★    ★
26. ENCOURAGE SUSTAINABLE FORESTRY AND AGRICULTURE \_\_\_\_\_ ★    ★
27. CONTROL PHOSPHOROUS ENTERING LAKES \_\_\_\_\_ ★    ★    ★

## FISCAL CAPABILITY

27. COST EFFECTIVENESS \_\_\_\_\_ ★
29. CAPITAL IMPROVEMENT PROGRAM \_\_\_\_\_ ★

## REGIONAL COORDINATION

30. COOPERATE WITH NEIGHBORING TOWNS \_\_\_\_\_ ★
31. SUPPORT REGIONAL PLANNING & DEVELOPMENT GROUPS \_\_\_\_\_ ★
32. SUPPORT REGIONAL RECYCLING EFFORTS \_\_\_\_\_ ★

## **Choices ABOUT THE FUTURE...**

### ***ACTION SHEET:***

**The critical recommended action steps which are primarily the Town's responsibility.** (Other steps are primarily the responsibility of private groups, or State or Federal agencies.) The steps are not necessarily in priority order, they are numbered only for ease in referring to them.

- 1. REVISE LAND USE AND DEVELOPMENT CODE TO BETTER**
  - a. PRESERVE RURAL ATMOSPHERE OF TOWN**  
Discussed on pages 43
  - b. PROTECT EXISTING HOMES FROM INCOMPATIBLE USES**  
Discussed on page 49
  - c. PREVENT TIMBER HARVESTING UP TO TOWN ROADS**  
Discussed on page 88
  - d. ASSURE NEW BUSINESSES FIT IN**  
Discussed on page 44
  - e. PLAN FOR SLOW GROWTH**  
Discussed on page 20
  - f. ALLOW MOBILE HOME PARK LOT SIZES AS PER STATE LAW**  
Discussed on page 48

WHO: Planning Board (with consultant assistance), Town Meeting

WHEN: 1999

COST: \$6,000 -\$8,000 (grant funds available)

- 2. PROMOTE AGRICULTURE & SUSTAINABLE MULTI-USE OF FORESTS**

Discussed on pages 86-88

WHO: Selectmen, Planning Board, Maine Forest Service

WHEN: 1998

COST: None other than time and effort

- 3. ENCOURAGE BUSINESS EXPANSION AND FORMATION**

Discussed on page 36

WHO: Selectmen, Planning Board

WHEN: 1997

COST: None other than time and effort

- 4. SUPPORT REGIONAL DEVELOPMENT ACTIVITIES**

Discussed on pages 30-31

WHO: Selectmen

WHEN: 1998

COST: None other than time

- 5. ENCOURAGE GOOD PROPERTY MAINTENANCE**

Discussed on page 49

WHO: Selectmen, Code Enforcement Officer

WHEN: 1997

COST: None other than time



- 6. DEVELOP SCHEDULE FOR TOWN ROAD IMPROVEMENT**  
Discussed on page 56  
WHO: Selectmen, Road Commissioner  
WHEN: 1999  
COST: None other than time
- 7. ADOPT 911 ROAD NAMING AND HOUSE NUMBERING PLAN**  
Discussed on page 55  
WHO: Planning Board, Fire Department, Post Office, Selectmen, Town Meeting  
WHEN: 1998  
COST: None other than time
- 8. CREATE ADMINISTRATIVE ASSISTANT POSITION**  
Discussed on pages 57-58  
WHO: Selectmen, Town Meeting  
WHEN: 1997  
COST: Depends upon job description
- 9. CONSIDER FUTURE OF SCHOOL**  
Discussed on pages 61-62  
WHO: School Committee  
WHEN: 1999  
COST: None other than time
- 10. ACQUIRE PUBLIC ACCESS TO ST. CROIX, LAKES, AND PONDS**  
Discussed on page 65  
WHO: Planning Board, Selectmen, Town Meeting  
WHEN: 1999  
COST: \$50,000 - \$60,000 in grant funds
- 11. ACQUIRE LAND AT RAND LAKE, PULPIT ROCK**  
Discussed on page 65  
WHO: Planning Board, Selectmen, Town Meeting  
WHEN: 2000  
COST: \$80,000 - \$100,000 in grant funds
- 12. FORM RECREATION COMMITTEE**  
Discussed on page 71  
WHO: Selectmen, Town Meeting  
WHEN: 1997  
COST: None other than time
- 13. PLAN FOR NEW TOWN OFFICE/COMMUNITY CENTER**  
Discussed on page 71  
WHO: Planning Board, Selectmen, Town Meeting  
WHEN: 2000  
COST: \$3,000 - \$4,000 (for plans, not actual construction)
- 14. SUPPORT WILDLIFE MANAGEMENT**  
Discussed on pages 91-92, 96  
WHO: Selectmen  
WHEN: 1997  
COST: None other than time

**15. CONTROL PHOSPHOROUS ENTERING LAKES**

Discussed on page 75

WHO: Planning Board, Town Meeting

WHEN: 1997

COST: None other than time

**16. COST EFFECTIVENESS**

Discussed on page 102

WHO: Selectmen

WHEN: 1997

COST: None other than time

**17. CAPITAL IMPROVEMENT PROGRAM**

Discussed on page 102

WHO: Selectmen, Planning Board

WHEN: 1997

COST: None other than time

**15. COOPERATE WITH NEIGHBORING TOWNS**

Discussed on page 104

WHO: Planning Board, Selectmen

WHEN: 1997

COST: None other than time

**16. SUPPORT REGIONAL PLANNING AND DEVELOPMENT GROUPS**

Discussed on page 104

WHO: Planning Board, Selectmen

WHEN: 1997

COST: None other than time

**17. SUPPORT REGIONAL RECYCLING EFFORT**

Discussed on page 104

WHO: Selectmen

WHEN: 1997

COST: None other than time

## **Choices ABOUT THE FUTURE . . .**

### **13. Future land use plan**

The goals for the Robbinston Comprehensive Plan are:

- 1. To bring the Town together by providing a framework for future actions**
- 2. To provide guidelines for growth so in the future Robbinston stays a clean, safe, comfortable place to raise families**

The first goal is addressed in the previous section "Action Steps". The future land use plan is a key to achieving the second goal. Other actions concerned with this goal are in the following sections. The inventories and analyses in sections 1-11 are the factual foundation for the plan. The plan is a guide for ongoing development in the Town. It establishes a basis for land use decisions and identifies Rural and Village areas within the Town. The plan is not an ordinance, but contains information and recommendations that can be used in up-dating the Town's present Land Use and Development Code (see section 15).

The future land use plan is based upon the conclusions of all the other sections of the comprehensive plan, and upon the most accurate and up-to-date information available. However, as times change, new information becomes available, and development proceeds, the plan will need to be revised and up dated (see section 16).

#### **AMOUNT OF LAND THAT MAY BE CONVERTED TO "URBAN" USES**

An increase of 100 in the Town's population by the year 2006 is projected in the population section. This growth may mean approximately 125 acres which are now open or wooded will be developed with "urban" uses during the next 8-10 years:

Industries	10 acres
Businesses	5 acres
Homes	100 acres
Public uses (Roads & recreation)	10 acres
TOTAL	125 acres

These figures are by no means exact (one industry may need 20 acres, another only one), but they are considered reasonable approximations. For planning purposes, a range of 100-200 acres can be used as an approximation of the number of acres that will be developed.

#### **RURAL AND VILLAGE AREAS**

The future land use plan on the following page designates distinct two areas of Town: "Village" and "Rural". It is expected that most growth will occur in the Village area. This area is somewhat larger than that required to minimally meet the demand and is not

**Typical Village area uses include:**

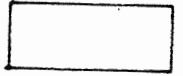
Automobile repair garages  
Bed and Breakfasts  
Building materials sales  
Businesses, retail, wholesale, service  
Home occupations  
Homes, single family or apartment  
Manufacturing  
Offices  
Restaurants  
Service stations  
Shopping centers

**Typical Rural area uses include:**

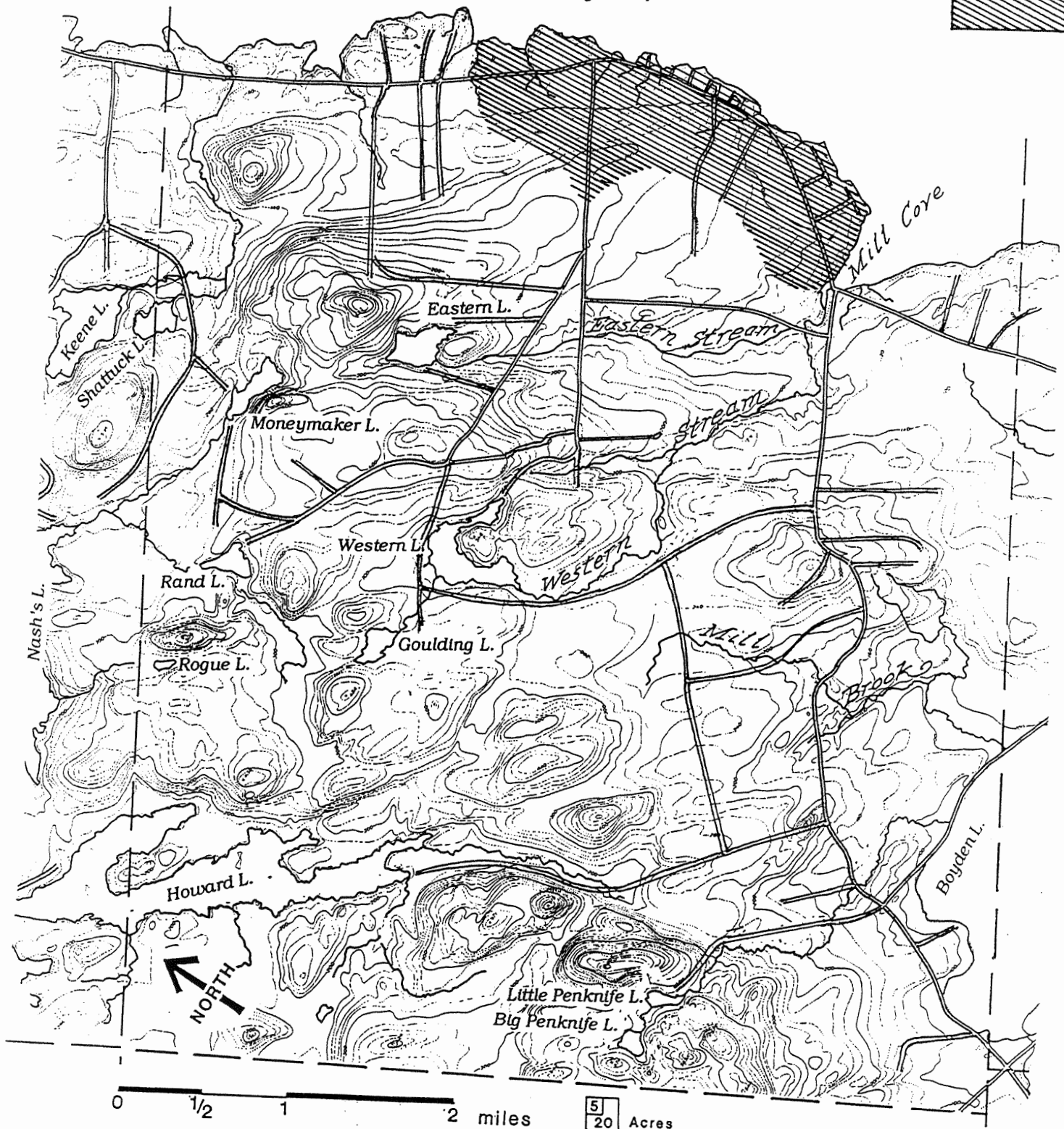
Agriculture and agricultural processing  
Campgrounds  
Convenience stores  
Extractive industries  
Farm stands  
Forestry  
Home occupations  
Kennels, stables, veterinarians  
Natural resource based industries  
Parks and recreation facilities  
Saw mills  
Single family homes

**FUTURE  
LAND  
USE  
PLAN**

**RURAL AREA**



**VILLAGE AREA**



expected to be completely developed during the planning period, the extent to which it is developed will depend upon individual decisions by property owners. The designations "Rural" and "Village" are **not** exclusive. It is not intended that the Rural area become a nature preserve, nor that the Village area lose its rural charm and character. However, it is believed that certain uses of the land are more appropriate to one of these areas than the other.

**The Rural Area** includes important agricultural and forestry lands, large areas of undeveloped land used by wildlife, for hunting, and for outdoor recreation. It includes important natural resources and scenic open spaces that should be protected from incompatible development that would be harmful to them. The rural area has, and will continue to have, low density development interspersed among field and woodlands. It is anticipated that 20%-30% of Town's growth over the next ten years will occur in this area. Typical uses in the rural area include:

- Agriculture and agricultural processing
- Campgrounds
- Convenience stores
- Extractive industries
- Farm stands
- Forestry
- Home occupations
- Kennels, stables, veterinarians
- Natural resource based industries
- Parks and recreation facilities
- Saw mills
- Single family homes

**The Village Area** has natural characteristics suitable for development, yet is of a size and configuration to encourage compact rather than sprawling development. It is expected that 70% to 80% of the anticipated growth over the next 10 years will occur in this area. It is difficult to predict just when or where growth will occur within the area, but it will probably occur first along existing roads and highways, and on the more suitable soils. Typical uses in the Village area include:

- Automobile repair garages
- Bed and Breakfasts
- Building materials sales
- Businesses, retail, wholesale, service
- Home occupations
- Homes, single family or apartment
- Manufacturing
- Offices
- Restaurants
- Service stations
- Shopping centers

Efficient land use development patterns should be encouraged within this area. For example, while there is a need for more commercial development in Town, commercial development should not be allowed to be strung out along the entire length of U.S. Route 1. Consideration should be given to ways of encouraging commercial uses to locate in a group to create a compact commercial center serving local residents. Traffic management factors should be considered by the Planning Board when reviewing development proposals along Route 1 so development does not interfere with traffic flow

There is a desire to increase the Town's tax base and to have job opportunities in Town. Industry should be permitted in the Village area, but only if it meets certain standards. Non-polluting industrial development could be encouraged while protecting the Town by controlling uses which by virtue of noise, glare, fumes, dust, traffic generation, etc could create nuisances or unsafe or unhealthy conditions. .

The Town may want to adopt the industrial policy statement suggested in the 1980 plan to define the types of industry that it believes to be appropriate:

*The Town of Robbinston is receptive to industrial development provided:*

1. *It is a stable, solid enterprise*
2. *It can adapt itself to the community without disrupting it.*
3. *It will not create air or water pollution or any other nuisance.*

*Under these conditions, the Town encourages use of suitable areas for industrial development.*

While the needs of specific industries vary, almost every industry will look for land which meet certain basic requirements including:

- \* generally flat, well-drained, and capable of bearing heavy loads
- \* accessible to highway, air, rail, and port facilities
- \* available in parcels large enough for modern horizontal plants and room for parking lots, loading areas, and buffer space from adjacent residential areas.
- \* capable of being provided with, all necessary utilities
- \* reasonable in price
- \* good schools and recreation opportunities for employees and their families.

Robbinston is fortunate there are sites along Route 1 meeting these criteria.

### **ROBBINSTON'S PRESENT LAND USE AND DEVELOPMENT CODE**

Town's Land Use and Development Code was originally prepared in 1973 and has become out-dated, it does not meet its own goals, nor does it do everything it says it will. Its rules should be made fairer, clearer, and easier to administer.

During the implementation phase of Robbinston's planning program the Code should be completely revised using the Future Land Use Plan (and other recommendations of this comprehensive plan) as a guide. Specific recommendations for immediate and longer-range revisions to the Code are contained in the "Guiding Development" section.

## **Choices ABOUT THE FUTURE**

### **14. Capital Improvements Program**

Robbinston can not, any more than private businesses or individuals can, afford to buy all of the things it needs or wants at one time. A capital improvements program (CIP) lists major expenditures that will need to be made over several years and balances them with the Town's limited fiscal resources.

A "**capital improvement**" is defined as a major physical item financed in whole or in part by Town funds. It includes acquisition, construction, reconstruction, replacement, major repair, extension, or other improvement of public buildings, streets, sidewalks, playgrounds, and parks, etc. Every year the first year of the CIP should become the capital budget for that year and another year added to the CIP.

The CIP process began by listing of all potential expenditures. The next step was to identify the proposals that should receive first attention and those which were not quite so critical. The following categories can be used:

**Urgent** -- first priority

The improvement is required to address an immediate public health or safety problem, to comply with a governmental regulation or mandate, or to complete an important unfinished project.

**Necessary** -- second priority

The improvement is not needed to solve an immediate public health or safety problem, but should be undertaken in the near future to allow for the proper operations of government and servicing of the Town.

**Desirable** - third priority

The improvement would significantly improve the quality or efficiency of Town operations or services or the quality of life in the Town, but the scheduling of this improvement can wait until funds are available.

**Deferrable** -- fourth priority

Project would allow for ideal operations but can not yet be recommended for action. It can be deferred without detriment to present services.

For planning purposes the following time schedule has been used:

Urgent	1996-1997
Necessary	1997-1998
Desirable	1998-1999
Deferrable	2000 or later



Town of Robbinston  
**CAPITAL IMPROVEMENTS SCHEDULE**

PROJECT	PRIORITY	COST	WHEN NEEDED
Roads	ANNUAL	\$15,000	YEARLY
Fire fighting needs			
Dry hydrants*	1	TBD	SOON
New (or rebuilt) truck**	2	TBD	3 years
Town Office:			
Plans	1	\$1,500	1 year
Acquire site	2	TBD	2 years
Construction	3	TBD	3 years

NOTES TO SCHEDULE:

TBD = To Be Determined

\* With Title IV assistance

\*\* The new fire truck will have to be financed over several years. Annual costs will depend upon vehicle specifications not yet determined, vehicle age (new or used) and financial arrangements.

As other Capital Improvement needs are identified, they should be be incorporated into future capital improvements schedules.

## **Choices ABOUT THE FUTURE . . .**

### **15. Guiding development**

This comprehensive plan is a statement of the direction the Robbinston wants to move, and recommendations on how to move in that direction.

**This plan is *not* an ordinance or law.**

Some of the plan's recommendations can be carried out by the Town, and others by private individuals or groups. Some require awareness of State laws and regulations, some involve the continued enforcement of **existing** Town ordinances, others involve considering **new** Town ordinances.

This section lists and discusses:

- A. State laws applying to Town development
- B. Existing Town ordinances
- C. Suggested amendment to Town ordinance
- D. Possible new Town ordinances
- E. Development assistance sources
  - 1. Technical assistance
  - 2. Financial assistance

#### **A. STATE LAWS**

There are a large number of State laws that apply to building and development proposals. It is important to check them out before building because correcting violations can be very costly! (The Planning Board has copies of most of these laws, or if they do not have the current version of a particular law, they know where copies may be obtained). These laws include:

- 1. Site Location of Development Law
- 2. Alteration of Rivers Streams, and Brooks
- 3. Alteration of Coastal Wetlands Law
- 4. Waterway Development and Conservation Act
- 5. Hazardous Waste, Septage & Solid Waste Management Act
- 6. Protection and Improvement of Air
- 7. Protection and Improvement of Water
- 8. Oil Discharge Prevention and Pollution Act
- 9. Marine Resources Law
- 10. Hazardous Material Control
- 11. The Conversion of Seasonal Dwellings Law
- 12. The Tree Growth Tax Law
- 13. Subdivision law
- 14. Shoreland Zoning Law
- 15. Junkyard/automobile Graveyard Law

A checklist of the kinds of projects most of these laws affect is on the following page.



## CHECKLIST OF MAINE LAWS AFFECTING LAND

THIS CHECKLIST IS NOT MEANT TO BE A SUBSTITUTE OF READING THE LAWS, BUT AS A HELP DETERMINING WHICH ONES TO READ. THE CITY OFFICE HAS COPIES OF MOST OF THEM, OR CAN OBTAIN THEM.

Read the descriptions below to see which apply to your project or location. Check marks show the laws which apply to your project.

Type and/or Location of Project

	Site Location Law	Minimum Lot Size Law	Coastal Wetlands Law	Great Ponds Law	Stream Alteration Law	Seasonal Dwellings Law	Shoreland Zoning Law	Plumbing Code Law	Subdivision Law	Tree Growth Law
Project larger than 20 acres	✓									
Structure larger than 60,000 square feet	✓									
Graded, non-vegetated area over 3 acres	✓									
Sand or gravel pit larger than 5 acres	✓									
Underground sewage on ½ acre lot or less		✓								
Shorefront lot with less than 100 feet frontage		✓								
Project that alters coastal wetlands			✓							
Permanent structure on pond larger than 10 acres				✓						
Project that alters rivers and streams					✓					
Seasonal dwelling converted to year-round use						✓		✓		
Project within 250 feet of stream, lake or ocean							✓	✓		
Subdivision with more than 3 lots									✓	
No project but a commitment to grow trees										✓
Project involving waste water disposal							✓			

SOURCE: Maine Land Use Regulation Commission's "The Land Use Handbook".

This checklist is not meant to be a substitute for reading the laws, but to help determine which ones to read. The Planning Board has copies of most of them - or knows where to get them.

## **B. EXISTING TOWN ORDINANCES**

The following ordinances that affect development in Town have been enacted by the voters of Robbinston. The Planning Board has copies available for review.

### **1. LAND USE AND DEVELOPMENT CODE**

Robbinston is one of the few towns in Washington County which has had the foresight to adopt an ordinance regulating land uses throughout the Town. Adopted in 1974, the Code was amended in 1980 based upon recommendations contained in the comprehensive planning report prepared that year, and again in 1995. The Code provides that "no person may establish, expand substantially, reestablish or rebuild a land use not in existence in the date this Code came into effect without first having obtained a land use permit granted by the Planning Board".

The overall purpose of the Robbinston Land Use and Development Code is:

**. . . to regulate and guide future land use, based on such factors as present land use , the types and quality of soils and water bodies, and the ability of the town and other public agencies to provide necessary facilities and services.**

The Code has four parts:

Part I. Zoning Ordinance, divides the Town into three land use districts, tells which land uses are allowed in each district, and establishes standards which the uses must meet (the map on a following page shows the location of the districts). The districts are:

**Protection District.** PURPOSE: To achieve the most appropriate uses in areas comprising significant natural, recreation, economic, historical, or visual resources of the town and to restrict, at this time, the use of areas which are severely limited for development by reason of soil type, slope, location with respect to public roads, inadequate water supply, or deficiencies in other resources and public services and facilities. AREAS IN DISTRICT: All land areas within 250 feet of any natural pond or lake with a water surface of 10 acres or more, artificially increased pond or lake with a water surface of 30 acres or more, (any part of) a stream or river capable of floating a watercraft, and any salt water body.

**Management District.** PURPOSE: To protect and conserve those areas suited for the large scale (commercial) production of agricultural, aquacultural, and forest products and to limit development of areas otherwise suited for varied use, in accordance with ability of town and others to provide public facilities and services. AREAS IN DISTRICT: All land inland of areas included in a Protection District but excluding land within 500 feet of the center of all public roads maintained year round.

**General District.** PURPOSE: To encourage such other residential, recreational, commercial, industrial development and land uses which are

consistent with the health, safety, and general welfare of the inhabitants of the Town and, to discourage inconsistent, unsuitable, and incompatible development and land use. AREAS IN DISTRICT: All land areas within the Town which lie within 500 feet of the center of a public road maintained year round, and which are not included in a Protection District.

Part II. Shoreland Ordinance, meets the requirements of the State mandate that wetlands, ponds, streams, and rivers be protected. It applies to lands along most bodies of water.

Part III. Subdivision Ordinance. The Maine Subdivision Law contains minimum requirements that apply in every town and must be administered by the Planning Board. This Ordinance tells how the Board will do so, and establishes standards which subdivisions in the Town must meet. (A subdivision is the dividing of a parcel of land into three or more lots).

Part IV. Administration, describes how the other sections will be administered. It defines the duties of the Planning Board and the Board of Appeals, and it creates the position of Code Enforcement Officer.

## **2. FLOOD PLAIN MANAGEMENT ORDINANCE**

Robbinston is a participant in the National Flood Insurance Program in order to make flood damage insurance available flood hazard areas (see map in following page). The intent is to reduce expenditures of all parties involved by prohibiting development or construction that would be damaged or demolished by a flood. Town officials are responsible for administration of the program. Basic requirements are:




For residential construction: A registered professional engineer or architect must certify that the lowest floor (including basement) will be elevated one foot above the base flood level set by the state.

For non-residential construction: A registered professional engineer must certify the structure will be floodproofed to one foot above the base level flood elevation. Variances can be obtained to build in flood zones, but only if the applicant agrees in writing to be fully aware of, and assume responsibility for, all risks inherent in the use of land subject to flooding, releases the town from liability, acknowledges insurance (if available at all) will carry very high premiums, and that there is a risk to life and limb.

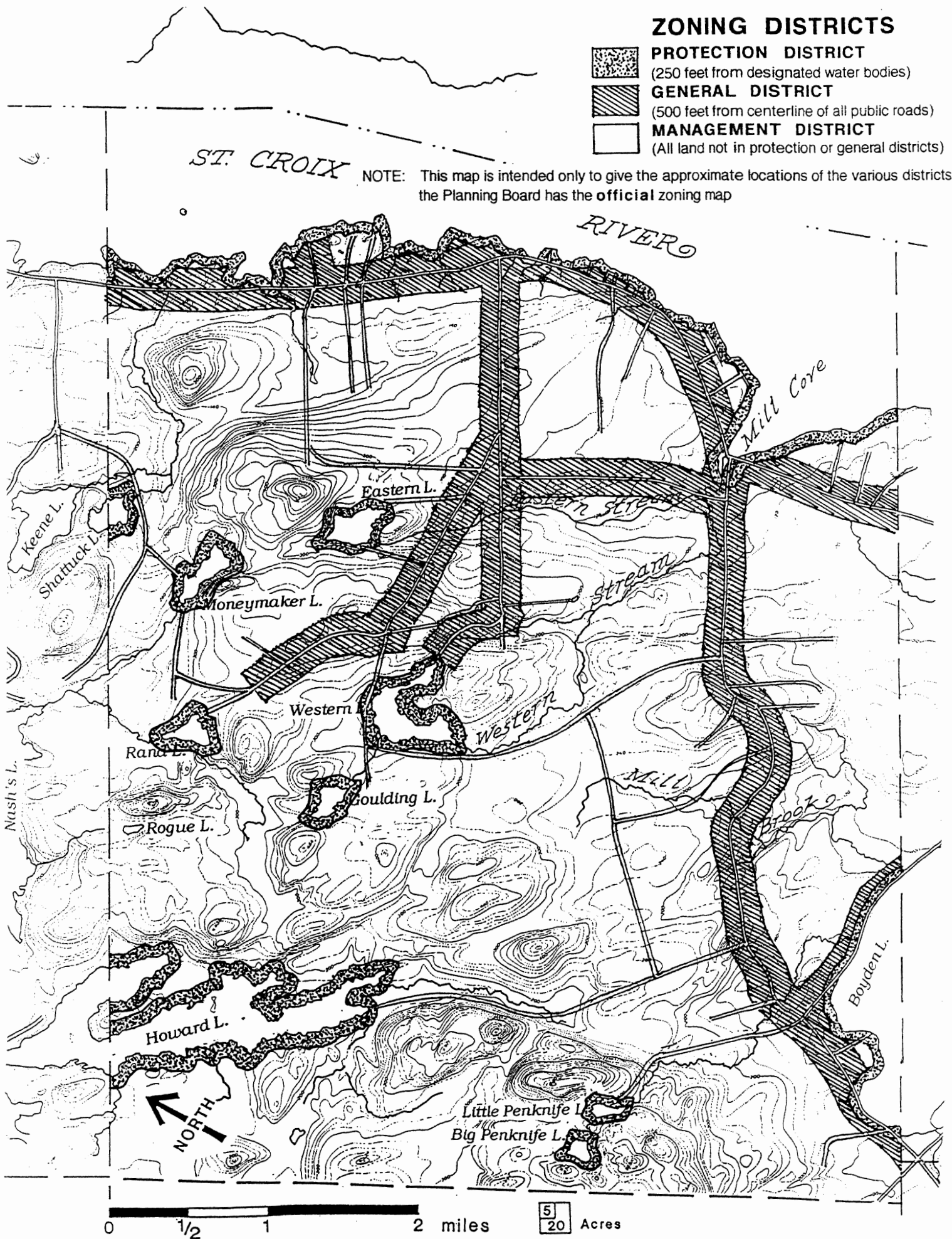
## **C. SUGGESTED TOWN ORDINANCE AMENDMENTS**

The Robbinston Land Use and Development Code falls short of meeting its stated goals. It does not do everything it says it will. Its rules should be made clearer and easier to fairly administer. It should be completely revised, based upon the recommendations of this Comprehensive Plan. Work on this should begin as soon as possible, but may take a year to complete. As an interim measure, the Code would be more effective in meeting its objectives, and the goals of this Comprehensive Plan, if it were amended to:

# ZONING DISTRICTS

-  **PROTECTION DISTRICT**  
(250 feet from designated water bodies)
-  **GENERAL DISTRICT**  
(500 feet from centerline of all public roads)
-  **MANAGEMENT DISTRICT**  
(All land not in protection or general districts)

NOTE: This map is intended only to give the approximate locations of the various districts, the Planning Board has the official zoning map



1. Add two new impact standards to Part I, ZONING ORDINANCE:
  - a. Advertising Features: The size, location, and lighting of exterior signs shall not detract from surrounding buildings and properties.
  - b. Neighborhood impact: The development shall not have an adverse impact upon the neighboring properties, especially residences. The development shall have such setbacks, screening, fencing, plantings or open space as are determined to be necessary to meet this requirement.
2. Add a new section 4a to Part 1, ZONING ORDINANCE:
  - 4a. EXEMPTIONS. The following buildings are exempt from the provisions of this Ordinance: Dog or other animal houses, playhouses, tool sheds and similar buildings not greater than one story in height and not larger than 100 square feet in floor area.
3. Change last sentence of Section 8 of Part I, ZONING ORDINANCE, to read:  
For these reasons, individual mobile homes shall be located on lots of the same size as those required for conventional homes, and mobile home parks shall provide a lot of at least 20,000 square feet for each mobile home, in conformance with State law .
5. Add a section to Part III, SUBDIVISION ORDINANCE, requiring (or encouraging) cluster development, conservation easements, and common driveways (how this might affect subdivisions plans is shown on plans on a following page).
4. Add two new definitions to Part IV, ADMINISTRATION:
  - a. "Building": Any structure having a roof supported by columns or walls.
  - b. "Structure": Anything constructed or erected with a fixed location on the ground, or attached to something having a fixed location on the ground. Among other things, structures include buildings, mobile homes, walls and fences over six feet in height, billboards, and cellular, radio, and similar towers.

#### **D. POSSIBLE NEW TOWN ORDINANCES**

NEW PART I (ZONING ORDINANCE) OF LAND USE AND DEVELOPMENT CODE  
Originally adopted in 1974, and amended several times since, the Code falls short of meeting its stated goals. It does not do everything it says it will. Its rules should be made clearer and easier to fairly administer. It should be completely revised, based upon the recommendations of this Comprehensive Plan. Work on this should begin as soon as possible, but may take a year to complete. ( As an interim measure, the Code would be more effective in meeting its objectives, and the goals of this Comprehensive Plan, if the amendments discussed in C above were adopted.)

The State Planning Office's handbook "How to Prepare Land Use Ordinances"



contains many up-to-date concepts and should be used as a guide for the new text. Land use **areas** should be designated rather than **strips** along the roads. The contains many suggestions for up-to-date ordinances and should be used as a guide for the new text. The Rural/Village areas map in the future Land Use section of this report should be used as a guide for the new map. The new code should make clear that its overall purpose is to help in achieving the goals of the Town's Comprehensive Plan by providing for two kinds of areas:

**A Village Area** where efficient and orderly land development patterns will be encouraged, and

**A Rural Area** where a primary concern will be protecting the rural nature and resources from incompatible development.

The State Planning Office has grant funds available to assist the Town in revising the Code.

#### ORDINANCE REGULATING CLEAR-CUTTING RIGHT UP TO ROADS

There are now no State Laws or Town Ordinances regulating how close to roads clear cutting can occur. The Town may want to consider adopting an ordinance providing that, except for purposes relating to the construction or maintenance of a private home, cutting within 100 feet of the center line of a public road or highway be strictly controlled, and other vegetation (including existing ground cover) shall be maintained. (State law requires ordinances that will regulate timber harvesting be developed in consultation with the department of conservation and reviewed by a professional forester prior to adoption.)

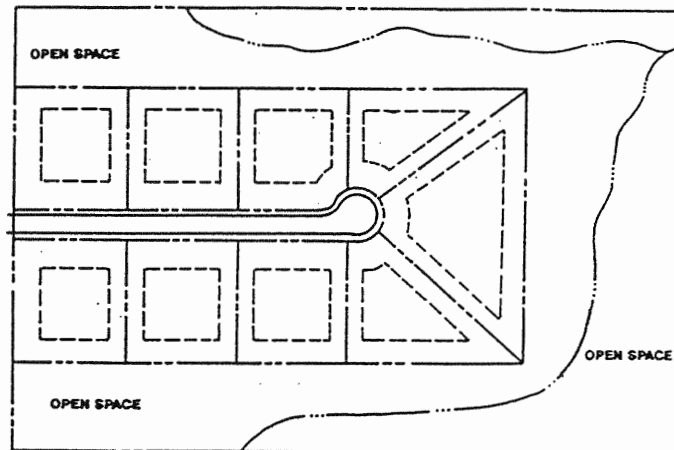
#### HISTORIC DISTRICT

To preserve and protect structures, sites, and landmarks for enjoyment by future generations. The purpose is not to stifle development, but to control it so that the community's heritage from the past is not lost, so something of the community our parents knew can be seen, understood, and appreciated by our children. Participation in a district should be voluntary.

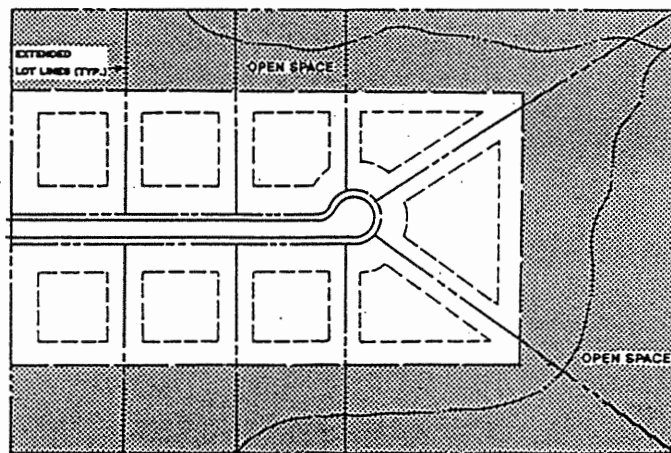
#### ROAD NAMING AND HOUSE NUMBERING

This ordinance would permit the Town to take full advantage of the 911 emergency program (a sample ordinance is in the appendix).

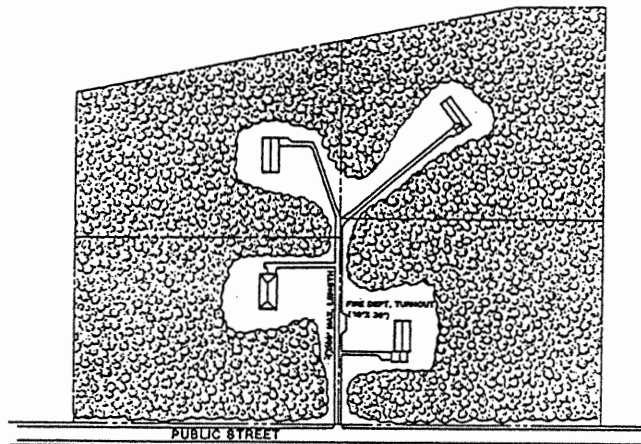
## SOME EXAMPLES OF SUBDIVISIONS THAT PRESERVE RURAL CHARACTER



CLUSTER DEVELOPMENT: Open space owned jointly by all the homeowners.



CONSERVATION EASEMENT Open space owned by individual homeowners, but legally dedicated to remain open.



COMMON DRIVEWAYS. Advantages over conventional design: Eliminates many drives onto the highway, costs less to build and maintain, and avoids cutting up the land.

SOURCE: "Preserving Rural Character" published by the American Planning Association

## **E. DEVELOPMENT ASSISTANCE SOURCES**

### **1. TECHNICAL ASSISTANCE**

The primary source of assistance at the State level is:

State Planning Office (SPO)  
Attention: Harold "Smoky" Payson, Growth Management Program  
38 State House Station  
Augusta ME 04333  
(207) 287-8061

SPO will either provide assistance directly or make a referral to an agency which can.

There are many groups and agencies with local (Washington County) offices that can provide direct assistance in preparing plans and carrying them out. Their staffs are ready, willing, and able to provide help to towns and cities.

#### **A. FEDERAL AGENCIES WITH LOCAL OFFICES**

1. Rural Economic and Community Development Agency  
(formerly the Farmers Home Administration)  
North Street, Calais, 454-360 (This office will probably be closed in 1995)  
Federal Building, Machias, 255-3601
2. Natural Resources Conservation Services  
(formerly the Soil Conservation Service)  
Federal Building, Machias, 255-3995
3. Soil Survey Office  
Federal Building, Machias, 255-3091

#### **B. STATE AGENCIES WITH LOCAL OFFICES**

1. The University of Maine at Machias  
O'Brien Avenue, Machias, 255-331
2. Washington County Technical College  
River Road, Calais, 454-2144  
Deep Cove, Eastport, 853-2518
3. University of Maine Cooperative Extension  
11 Water Street, Machias, 255-3345
4. Inland Fisheries and Wildlife  
Route 1A, Jonesboro, 434-2621
5. Division of Forest Management  
Route 1A, Jonesboro

#### **C. COUNTY AND REGIONAL AGENCIES**

1. Washington County Regional Planning Commission  
63 Main Street, Machias, 266-8686

2. Downeast Resource Conservation and Development Council  
Box 210, Cherryfield, 546-2368
3. Washington County Soil and Water Conservation District  
Federal Building, Machias, 255-3995
4. Washington -Hancock Community Agency  
Box 280, Milbridge, 546-7544
5. Quoddy Regional Land Trust  
Route 1, Whiting, 783-5509
6. Sunrise County Economic Development Council  
(Formerly the Job Opportunity Zone)  
7 Union Street, Calais, 454-2430  
49 Main Street, Machias, 255-0983
7. Eastern Maine Development Corporation  
1 Cumberland Place, Bangor, 942-6389
8. Regional Transportation Advisory Committee  
% WCRPC 63 Main St. Machias, 255-8686
9. Washington County Solid Waste District  
% Washington County Commissioners, Machias

## **2. FINANCIAL ASSISTANCE**

Even in these times of tight budgets, there are still many State and Federal grant and loan programs available to help towns meet their needs.

**A Guide to Public Financing for Maine Municipalities**, published in 1993 by the Maine Department of Economic and Community Development, lists the following financial assistance programs available to Towns (the full report describing them is available at the Town office). The Department cautions that some of the programs listed may no longer be active and new programs have been created since it was published.

### **RECREATION AND OPEN SPACE**

Municipal Grant for Snowmobile Development and Maintenance  
Land and Water Conservation Fund  
Public Boat Access Grants  
Land for Maine's Future

### **HISTORIC PRESERVATION**

Historic Preservation Grants  
Historic Preservation Tax Incentives  
Charitable Contributions for Historic Preservation

### **RECYCLING AND WATER QUALITY**

Maine Waste Management Agency Recycling Grants

Finance Authority of Maine Underground Oil Storage Facility  
Maine State Revolving Fund Loan/Grant Program  
Maine's Small Communities Grant Program  
Maine's Overboard Discharge Elimination Law  
Finance Authority of Maine Overboard Discharge replacement  
Maine's Water Pollution Control Program  
Water Quality Planning Grants  
Combined Sewer Overflow Correction Grant

#### ECONOMIC DEVELOPMENT AND HOUSING

Community Development Block Grants  
    Housing Assistance Grants  
    Public Facilities/Infrastructure Grants  
    Public Services Grants  
    Emergency Implementation grants  
    Development Fund  
    Regional Assistance Fund  
    Micro Loan Fund  
    Economic Development Infrastructure Fund  
    Phase II Planning Grants  
    General Purpose Planning Grant  
    Comprehensive Planing Grants  
    Comprehensive Plan Implementation Grants  
Economic Development Administration Public Works Grants  
Tax Increment Financing Program  
Maine Municipal Bonds  
Economic Development Administration Sudden & Severe Economic Dislocation Grant  
Rural Economic and Community Development Loans/Grants  
Institutional Conservation Program  
Small Business Administration Certified Development Corporation Loans  
Finance Authority of Maine Business Development Programs  
Housing Assistance Council Rural Housing Loan Funds  
Housing Assistance Council Rural Business Loan Funds  
Housing Assistance Council Water/Wastewater Loan Fund  
Maine Housing Enterprise Pre-development Loans/Lines of Credit  
Maine State Housing Authority Programs

#### ROADS AND TRANSPORTATION

Maine Department of Transportation Programs  
U.S. Department of Transportation Programs

#### DESIGN ARTS

National Endowment of the Arts

## **16. Monitoring and up-dating**

In the future, Robbinston will change. The Comprehensive Plan's purpose is to guide this change in order to achieve the Robbinston Goal. Progress toward the Goal can not be judged unless actions toward achieving it are **monitored**. As the Town changes, events not anticipated in the preparation of the Plan will occur that may necessitate **up-dating** it.

### **MONITORING**

Under the Maine Growth Management Act the Planning Board is responsible for monitoring the Action Steps of the Plan. This involves determining what has been done by the agency, group, or individual responsible for each step, and regular collection and assessment of information about the inventory and analysis sections of the Plan, including the amount and character of new development, the affordability of new housing, and the amount of effort and money the Town is spending on implementing the recommendations.

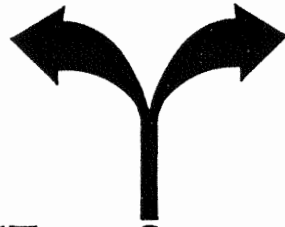
A committee of the Planning Board should be established to assemble this information and bring it to the Board which should set aside its January meeting each year to consider it. The Committee should make the Washington County Regional Planning Commission and the Maine State Planning Office aware that it is the group responsible for monitoring progress toward the goal and that relevant information should be sent to it.

### **UP-DATING**

The Plan's information base, progress towards achieving the Robbinston Goal through the Action Steps, obstacles or problems that have arisen which are preventing achievement of the Goal should be considered and new or modified policies and action steps developed as necessary. Everyone in Town must be given the opportunity to participate in this process.

The Act requires the Town to review and, if necessary, to revise its Comprehensive Plan every five years. Too much can happen in that length of time, therefore it is recommended that any changes or revisions the Board determines are needed be taken to the Town for consideration at every annual Town meeting. However, changes and amendments to the Plan should not be done "piecemeal" but only after carefully considering their affect upon the entire Comprehensive Plan.





# **Choices**

## **ABOUT THE FUTURE**

**ROBBINSTON'S COMPREHENSIVE PLAN**

# **Appendixes**

1. Comments from public meetings  
Town-wide opinion survey  
School children
2. Sample street naming & house  
numbering ordinance
3. Phosphorous control method
4. Deeds to river access sites





**Robbinston Comprehensive Planning Program:**  
**STUDENT COMMENTS - October 3, 1995**

WHAT IS BEST ABOUT ROBBINSTON - WHAT DO YOU "BRAG UP" TO YOUR OUT OF TOWN COUSINS?

It is a small town  
Everybody knows everybody else  
No uniforms are required at school  
No dress code  
Can walk to school safely  
The woods  
It is secluded, peaceful  
There is privacy  
You can play in the roads - there is very little traffic  
Friends live close by

WHAT WOULD YOU LIKE TO SEE IN ROBBINSTON THAT IS NOT HERE NOW?

1. TOWN

A Town park for picnics and things  
The Town should stay as it is  
There should be a mall  
A mall floating in the river  
A casino, an arcade, a pool hall  
Water slide park  
Movie theater  
Something to bring people to Town  
Sports stores  
Sidewalks on Route 1  
Restaurants  
Arena for Rollerblading, etc  
Improved and connected back roads

2. SCHOOL

Should be larger  
Have lockers  
Have a bigger gym  
Needs showers  
Swimming pool would be nice  
More sports equipment is needed

WHAT IS IN ROBBINSTON NOW THAT YOU WOULD LIKE TO SEE GONE?

The boredom  
Hilltop Campground and all the people and noise it brings  
Yards full of junk cars and other junk  
Vacant and hazardous houses and other buildings  
Stop cutting down all the trees

**Robbinston Comprehensive Planning Program**  
**COMMENTS LISTED ON THE "FLIP CHARTS"**  
Public discussion meeting, June 14, 1995

**ROBBINSTON'S PLUSES:**

It is on the St. Croix

There is room for a deep water landing

Lots of lakes

Parents and other adults support students

Many old Town right-of-ways that could be utilized

Not over regulated

Natural wildlife

Marvelous people

Churches

**ROBBINSTON'S MINUSES:**

Too much Litter

No dock for commercial fishermen

Route 1 may be relocated - no one knows where

Not enough recreational activities

Lack of senior housing

Fish factory is dangerous and an eye-sore

School budget is too high

In town jobs are needed

Clear cutting right up to Town roads needs to be stopped

# ROBBINSTON COMPREHENSIVE PLAN COMMITTEE

Responses to the June 1995 Town-wide opinion survey:

## **Choices ABOUT THE FUTURE SUMMARY**

### **TOWN GROWTH AND DEVELOPMENT**

In the opinion of a majority of the respondents the Town should take action to :

Preserve scenic areas and historic sites	88%
Attract some stores	75
Attract businesses and industries that will bring jobs	67
Encourage people to take better care of their property	67
Strengthen land use ordinance to prevent uncontrolled development	63

### **TOWN SERVICES**

A majority of respondents rated the following Town facilities and services as adequate

Street lighting	96%
Fire Department	92
Plowing and sanding	92
Town road maintenance and repair	88
Public access to the lakes	83
Arrangements for High Schooling	75
Arrangements for solid waste disposal	58
Elementary School	58
Town Office	58

No Town services were rated inadequate by a majority.

A majority of respondents felt

There is <b>not</b> a need for sidewalks along Route 1.	75%
The Town should <b>not</b> reestablish a Library	63
The Town should <b>not</b> consider hiring a town manager	58

# ROBBINSTON COMPREHENSIVE PLAN COMMITTEE

Responses to the June 1995 Town-wide opinion survey:

## Choices ABOUT THE FUTURE

	<u>PERCENT</u>	
	YES	NO
<b>TOWN GROWTH AND DEVELOPMENT</b>		
1. There are fewer people in Robbinston now than there were in 1900. Should the Town actively encourage growth?-----	50	46
2. There used to be several stores in Town. Should the Town work to attract some?-----	75	17
3. Most people in town have to travel out of town to work. Should the Town actively work to attract businesses and industries that will bring jobs?-----	67	33
4. Housing costs are so high it is hard to find decent affordable housing. Should the Town encourage lower cost housing for its citizens?-----	42	50
5. Uncontrolled development can harm what is here now. Should the Town strengthen its land use ordinance to prevent this?-----	63	29
6. Should the Town regulate how buildings are constructed?-----	33	63
7. Should people be encouraged to take better care of their property?-----	67	29
8. Should the Town take action to preserve scenic areas and historic sites?--	88	13
9. Is the high quality of the water in the lakes adequately protected?-----	42	50
<b>TOWN SERVICES</b>		
10. Are Town road adequately maintained and repaired?-----	88	13
11. Is plowing and sanding adequate?-----	92	4
12. Is street lighting adequate?-----	96	4
13. Is there a need for sidewalks along Route 1?-----	25	75
14. Are the Town's arrangements for solid waste disposal satisfactory?-----	58	38
15. Is the Fire Department adequate?-----	92	8
16. Is the protection provided by the Sheriff's Department adequate?-----	50	42
17. Should the Town reestablish a Library?-----	42	63
18. Is the Elementary School satisfactory?-----	58	42
19. Are the Town's arrangements for High Schooling satisfactory?-----	75	17
20. Is the Town Office adequate?-----	58	42
21. Should the Town consider hiring a town manager?-----	37	58
22. Are Town recreation facilities adequate?-----	54	42
23. Are there enough recreation programs and activities?-----	50	38
24. Is there enough public access to the lakes?-----	83	13
25. Should the Town cut services to reduce its budget?-----	33	54

NOTE: Responses don't all total 100% because some people left some blank and others answered "don't know" to some of the questions.

# ROBBINSON COMPREHENSIVE PLAN COMMITTEE

Responses to the June 1995 Town-wide opinion survey:

## Choices ABOUT THE FUTURE

	<u>NUMBER</u>	
	YES	NO
<b>TOWN GROWTH AND DEVELOPMENT</b>		
1. There are fewer people in Robbinston now than there were in 1900. Should the Town actively encourage growth?-----	12	11
2. There used to be several stores in Town. Should the Town work to attract some?-----	18	4
3. Most people in town have to travel out of town to work. Should the Town actively work to attract businesses and industries that will bring jobs?-----	16	8
4. Housing costs are so high it is hard to find decent affordable housing. Should the Town encourage lower cost housing for its citizens?-----	10	12
5. Uncontrolled development can harm what is here now. Should the Town strengthen its land use ordinance to prevent this?-----	15	7
6. Should the Town regulate how buildings are constructed?-----	8	15
7. Should people be encouraged to take better care of their property?-----	16	7
8. Should the Town take action to preserve scenic areas and historic sites?--	21	3
9. Is the high quality of the water in the lakes adequately protected?-----	10	12
<b>TOWN SERVICES</b>		
10. Are Town road adequately maintained and repaired?-----	21	3
11. Is plowing and sanding adequate?-----	22	1
12. Is street lighting adequate?-----	23	1
13. Is there a need for sidewalks along Route 1?-----	6	18
14. Are the Town's arrangements for solid waste disposal satisfactory?-----	14	9
15. Is the Fire Department adequate?-----	22	2
16. Is the protection provided by the Sheriff's Department adequate?-----	12	10
17. Should the Town reestablish a Library?-----	10	15
18. Is the Elementary School satisfactory?-----	14	10
19. Are the Town's arrangements for High Schooling satisfactory?-----	18	4
20. Is the Town Office adequate?-----	14	10
21. Should the Town consider hiring a town manager?-----	9	14
22. Are Town recreation facilities adequate?-----	13	10
23. Are there enough recreation programs and activities?-----	12	9
24. Is there enough public access to the lakes?-----	20	3
25. Should the Town cut services to reduce its budget?-----	8	13

NOTE: Responses don't all total to 24 because some people left some blank and others answered "don't know" to some of the questions.

ROBBINSON COMPREHENSIVE PLAN COMMITTEE

**COMMENTS AND IDEAS**

from the June 1995 Town-wide opinion survey:

**Choices  
ABOUT THE FUTURE**

**1. Robbinston's good points - the things I point out to out-of-Town friends are:**

Nice quiet Town to raise children  
Good road to Calais  
Beautiful coastline - St Croix River  
Many lakes  
Natural beauty  
Slow quiet life style  
Rugged landscape and people  
The quiet and peaceful atmosphere  
Access to lakes  
Its history of ship-building and the past fishing industry  
Quiet small Town - let's try to keep it that way as best we can  
Nice school and fire department  
The beautiful views  
Boat landing and park  
Peace and tranquility  
The B&B  
Redclyffe motel and dining  
People are over-all friendly - at least to your face  
Pretty along Route 1  
Clean waters and the clean fresh air - all attributed to lack of growth in this area  
Passamaquoddy Bay with Canada right across from us  
Two churches on Route 1 that have been restored  
Historical houses and other old homes  
Lack of crime  
Wildlife  
Milestone markers  
Fire department and school  
All the out-of-staters building homes and adding to the tax base

**2. The things I would most like to change about Robbinston are:**

More businesses

Bigger tax base

Solve the employment problem

Activities for senior citizens

Elderly housing for our older people so they don't have to leave Town

Better roads

A map of property of the Town showing lot lines - there was one prior to the fire

A store in reach of most residents

More productive farms - cattle, vegetables, also fruits of many kinds

Positive growth in Robbinston

A better tax base to allow for the needed changes in our school

More recreation activities for children

A hopeful attitude instilled in everyone beginning with young people in the schools

- it might spread to older folks

More activities for our children so they don't want to run the streets of Calais

Stop so much change

Challenge is to preserve what we have - not change it!

Legal aspects in the operation of the schools and community need to be followed

More concern with the Town's people rather than property and power

A Town that will have a real problem holding onto its real roots

The few jobs the Town itself has should go to taxpayers if possible

Stop outsiders from moving into Town - the more people the more problems

Encourage growth to have a better tax base

A law passes to forbid clear cutting timber lands

Making a budget that everyone can live with - at present the Town of Robbinston is a  
much as 30% to 40% over the costs of other Towns in Maine

On our school budget, someone has to bite the bullet and do the job, and if that means  
laying teachers off, do it!

The other end of Route 1 reconstructed, going out around the Town - leaving the  
existing Route 1 to be a shore road

Get rid of old post house, junk yard/garage

A moratorium on wood cutting



**3. When I think about Robbinston of the future, I see:**

Hopefully it is much the same as it is now

Growth and opportunity

Expansion, improvement, and an awakening awareness if we are to leave the 20th century and go into the 21st

Higher taxes due to new buildings and increase of facilities to the influx of new residents who expect this.

I am afraid the Town will be lost to those of us who have spent our lives here and those who are raising families because people will move in who don't appreciate our small quiet community

It is ideally suited for tourist attractions

Town is growing with out-of-staters wanting to take over

A bankrupt Town if they don't stop spending money they can't afford

A Town that respects its past and its natural beauty - that keeps its shore clean and accessible to the public and conserves its forest land

Growth at the present rate which is not too fast and doesn't interrupt the country way of life

Need work in our Town

Control the tax rate from rising to extreme amounts

Going to hell fast

If we continue as we are now I can see the loss of our school and a loss of our youth as well as the loss of the "Town" to State and County government

A very tight budget for the Town for the next five years (this is how long it will take until the economy gets better and people will not have to worry about losing their jobs via layoffs due to downsizing and companies going out of business). This way we will be able to control the burden on the taxpayers

A complete change of personnel in the school board and other elected officials

A daily bus run into Calais and back for those of us who are disabled or seniors

Sidewalks along Route 1

We desperately need a Town Manager

A marina

A casino floating on the River, docked at the site of the old factory

**4. What I would like to see done with the factory is:**

What factory?

I see no future of anything there

I would like to see something done here to create jobs for the community, designed with the area in mind so as not to take away from its surroundings

Tear it down - build a three tier hotel or motel complex and with a deep water wharf

Remove it and develop that spot for the recreation of residents and tourists - perhaps a dock for ferries to St Andrews and a sight seeing boat to St Croix Island

Since when does the Town have a say over something they don't own?

The factory does not belong to me nor the town as I understand it, we should not dictate how others use their land and property unless it is detrimental to others or the environment

Make a park where it is

Repair the structure so we can collect taxes

Don't care

Work with the owner to place a commercial fishing pier and a marina and possibly a motel/hotel type business with boat tours and restaurant to serve boaters

Make it a museum or a Federal park and go after a Federal grant to do it

It looks like a disaster waiting to happen

## **5. Other comments about the future of the Town:**

Without a map how can anyone know where the lots are - not everyone has been here long enough to remember the map that was. After a 120 acre lot has been cut four times then each section has been cut up again several times its like Humpty Dumpty after the fall. With a map you have the past, present and an insight into the future. This should be the first priority of the planning board.

We need an educational system but we need other things too to take us into the 21st century.

There should be some control over subdividing older farms they need to think of the future of the farmland as a food resource, so much farm land has already been turned to residential land

The great amount of timber that has been cut in the past couple of years has depleted or exhausted our lumbering land

Across from the (new) hotel and up the hill behind Quimby's build a large golf course and tennis courts on the land of Richard Moholland

Let the people who were born and raised here speak up and protect our Town from outsiders making all the decisions

Your school is financially breaking the Town - consolidate or send students (all) to Calais

There should be strong zoning against trailer parks

We should concentrate on making Robbinston a beautiful residential community in an exceptional natural setting

People in Robbinston are too apathetic - more involvement by Robbinston as a community rather than the same "powers that be"

Don't take the right of individuals away

The school budget should be trimmed down a scale or two

If we do not start to turn to controlled growth and light industrial growth our present tax structure will not provide the necessary funds to run our Town as a town

I am unsure if I can pay the taxes on the house this year, after 30 years.

If you review the annual reports for the last five years you will see a steady increase in unpaid taxes each year - is this telling you something?

We need a set of by laws that allow no open incinerators and no junk vehicles or other junky spots - they should be enforced to clean it up

Need a new school and more Town spirit

Support in Town for need worthwhile projects

# SAMPLE ORDINANCE

## STREET NAMING AND HOUSE NUMBERING ORDINANCE

SECTION 1. PURPOSE: The purpose of this ordinance is to ensure easy and rapid location of properties for the delivery of public safety and emergency services, and postal and other delivery services.

SECTION 2. AUTHORITY: This ordinance is adopted pursuant to the municipal Home Rule Powers as provide in Article VIII, Part 2, Section 1 of the Constitution of the State of Maine and Title 30-A M.R.S.A. Section 3100.

SECTION 3. ADMINISTRATION: This ordinance shall be administered by the Selectmen who shall assign names to all roads and numbers to all properties, and shall be responsible for maintaining: A Town map showing road names and property numbers, a list of all properties showing their number, and a list of all roads with property owners listed in order of their property number.

SECTION 4. NAMING SYSTEM: All roads, public or private, that serve two or more addresses shall be named. Assignment of a name shall in no way constitute or imply acceptance of the road as a public way. No two roads shall be given the same or similar sounding names. Each road shall have the same name for its entire length.

SECTION 5. NUMBERING SYSTEM: Numbers shall be assigned every 50 feet along both sides of every road. Even numbers shall be on one side, odd on the other. The place of beginning for numbering shall be the designated center of Town. The number assigned to each structure shall be that closest its front door or driveway. Structures with more than one use or occupancy shall have a separate number for each.

SECTION 6. COMPLIANCE: All owners of structures shall, by the effective date of this ordinance, display and maintain in a conspicuous place the assigned number in the following manner:

- a. Where the structure is within 50 feet of the edge of the road right-of-way, the number shall be placed on the structure.
- b. Where the structure is over 50 feet from the edge of the road right-of-way, the number shall be placed on a post, fence, wall, mail box, etc. near the road, adjacent to the driveway.
- c. Numbers shall be located so as to be visible from the road.
- d. Numbers shall be of such size and color so as to be readable from the road.
- e. Any different numbers which might be mistaken for, or confused with, the assigned number shall be removed.

SECTION 7. NEW DEVELOPMENTS AND SUBDIVISIONS: Whenever any structure is constructed or developed, it shall be the duty of the owner, to procure an assigned number. Any prospective subdivider shall show proposed road names and lot numbers on the preapplication submission to the Planning Board. Road names and lot numbers approved by the Board shall be the official assigned names and numbers and shall be shown on the final plan.

SECTION 8. EFFECTIVE DATE, NOTIFICATION, COMPLIANCE: This ordinance shall become effective upon adoption by the voters at a regular or special Town Meeting. The Town Clerk shall notify each owner and the Post Office of the new addresses within thirty days of their assignment. It shall be the duty of each owner to comply with this ordinance within 30 days of receipt of such notification.

SOURCE: Prepared from a sample provided by the State of Maine 9-1-1 Enhanced Council

## PHOSPHORUS CONTROL

The phosphorus control method uses a phosphorus loading model to determine an allowable increase in phosphorus export from the watershed. The method arrives at this figure by coordinating the lake's sensitivity to phosphorus (DEP supplied) with information on the current water quality (DEP supplied) and the level of protection the town selects for the lake. The latter factor is a policy decision to be made by the town or towns in the watershed based on the importance and use of the lake.

Once the allowable increase in phosphorus export from the watershed has been determined, it can be allocated on a per acre basis to the future area likely to be developed in the lake's watershed as projected from past development trends and present development pressures. Using a planning example from Chapter 5, of the 900 developable acres of the Jewel Lake watershed in Roseburg, 200 acres are likely to be developed over the next 50 years based on current development trends and regional considerations. With a phosphorus coefficient of 6.50 pounds, good lake water quality and a medium level of protection selected, .048 pounds of phosphorus can be allocated to each acre of future development.

The phosphorus control method is based on the lake maintaining its current water quality forever. However, the total acreage to be developed cannot be practically handled in this infinite scenario. Therefore, 50 years has been selected as the planning period: a balance between a long time span needed to gauge phosphorus load impact on water quality and a short period traditionally used for comprehensive planning. It is recommended that the development projections be updated every five years as the comprehensive plan is reviewed. In this way, new growth pressures can be assessed and the per acre phosphorus allocation adjusted.

Specifically, the phosphorus control method can be viewed as a five step process. The technical steps of the phosphorus loading model tie in with the policy and planning steps of the comprehensive planning process. The steps are outlined below.

1. Obtain the Phosphorus Coefficient (F) from DEP. This number indicates the amount (in pounds) of phosphorus that would cause a 1.0 ppb (part per billion) increase in phosphorus concentration if contributed to the lake each year.
- 2.a. Obtain the Lake Water Quality Category from DEP. The DEP assigns these categories to the state's lakes based upon monitoring data, or, where data is unavailable or insufficient, a conservative moderate/sensitive category is assigned.

- 2.b. Select a Lake Protection Level. This is based on the existing uses and importance of each lake. It is a local or regional policy decision based on the level of risk that is felt to be acceptable in light of local or regional considerations. This policy decision should be addressed in the comprehensive plan.
- 2.c. Determine the Acceptable Increase in Lake Phosphorus Concentration (C). This value (in ppb) is found by referring to a table supplied by DEP that relates Lake Water Quality to Lake Protection Level.
3. Calculate Allowable Increase in Phosphorus Export from the Lake Watershed (FC) in pounds/ppb by multiplying the Phosphorus Coefficient by the Acceptable Increase in Lake Phosphorus Concentration.
4. Estimate Future Area to be Developed (D). This is an estimate of the acreage within the watershed that will be developed in the next 50 years. Based on historical trends and growth pressures, this is a process that should be carried out as part of comprehensive planning. A simplified method has also been devised for towns that are not in the comprehensive planning process now.
5. Determine the Per Acre Phosphorus Allocation (P). This value (in ppb/acre) is the maximum allowable amount of phosphorus exported from each acre of land in future development projects. It is calculated using the Allowable Increase in Phosphorus Export from the Lake Watershed and the Future Area to be Developed ( $P=FC/D$ ).

This phosphorus control method then can be applied to individual development reviews. Multiply the Per Acre Phosphorus Allocation (P) by the total developable acreage in a proposed development to determine how much phosphorus may be transported off the site on an annual basis.

## DEED REFERENCES TO SOME OF THE PUBLIC WAYS IN THE TOWN OF ROBBINSTON

Public access to the shore can be important for recreation and commercial purposes, but over the years, the exact location of public ways can become obscure, leading to controversy. In 1982 the Selectmen employed John M. Webster, a Registered Land Surveyor, to investigate the records at the Washington County Registry of Deeds to identify Town ways leading to the St. Croix. The following is based upon his handwritten report: His map is on a following page.

REGISTRY BOOK/PAGE	YEAR	OWNER AND DESCRIPTION
<b>Road bounded northerly by the Town Hall lot</b>		
200/561	1892	Town - Bounded on the N. side of the 20' road leading to the shore
139/40	1875	Johnson - N. side of lane leading by the Torrey house
346/25	1920	Stanhope - Road to the Holmes Sardine Factory
394/165	1932	Holmes - N. by R/W of road leading from County road to L/W mark
410/429	1936	Rose - N. by R/W of road leading from County road to L/W mark
419/218	1937	Rose - N. by public road
476/39,	1947	Unobskey - Established R/W 20' wide

### **Canning Company road**

The following each refer to this as "the Town road"

249/81	1902	Gow
244/41	1902	Cleland
244/511	1902	Hitchcock
256/395	1904	Haywood
259/93	1904	Seacoast Canning
259/108	1904	Jolotta
401/325	1948	Seeley
518/154	1964	Bishop
796/81	1972	Bishop

### **Nebraska Street**

53/474	1844	Vose to O'Brien - 12' wide from County road to shore for the purpose of a road.
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Also referred to in:

183/55	1888	Hunt
268/413	1906	Woods
308/321	1913	Holmes
334/72,73	1917	Newman

**Right of way beside Red Men's Hall**

Referred two three times, each as private, not public, way:

263/360	1905	Order of Red Men
371/11	1925	Goodwin
608/492	1965	Moholland

**Frontier Steamboat Road**

This road lies within the bounds of a parcel of land conveyed by Katherine Dow to the Robbinston, St. Croix Wharf Co.

159/523	1882
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Subsequently conveyed to Port Clyde Foods

1078/123	-
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None of the deeds of bounding land refers to it as a public way:

200/383	1892	-
238/299	1900	-
759/181	-	-

**Mill Cove**

The Washington County Atlas of 1881 shows a road or R/W across the property of W.S. Vose from the County road. Howard F. Cleland in 1925 recorded a subdivision of the shore of Mill Cove, recorded in Plan Book 3, page 25. He conveyed to the lot owners the right of a R/W across the Cleland property to the County road. Some of the buyers of lots in the subdivision:

405/30	1933	Topolosky (2 lots)
371/516	1925	J. Dyer
387/533	1925	G. Dyer
366/415	1925	Boyd (2 lots)



