

Town of Jonesport, Maine

Comprehensive Plan



Updated 2022 & 2023

Jonesport adopted its most recent Comprehensive Plan in 2009 and began an update in late 2021. This update incorporates the most recent census data, improved digital mapping and information, and updated community facts, figures, and trends. The elected leadership and citizens of Jonesport determined planning for our desired future is important enough to raise local funds for this Plan. Additional support for Jonesport came from Maine Department of Transportation, University of Maine GIS Lab, and Sunrise County Economic Council.

The comprehensive plan is designed to guide the future actions of a community. This includes guidance on how to make decisions on public and private land development proposals, the expenditure of public funds, availability of tax policy (tax incentives), cooperative efforts and issues of pressing concern, such as farmland preservation or the rehabilitation of older neighborhoods areas. Most plans are written to provide direction for future activities over a 10- to 20-year period after plan adoption. However, plans should be reviewed every five years. If significant changes have occurred or projections are way off course, the plan may need some degree of updating.

A community comprehensive plan serves numerous functions.

The Plan:

- Provides a common framework for public bodies to address land use issues over time.
- Creates balance among the competing demands on land by creating development patterns that are orderly and rational, provide the greatest benefits for individuals and the community as a whole and avoid nuisance conflicts between land uses.
- Protects public investments by outlining well-planned, orderly, and phased development patterns that provide critical public services at a lower cost.
- Allows communities to plan development in a way that protects valued resources.
- Provides guidance for shaping the appearance of the community through policies that foster a distinctive sense of place.
- Provides a factual and objective basis to support zoning decisions and can be used by communities to defend their decisions if challenged in court.
- Provides citizens an opportunity to brainstorm, debate, discuss, and plan for the future of their community.

Please note that the Comprehensive Plan serves as a guide for future growth of the community and is based on current input from community members. The Comprehensive Plan is not a Land Use Ordinance, but it does provide the basis to guide any future Land Use Ordinances or updates to the existing Ordinances. The Comprehensive Plan should be reviewed every 5 years and updated if there are any major changes in the community's makeup or character.

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COMPREHENSIVE PLAN SUBMITTAL FORM

**Municipal Planning Assistance Program
Department of Agriculture, Conservation & Forestry**

I. Municipality: Jonesport, Maine
Contact Person: HARRY FISH, JR.
Title: Chairman of Select Board
Address: Town Office, 70 Snare Creek Lane, 04649

Phone: (207) 598-7473
Email: selectmen@townofjonesport.com

Place where comprehensive plan will be available for public inspection:

Address: Town Office, 70 Snare Creek Lane, **Website** www.townofjonesport.com

Hours: 8-1 Monday, 8-5 Tuesday-Thursday
Other Location: Library, 162 Main St, Tuesday-Thursday 10-4, Saturday 10-2

II. Certification

I (we) certify that this comprehensive plan was prepared with the intent of complying with the Growth Management Act (30-A M.R.S.A. § 4312 - 4350.), that it includes all of the applicable required elements of the Maine Comprehensive Plan Review Criteria Rule (07-105 CMR 208), and that it is true and accurate.

A paper or electronic copy of the plan has been sent to the following regional planning organization for review and comment:

Required Signatures:


Chief Elected Official

Harry Fish, Jr.
Printed/Typed Name

Date: 04-26-2023


Chairperson, Comprehensive Planning Committee

John R Church
Printed/Typed Name

Date: 05/02/2023



STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
BUREAU OF RESOURCE INFORMATION & LAND USE PLANNING

93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

JANET T. MILLS
GOVERNOR

AMANDA E. BEAL
COMMISSIONER

September 8, 2023

Harry Fish, JR, Selectboard
Town of Jonesport
70 Snare Creek Lane
Jonesport, ME 04649

Dear Harry,

The Department of Agriculture, Conservation & Forestry thanks the Town of Jonesport for submitting its Comprehensive Plan for review for consistency with the Growth Management Act in accordance with our Comprehensive Plan Review Criteria Rule (the Rule).

As soon as the town's plan was accepted for review, we invited other state agencies, neighboring municipalities, and your regional planning organization to review it and submit written comments. By the end of the comment period, we received written comments from the Beginning with Habitat program (Natural Areas Program & IFW), Maine Department of Transportation, Maine Drinking Water Program, Maine Department of Environmental Protection, and the Maine Department of Marine Resources. Those written comments are attached to this letter. The comments contain suggestions for improving and strengthening the plan. We urge the Comprehensive Planning Committee to consider how the plan might be revised to incorporate suggestions found in the comments.

We are now happy to report that we find the ***Jonesport 2023 Comprehensive Plan*** to be **complete and consistent**. This means that we have found all sections of the plan, including the future land use section, to be consistent with the Growth Management Act. This review includes the addition of a Housing Chapter submitted via email from Crystal Hitchings on 9/7/2023. Our finding of consistency is not conditional; however, we urge the Committee to consider amending the plan to incorporate:

- Transportation pages G 17-18: there are two sets of policies and strategies. Recommend margining the first set of policies and strategies into the existing second set (table).
- Fiscal Capacity and Capital Improvement page I 9: The single strategy should assign a responsible party and timeframe.

Per Chapter 208 the town may incorporate all above comments without resubmitting the Plan to the state.

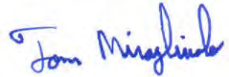
MUNICIPAL PLANNING ASSISTANCE PROGRAM
22 STATE HOUSE STATION
18 ELKINS LANE, HARLOW BUILDING
AUGUSTA, ME 04333



PHONE: (207) 287-3860
WWW.MAINE.GOV/DACF/MUNICIPALPLANNING

We appreciate the efforts of community members, officials, and municipal staff who contributed to this plan. All involved clearly dedicated a lot of time and discussion to draft this very complete plan. Thanks to the skill and hard work of all involved, this plan will provide important guidance to the community's decision-makers for years to come. Please don't hesitate to contact me at 287-3860 or tom.miragliuolo@maine.gov if you have any questions.

Sincere Best Wishes,

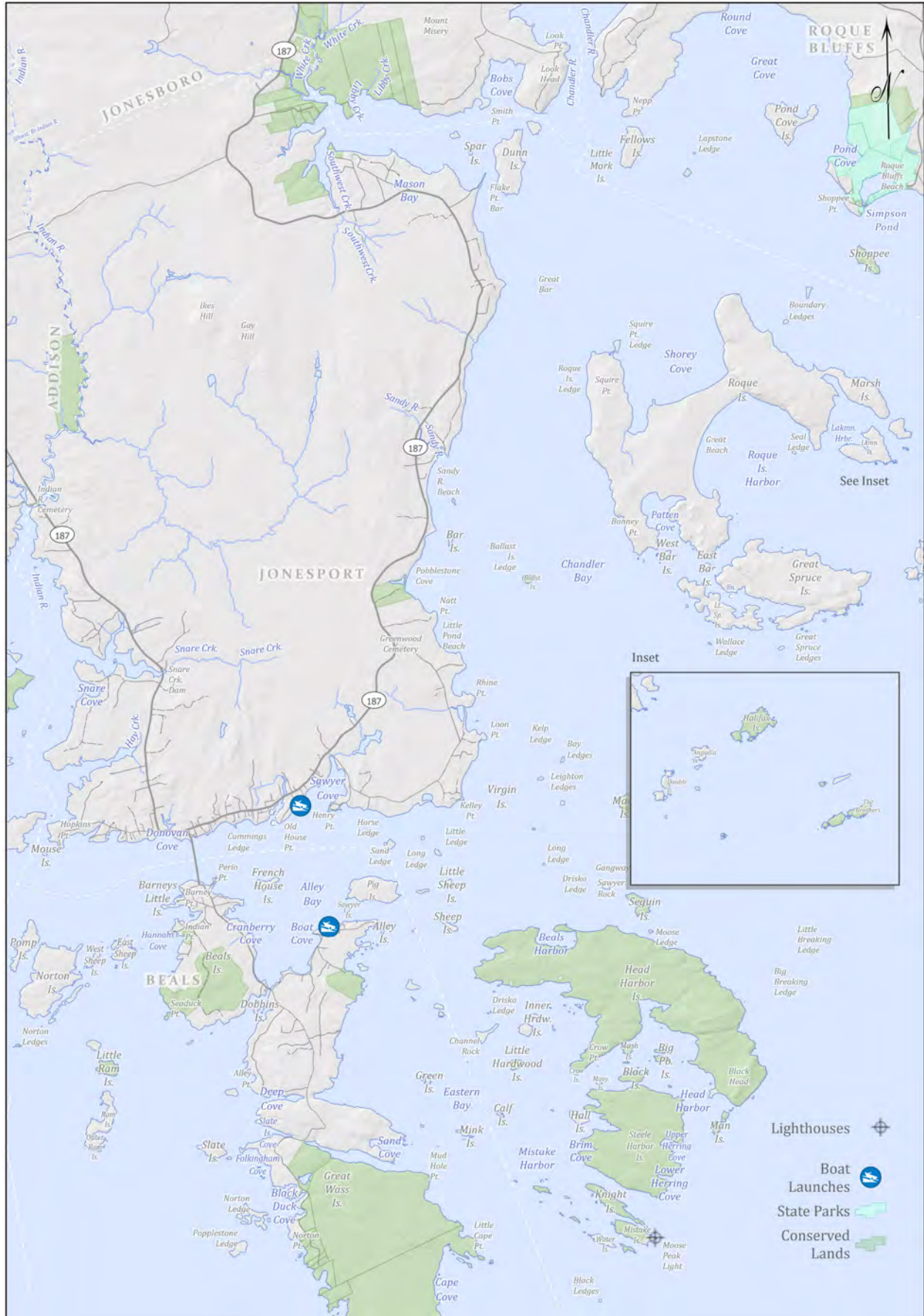
A handwritten signature in blue ink that reads "Tom Miragliuolo". The signature is written in a cursive style with a small flourish at the beginning.

Tom Miragliuolo, Senior Planner
Municipal Planning Assistance Program

Attachments:

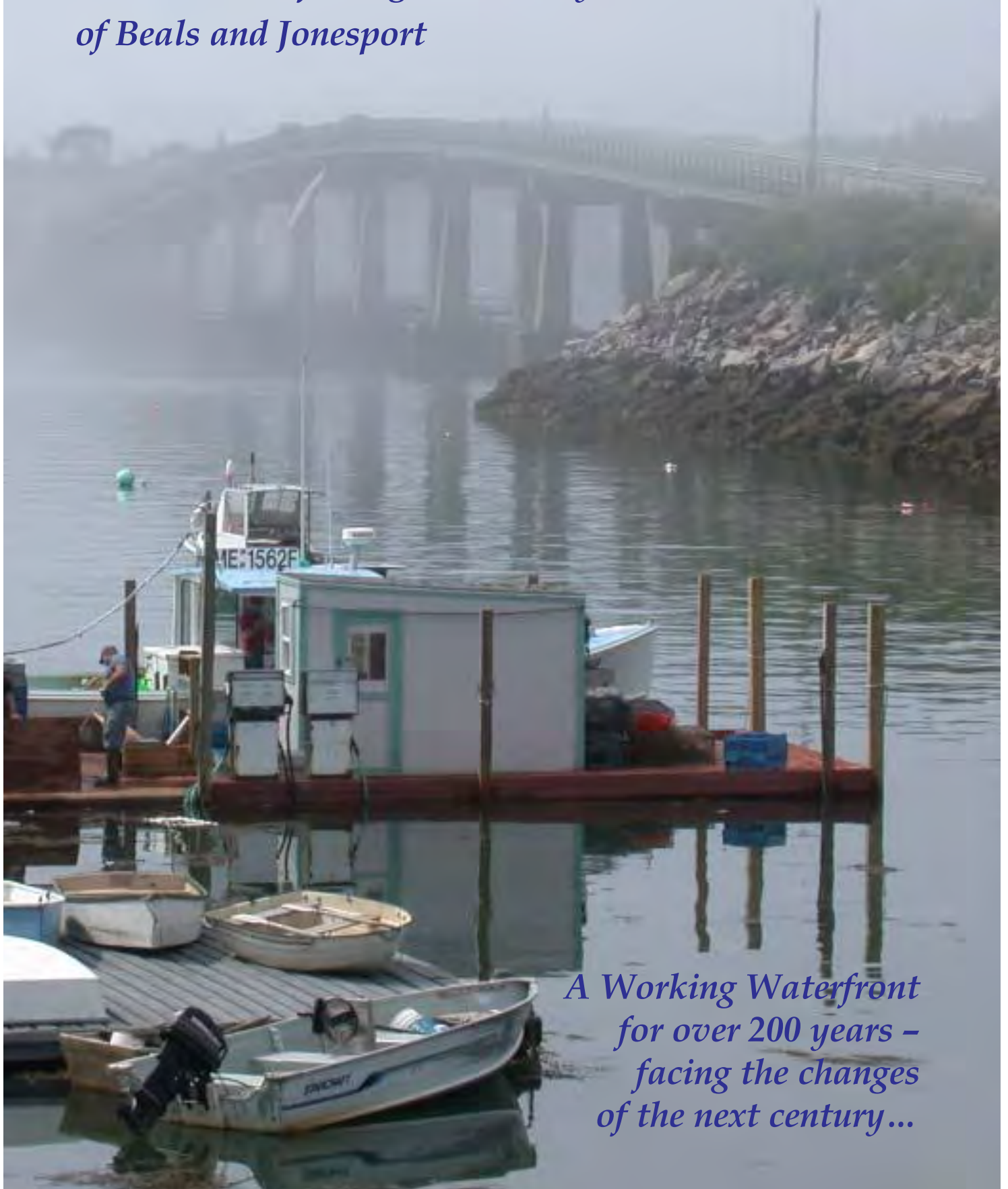
- Public comments

cc: Crystal Hitchings, Sunrise County Economic Council



Moosabec:

*the Downeast fishing community
of Beals and Jonesport*



*A Working Waterfront
for over 200 years –
facing the changes
of the next century...*

This is not a promotional brochure.

Skyrocketing real estate prices tell us what we already know: this idyllic part of the coast has been found and change is upon us.

While we have limited ability to influence some changes – federal fishing regulations, escalating property taxes, state tax laws or the pressure of a retiring population drawn to our scenic corner of the world – recent community surveys reveal that the authentic Moosabec fishing community is something valued by long time residents and newcomers alike. Many agree that “preserving the area’s beauty and traditional way of life is top priority.”

As change envelops us, we wish to preserve the things we cherish about our community and need for our livelihoods: access to our shores and a viable working waterfront. This brochure seeks to develop constructive relationships to work out our differences in a direct and respectful way.



What is an authentic fishing village?

The tourism and real estate brochures tell one story: the sight of sparkling water and the imagined taste of fresh lobster on the plate.



Judy East



What does it really mean to live year round in a working fishing community?

A true appreciation calls not just on sight and taste but on all five senses...



Sounds

Like songbirds, diesel engines all have their own unique sounds. Can you tell the difference between the high whine of a Detroit or the low rumble of a Caterpillar? Both are used on fishing boats. The International engine of the local school bus will rumble through the neighborhood at about 7 a.m. But your local fishermen will be headed for breakfast in a cold pickup and a cloud of blue smoke, with a *hoa hoa chicka chicka chong rumble clatter* at 4 a.m. And that might start the neighbor's dog barking...and then your dog to respond...

After the rest of us get up, there are the gulls that pull apart your compost pile, steal chicken off the outdoor grill, and generally shriek their disapproval while depositing their "business" on your deck furniture.

What do you like and what would you preserve about this place?



Natalie Springuel

I would preserve ... *"The heritage and rustic beauty of a functional seaport and active (even at 4 a.m.) fishing village."*

Sights

A working waterfront has people in it. The tools of their trade are evident everywhere you look. It is not a place of manicured lawns and carefully landscaped gardens. While many take pride in their homes, there is still a lot of stuff around: traps, drags, boats, engines, blocks, winches, and assorted fishing equipment. Also, in front of costly shorefront property, the clam and worm diggers will be working the flats when the tide is out. Beyond this buzz of activity will be the island-studded coast and a fleet of boats working the water.



Nancy Beal

I like that *"It's an authentic fishing village for people whose living comes from the sea."*

Smells

In addition to the salty summer breezes and the aroma of spruce and fir, there are other odors at the more pungent end of the spectrum. While it may wrinkle your nose, to fishermen the smell of bait is the smell of money. Fish waste, clam shells and salmon pens contribute to the bouquet. And the fumes of diesel exhaust provide a constant reminder that this community is at work getting a product to market and food onto the table.

Touch

At times the night sky is so thick with stars you think you can reach out and touch them. At other times, the air is so thick with fog you can cut it with a knife. This "Downeast air conditioning" arrives pretty regularly in the afternoon or early evening. Sometimes it lasts all day - or all week. Like the typical car commercial, the travel photos are all shot from newly paved roads. After a few wheel alignments, cracked windshields from driving over gravel roads, and ever-higher tax bills to pay for road repairs, you will be well acquainted with the tough decisions of a rural balance sheet: pavement or gravel? full-time or part-time police protection? garbage pick-up or pay-as-you-throw?

Tastes

The tang of the salt air reaches your lips while you comb the beach for shells, but if you do not conserve fresh water, salt water will be pouring from your tap as well. Beals especially, but coastal Jonesport as well, has a very shallow aquifer of freshwater from which we all drink. It will sustain a community's necessities but it will not sustain suburban lawns, daily car washes or other luxury practices. Learn to conserve water (www.waterconserve.info/) and enjoy fresh water into the future.



I like that ... "the economy revolves around fishing."

And that sixth sense -

Intuition...Character...Relationships.

The roads of a small community get us from Point A to Point B, but the rules of the road are different. Parking signs are often ignored. Cars and trucks are often stopped (yes, in the middle of the road) for a quick chat, to discuss the catch, to plan the next morning's departure, and then to move along home. Very large boats may be in transit down the middle of the road. Don't blow your horn. Just slow down, weave around the community obstacle course and give your neighbors a wave.

How do you see this community in the future?



Nancy Beal

I hope that ...“it stays the working village - and not become ‘another’ coastal village for the ‘rich’.”



Nancy Beal

Private property rights are important, but getting along with the community in which you live is just as critical. The private landowner can always exert final authority and POST, but think about the neighborly alternatives first.

I want to preserve ...“the freedom to get to the shoreline and be able to walk it.”



Sarah Gladu

In towns where families have lived for generations, people looked out for one another. If a boat broke from its mooring, the first reaction was to help secure it and find its owner. Too often now, however, community care has been replaced by liability insurance. Those who might have helped in the past are reluctant to get involved because they might get “blamed” and, increasingly, are posting their wharves.

This kind of tear in the fabric of a community often comes with change. It is associated with lack of trust on both sides.

Building trust takes time and energy, the energy of reaching out and communicating. Newcomers are welcomed to the community, but cautiously. Those who live and work here want to protect what is special about it and what sustains them. Those who have joined the community most successfully are those who learn about it, appreciate it, and participate in it. In the face of change, liability, and litigation we still need informal relationships to perpetuate sharing of community resources and to build bridges and understanding among ourselves.



How do you see this community in the future?

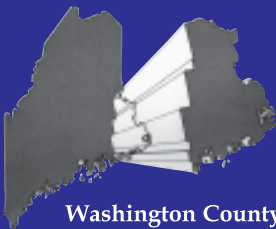
I see ... “A thriving marine-based economy consisting of fishing, fishing-support businesses, aquaculture, and a small tourist population.”

All quotes in this brochure are taken from the community surveys in the Comprehensive Plans of Beals (2002) and Jonesport (2003).

Written by:
Judy East, Washington County Council of Governments, and the Beals-Jonesport Working Waterfront Brochure Committee

Design and layout by:
Cheryl Daigle, Maine Sea Grant

Photos by Cheryl Daigle except where otherwise indicated.



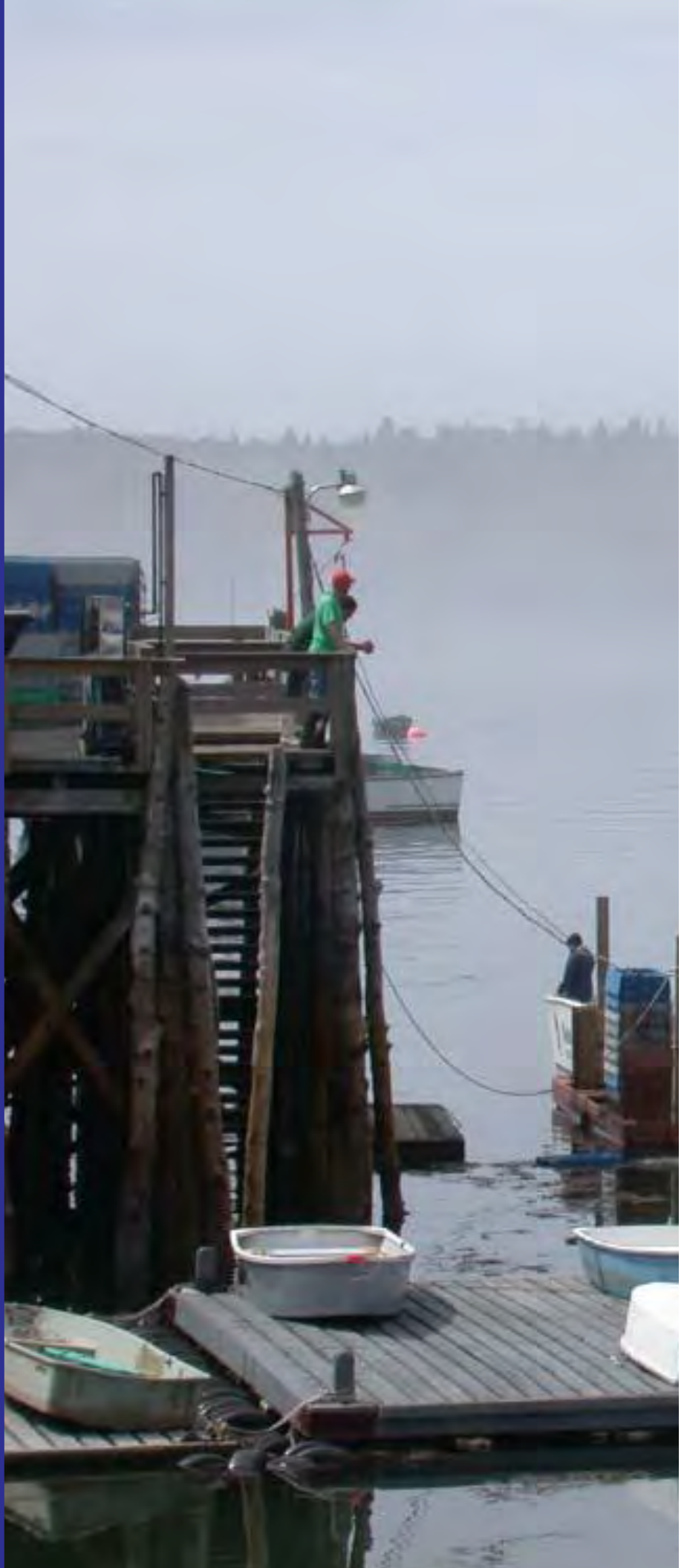
Washington County
Council of Governments



A member of The University of Maine System

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A. COMMUNITY VISION AND EXECUTIVE SUMMARY

Comprehensive planning demonstrates the importance of land use guidance for Jonesport. Preserving and protecting the character of Jonesport as a fishing community is vital to the continued stabilization and potential growth of the economy. Consistent with the provisions of the Growth Management Act, Jonesport's Comprehensive Planning Committee has attempted to not only recognize the value of land use standards, conservation, recreation, and marine resources, but to preserve and protect the character and integrity of the town as an amazing place to live, work, and play.

The Town of Jonesport adopted its most recent Comprehensive Plan in 2009. This current Comprehensive Plan update, begun in late 2021, incorporates the most recent census data, improved digital mapping and information, and updated community facts, figures, and trends. The leadership and citizens of Jonesport determined future planning important enough to raise local funds for this Plan. Additional support for Jonesport came from Maine Department of Transportation and University of Maine GIS Lab.

PUBLIC PARTICIPATION

Jonesport's Comprehensive Plan Committee is led by residents representing all sectors of the community – including business owners, retirees, youth, those engaged in commercial fishing and real estate, and a liaison to the Select Board. Comprehensive Plan meetings were always open to the public. Community members were welcomed at all meetings and were consulted both individually and as a group throughout the updating process. Public input was formally solicited through three means:

- A community-wide survey regarding housing, broadband, public services, and infrastructure was conducted in 2021. Every resident and property owner were mailed a flyer announcing the survey. A weblink was provided, and printed copies were made available to those without internet access and for those who chose to utilize a paper version of the survey. Jonesport provided an opportunity to register for three \$50.00 gift cards to participants which were drawn at random after the close of the survey.
- Healthy Acadia conducted a youth visioning session in May 2022. Jonesport students in grades 9 – 12 were included in the visioning session with permission of the Jonesport schools. The results of the youth visioning session were provided to the Comprehensive Plan Committee and Select Board and are included in Appendix B - Youth Vision. These words were entered into a Google Word Cloud Generator (https://workspace.google.com/marketplace/app/word_cloud_generator/360115564222) that visually represents the younger residents' vision of the personality of Jonesport.

YOUTH VOICES: WHAT MAKES JONESPORT SO SPECIAL?

Courtesy of Healthy Acadia, May 2022.

- The Comprehensive Plan Committee hosted a visioning session attended by 14 residents. The meeting was advertised by posters on public bulletin boards, in the town office, on the town website, and in the local newspaper. The results of the youth visioning session were presented to the attendees. Breakfast and lunch were provided to attendees, courtesy of the town. No youth were present, although they were invited to participate.

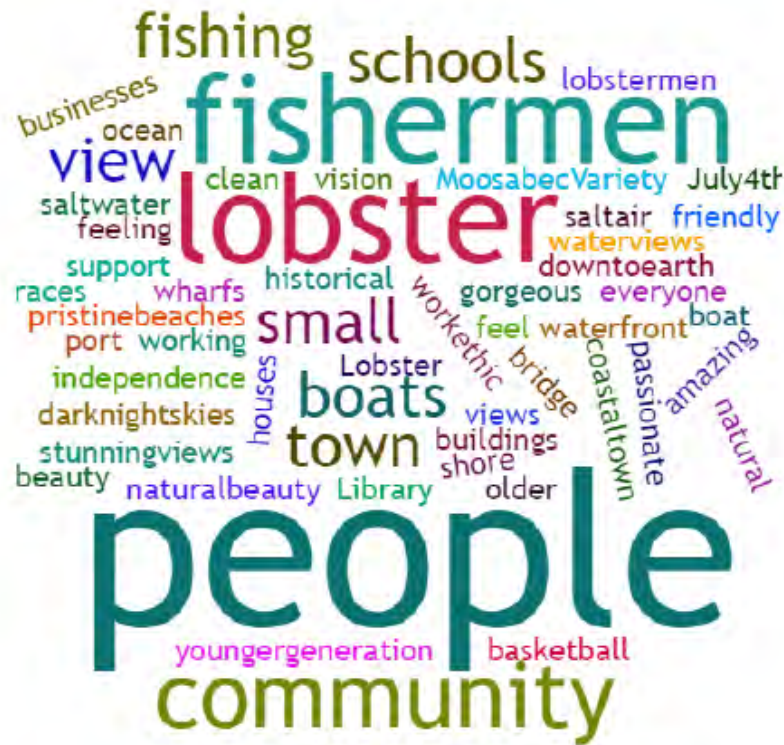


JONESPORT VISIONING MEETING

All participants were given sticky notes and asked to write three words or short phrases (places, adjectives, people) that describe Jonesport now and without which Jonesport would not be Jonesport. These words were entered into Google Word Cloud Generator to produce a Word Cloud that visually represents the most prominent personality of Jonesport. Attendees were then given a map and invited to locate their favorite locations in Jonesport.

Special Places in Jonesport	
Sandy River Beach	Great Wass Nature Preserve (Beals)
Sawyer Cove Marina	Kelley Point
Campground/Henry Point	Mistake Island/Moosepeak Light
Downtown	Peabody Memorial Library
View from the Reach, Ocean Views	The “Wash Out” (Mason Bay Road)
Blueberry barrens	“My home”

ADULT VOICES: WHAT MAKES JONESPORT SO SPECIAL?



Participants were asked what they would like Jonesport’s future community character to be in six different categories. The group provided input on economic development, transportation systems, land use patterns, natural and cultural resource conservation, recreation, and Jonesport’s role in the region. Although responses varied widely, the chart below demonstrates the strongest desires of the participants.

Economic Development

Municipal Sewer/Water	Affordable Housing	Boat/bike rentals
Junk/debris clean up	Nursing Home	More tradespeople (mentioned were electricians, carpenters, plumbers)
Community Center	Sidewalks	Beautification in village center (flowers, etc)
Bike lanes	Microloans for small businesses	Retain/secure shore access
Small businesses (mentioned were auto supply, bulk food, bookstores)	Recreational Opportunities (mentioned were hiking trails, bog trails, pickleball courts)	Venues for live music
Eat-in dining (family oriented)	Ecotourism	Employers providing a living wage
Art gallery/Art Center	Expanded/dedicated working waterfront	Small industrial businesses
Improved camping facilities	Cafes/coffee shop/bakery	Growth in keeping with the community character

Transportation Systems

Sidewalks/safe walking areas/wheelchair access/curb cut-outs	Commercial working waterfront will relieve pressures on recreational boating	Rides for seniors (volunteer drivers organized) for local medical appointments and errands
Road improvements (SR 187 specified relative to shoulders and bike safety)	Traffic calming measures (mentioned were rumble strips and speed bumps)	Bike lanes
Electric Vehicle charging stations	Shuttles to Bangor and scheduled bus services	Access to town for homes that may be impacted by storm surge/sea level rise
Continue to allow skateboarding	Off-street parking	Second road through town (bypass route)
In-town trolley service	Restoration of rail from Ellsworth to Eastport	Bike/pedestrian access over the Beals Island Bridge

Land Use Patterns

Expansion of Gaelic Square (federal funding)	Hiking trails on town owned property across from Sandy River Beach	Separate commercial from residential
Develop land behind library for play area for all ages (playground and horseshoe pits were mentioned)	Waterfront walkway (paved) from Old House Point to Jonesport-Beals Co-op (Wharf St)	Retain/acquire shore access

Improvements to town road Feeney Street	Working waterfront at Henry Point	Encourage eating establishments in the downtown village area
Solar farms restricted from view along SR 187 (Main St)	Preserve the peat bogs with a bog boardwalk in the Heaths.	Ensure wheelchair access throughout town
Tidal Power (consider under the Jonesport-Beals Bridge)	Affordable housing in residential areas for seniors, Coast Guard, low-income	Remove junk/debris
Observatory tower	Include signage for historical/natural points of interest on walking/hiking locations	Consider re-use of the former IGA on Main Street (a science center or cultural center were mentioned)

Natural and Cultural Resource Conservation

Maintain and support Peabody Memorial Library	Protect both fresh water and saltwater resources	Retain/acquire shore access
Continue to support and expand Summerfest/July 4 th activities	Support/expand the Sardine Museum	Preserve town history through photos and interviews already gathered
Retain/acquire boat launch areas	Preserve and promote the history/historic buildings in Sawyer Square	Preserve and protect beaches, and all natural/marine life
Maintain rural quality of life	Highlight boat building heritage	Prepare for storm surge and sea level rise
Conserve open spaces	Support Historical Society	Investigate/collaborate ways to retrieve “ghost traps” from the Reach and shoreline
Maintain/preserve view at the Rope Sculpture and other waterfront locations	Obtain and preserve items from the “Old Opera House” (former IGA)	

Recreation

Pickleball games/tournaments at the tennis courts	Biking/Hiking/Walking Trails	Pedestrian/Bike Lanes – control speeding to ensure safety
Pubs/Restaurants/Cafes/Food trucks/Music Venues	Ecotourism (guided boat tours, fishing charters, and boat rentals were mentioned)	Teen activities to prevent substance use
Repurpose the old IGA for Community dances, community theater	Public Recreation Center (indoor community swimming pool, fitness center, yoga was mentioned)	Boating Safety Classes/Boat Inspections; More recreational boat launches

Preserve ice skating and utilize hiking/walking trails for cross-country skiing/snowshoeing	Dog Park	One day events in the downtown village area in the spring and fall (in addition to Summerfest and Winterfest) and a one-day town-wide tag sale
Skateboard Park	Outdoor movies, concerts, guided ecological tours	Senior Center

Role in the Region

A cultural shift would need to occur to help Jonesport overcome perceived resistance to new businesses	The town could become known for fostering small, innovative businesses	Become known as a leader in environmental protection
The town could become a hub for commercial fishing and related activities-including wholesale buyers for all marine products	School consolidation for better educational opportunities for all students	Collaborate with neighboring communities to conduct regular litter pick up
Collaborate with neighboring communities to retrieve ghost traps	Embrace new technologies and be recognized as a leader in the region	Create a business incubation center and provide microloans to start ups and encourage expansion of existing small businesses
Support trade/vocational school efforts in the region; the town could support efforts to create educational studies related to marine resources/biology	Return lobster processing to the region	Work with neighboring communities to become a destination location highlighting its natural resources and show visitors “real Maine”
Commercial waterfront will increase Jonesport’s role in the region	Work with neighboring communities to improve broadband, affordable housing, and schools to make the area more attractive to young families	Plan more activities and events with neighboring towns
Medical services/facilities need improvement	Contribute to food sovereignty through community gardens, greenhouses, farmer’s markets, and farms	Promote experiential tourism and ecotourism

Jonesport Youth Want...

Education about climate change (5)	Diversify the economy (8)	A youth center (8)
Jobs for Maine Graduates (JMG) offered at school (6)	Workforce development (6)	Centrally located playground/park (7)
Grants to support new businesses (7)	Repaired sidewalks and roads; add bike lanes (5)	Include youth in decision-making (7)
Summerfest events for teens (4)	Clean up trash on beaches and around town (11)	Good internet (10)

The 14 participants at the Visioning Session were presented with the above youth list and were asked to mark with a green dot all that they agreed with. Numbers in parentheses indicate the number of votes each category received.

TOWN OF JONESPORT VISION STATEMENT

A required element on any local Comprehensive Plan is a Vision Statement that summarizes the community's desired future character in terms of economic development, natural and cultural resource conservation, transportation systems, land use, patterns, and its role in the region. Jonesport additionally included recreation in its visioning session and vision statement. The Comprehensive Plan Committee used input from the public meeting to create a collective Vision Statement for the Town of Jonesport.

Jonesport Today

The abundant natural resources in Jonesport have supported the community for hundreds of years. Shellfish, including lobster, clams, and scallops have been the mainstay and predominant economic driver for the town while blueberries contribute significantly to the local and regional economy. Despite fluctuations in population and productivity, Jonesport is committed to maintaining its character as a fiercely independent rural fishing community and celebrates its maritime heritage and natural features.

Situated on a peninsula between Chandler Bay and Wohoa Bay and the tidal Indian River, Jonesport has breathtaking views of Chandler Island, Roque Island, and Great Spruce Island, to name a few, while smaller offshore islands separate Chandler Bay from Englishman Bay. Moosabec Reach, or "The Reach", is the body of water that separates the mainland peninsula to the north and the island community of Beals to the south. Before settlement, Moosabec was



https://marinas.com/view/inlet/6jilj_Moosabec_Reach_East_Inlet_Jonesport_ME_United_States

spelled "Mooskey" and is thought to be derived from the pronunciation of the Passmaquoddy who used "The Reach" as a seasonal settlement. Prior to the construction of the Beals Island bridge, the connection between Jonesport and Beals was strictly by boat. Today, most businesses and service providers are located along SR 187, north of Moosabec Reach.

Jonesport offers a wide array of recreational opportunities including fishing, recreational boating, hiking, bird watching, ice skating, tobogganing, snowshoeing, bicycling along the Bold Coast Scenic Bikeway and driving along the Bold Coast Scenic Byway.

Despite being a small rural town, Jonesport is served by retail and community services which contribute to the daily needs of both residents and visitors. Services include small dining establishments, gift shops and artisan offerings, gas stations, grocery and hardware stores, marine services, medical providers, a library, personal services, banks, post office, recreational boating marina, assisted living center, active churches, elementary and high schools, auto repair, a campground, veterinarian services, household services, blueberry farms, and rental lodging.

Community members and visitors enjoy water access through several access points, including a paved public recreational boat launch at Sawyer Cove Marina. Small parks provide gathering places and sources of community pride. Service groups and volunteers coordinate community-wide events including Summerfest and Winterfest. Peabody Memorial Library hosts a wide variety of programs for residents and visitors of all ages.

Although community members today express a preference for the existing small-town atmosphere, most also support appropriate economic growth and development, including more numerous and varied small businesses, expanded affordable housing opportunities, capitalizing on ecotourism, and limited industrial and manufacturing development.

Jonesport Tomorrow

In the vision for Jonesport's future, Jonesport is a thriving maritime community and a regional destination for ecotourism and experiential tourism so that residents and visitors may learn about and appreciate the town's heritage and natural environment. Increased recreational opportunities exist for hikers, bicyclists, and recreational boaters. There is a community center to serve residents of all ages. Events such as Summerfest and Winterfest continue to be a draw for the region. Farmer's markets, live music, theater, and outdoor movies create a vibrant village area for community members and visitors to purchase local foods and experience cultural events.

Downtown beautification projects grace new sidewalks with ample wheelchair access.



Photo: Bold Coast Scenic Bikeway
<https://discoverboldcoast.com/biking/bold-coast-scenic-bikeway/>

Shoulders on SR 187 are paved with bike/pedestrian lanes for public safety and to encourage use of the Bold Coast Scenic Bikeway. Henry Point is a dedicated working waterfront serving harvesters from the region and the campground is retained and improved.

Regional efforts with neighboring communities to promote tourism are successful. Cultural and historical sites of significance are identified with interpretive signage. Existing museums are expanded, and artifacts continue to be preserved for future generations. Vacant or underutilized buildings are revitalized or repurposed. Streets and shorelines are kept free of litter and debris.

Small businesses are supported through microloans and a business incubator. Young adults are provided with workforce development and internship opportunities to encourage youth retention and avoid outmigration of young families. Home occupations and telework flourish with improved broadband as Jonesport engages with the global economy. Natural resource industries/infrastructure, such as renewable energy, are properly sited and contribute to the regional economy.

The population and strong tax base support expanded opportunities for all community members, including recreation, cultural, health, transportation, and business opportunities. Jonesport is a vibrant, safe, and nurturing place to live, and an enriching environment in which to raise children. Jonesport residents are committed to keeping their hometown alive and celebrate its singular features with strong marketing/promotion campaigns and groups committed to raising funds to meet community development goals. Jonesport's strong sense of community, local pride, and small-town fishing village character attracts residents who appreciate and desire to continue this tradition.

EXECUTIVE SUMMARY

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

Please note that the Comprehensive Plan serves as a guide for future growth of the community and is based on current input from community members. The Comprehensive Plan is not a Land Use Ordinance, but it does provide the basis to guide any future Land Use Ordinances or updates to the existing Ordinances. The Comprehensive Plan should be reviewed every 5 years and updated if there are any major changes in the community's makeup or character.

The following paragraphs summarize the main points from each chapter of this document. Each chapter within this document includes Policies and Implementation Strategies that provide greater detail about the choices Jonesport is making relative to its future growth and development.

Public Opinion Survey

Jonesport strongly supports the fishing industry, but many respondents cited the need for more businesses provided they were not "big box" stores and would not detract from the charm of the town as a fishing village. Many respondents noted the town's need for diversification in the types of businesses and industries because of the warming waters of the Gulf of Maine and the impact it will have on commercial fishing.

The single most desired type of business was dining establishments including restaurants that serve local foods. Forty-one of the 87 written responses contained the word “restaurant.” Other desired economic activity included “clean” industries that are environmentally friendly, and eco-tourism including whale watching, puffin tours, and sport fishing. Written comments note the need for service-based industries such as beauty salons, electricians, and plumbers. Survey respondents were divided on the desire for hotels/motels but generally supported bed-and-breakfast establishments.

Survey respondents generally expressed satisfaction with existing conditions in the community. However, many respondents cited considerable discontent related to abandoned mobile homes and automobiles, and “junk” accumulated on some properties. Curbside trash removal and new sidewalks are also desired by many respondents.

Jonesport respondents were divided on the desire for a town water/wastewater system. Lack of public water/wastewater hampers economic growth due to lot sizes and distance requirements between wells and septic tanks, but some respondents expressed concern about the cost of public utilities. Respondents have a strong desire to maintain the small-town atmosphere and encourage a vibrant working waterfront. The survey revealed an emphasis on community development, preservation of open space and other natural resources, and small locally owned businesses, with little support for unregulated growth. Survey respondents generally oppose a town manager form of government with opponents citing related costs to hiring a town manager and proponents citing the value of full-time dedication to the town and its needs.

GIS Mapping

GIS mapping tools and the information they provide to municipalities is evolving much faster than the 10 to 12-year time horizon of a local Comprehensive Plan. Even for small rural municipalities that cannot fund the staff, equipment, or software to manage GIS mapping products, there are several available alternatives. The maps provided in this document are through the partnership between Sunrise County Economic Council (SCEC) and the UMM GIS lab. These maps provide up-to-date geospatial information and background attribute data. Online, interactive maps for planning may be found on the UMM GIS Laboratory site (<https://sites.google.com/maine.edu/ummgis-planmaps/home>). Several Maine state departments also provide a variety of web-based mapping tools. This chapter provides examples of these tools however, the individual chapters of this Plan provide many more examples of information provided by GIS mapping that are both specific to Jonesport while simultaneously providing the inventory on which this Comprehensive Plan is being updated.

Historic and Archaeological Resources

The history of Jonesport is inextricably tied to the natural resources that drove the local and regional economy – maritime activities and harvesting of blueberries. Early residents engaged successfully in a variety of businesses. However, beginning in the mid-1970’s new state/federal rules and regulations effectively pushed many small family businesses out of operation, leading to a decline in both population and services available within the town.

Many current residents can trace their families back to the town's early days, even before Jonesport was incorporated as a town by Act of the Legislature on February 3, 1832. The Historical Society has documented and preserved much of the rich heritage of Jonesport and provides "digital tours" of Jonesport history (<http://www.peabody.lib.me.us/jonesport-historical-society/>).

Most respondents to the community-wide survey indicated they feel strongly that cultural, scenic, and historic sites should be protected. Jonesport still enjoys many of the benefits of the past as a small rural town with an independent spirit and strong sense of community where people look out for one another. When considering new development, the Town should seek to maintain its heritage through the protection and compatible redevelopment of historically significant buildings and should continue to collect and maintain historic records.

Population

Jonesport's population increased in the early part of the 20th century with a peak of 2,129 residents in 1910 and a steady population decline until 1940 when Jonesport's population rebounded from 1,641 residents in 1930 to 1,745 individuals. After the 1950s the population declined steadily to its current population of 1317 individuals. Census data for the 21st century reveals that Jonesport's population has declined by an average of 45 residents per decade. However, Maine Office of Policy and Management forecasts a population increase to 1,402, representing a 5.3% increase between 2018 and 2038.

The median age in Jonesport is 48.4. Mirroring the trend in Washington County and the state, household size in Jonesport has decreased as retirees and empty nesters occupy more of the town's housing stock. Jonesport schools are trending toward declining enrollments, in line with the decrease in average household size.

Natural Resources

Because natural systems are critical to the economy, environment, and quality of life for people in Jonesport, climate change is the biggest threat to the local economy. Over 40% of the employed population in Jonesport works in some type of natural resources occupation, such as harvesting lobster, shellfish, forest products, and agricultural products.

Soils in Jonesport are not particularly well suited to septic sewage disposal. Jonesport contains a few known problem areas regarding older septic systems along Feeney Street located in low, flat areas with little drainage. A few potentially problematic OBD systems remain that were not addressed during a cleanup funded by Community Development Block Grant funds.

Some areas of Jonesport are well suited to forestry, farming, and wild blueberry cultivation. Few areas of Jonesport have large tracts of land that are ideal for intense development. By contrast there are many areas of Jonesport and the surrounding region that contain many smaller tracts of land suitable for low density residential and light commercial development. Only a few areas in Jonesport have slopes greater than 15%.

The Maine DEP has identified extensive wetlands located within Jonesport, all of which drain through Indian River Stream. Neighboring areas of Jonesboro, Chandler Bay, and Mason Bay contain large areas of blueberry lands that release fertilizer and pesticides into the waters of Jonesport. All streams within Jonesport are classified as Class B by MDEP, including waters draining directly or indirectly into tidal waters of Washington County. All the tidal waters in Jonesport are classified Class SB. Jonesport contains one large sand and gravel aquifer in its northern and easternmost section that extends into the neighboring communities of Addison and Jonesboro.

Aquaculture is not yet a significant player in the Jonesport commercial fishing economy. Jonesport, and many other communities in Washington and Hancock Counties, are facing increasing pressure to accommodate both offshore and land-based aquaculture facilities.

The town of Jonesport has more than 110 miles of coastline and is home to approximately 264 commercial fishermen. Like many of its neighboring coastal communities, Jonesport could face serious problems with commercial fishing access in the future because prices for highly sought-after coastal properties have risen dramatically in recent years.

Jonesport contains 1 Focus Areas of Statewide Significance, the Jonesport Heath. Beginning with Habitat (BwH) Focus Areas are natural areas of statewide ecological significance that contain unusually rich concentrations of at-risk species and habitats. The Jonesport peninsula supports some of the largest coastal plateau bogs in Maine, the most significant of which are the Jonesport Heath, Kelley Point Heath and West Jonesport Heath.

There are over 1,200 acres in Jonesport owned for public access or conservation purposes. Respondents to the Community Survey show strong support for preserving the fishing industry and support of maritime-related activities. They also note the need for diversification in the types of businesses and industries in Jonesport because of the warming waters of the Gulf of Maine and the impact it will have on commercial fishing. Residents note that education about conservation practices and proper storage of contaminants is called for as growth occurs. Jonesport Youth expressed desire for education about climate change, and a need to clean up trash on beaches and around town.

Economy and Employment

The economy of Jonesport remains heavily reliant on fishing and maritime-related industries. In 2020 Jonesport ranked first in the state for live lobster landings with 12.76M pounds reported. Blueberries are harvested either by small local farmers or by large commercial companies using seasonal migrant workers.

Over half of employed Jonesport residents work in the town or its local waters. According to the Maine Department of Labor, the distribution of the labor force in Jonesport is like the county as a whole, however, in 2021 Jonesport had a lower rate of unemployment (4.4%). All of the towns in a 30-mile radius had an unemployment rate of 6.0% in 2021. The top three sectors of employment for Jonesport are “Natural Resources, construction, and maintenance operations,” “Management, business, science, and arts occupations,” and “Sales and office occupations.”

Nearly half (48.9%) of Jonesport residents received Social Security income.

In 2020, over 20% of the population in Jonesport were determined to have incomes below the poverty level, slightly higher than Washington County as whole. Continued planning for a dedicated working waterfront at Henry Point will increase marine harvesting capacity and improve the economic well-being of the community.

Housing

In 2000, Jonesport had 881 housing units. By 2010, the town had added 58 more units, bringing the total number of housing units to 939, a 6.6% increase. This outpaced the 4.9% growth experienced in Washington County but fell short of the 10.7% growth that occurred in the state.

The majority of housing units in Jonesport are owner-occupied, single-family dwellings. Nearly 73% of the housing stock in Jonesport was built before 1980.

In 2019, 29% of Jonesport's occupied units were rented. One-third of these renters were cost-burdened in housing - meaning that they spend more than 30% of their income on rent, mortgage, and other housing needs. The cost burden varied for occupants who owned their home, in many cases depending on whether they had a mortgage. Over 47% of homeowners with a mortgage were cost-burdened, compared to 11% of homeowners who did not have a mortgage.

Transportation

Jonesport is primarily served by one State-aid Road, Route 187, that intersects with several Town roads and connects Jonesport to US Route 1. Route 187 runs through downtown Jonesport, which is compact with buildings located very close to the street on either side. Due to limited parking areas, vehicles and delivery trucks must park within the travel lanes – and some park on sidewalks - which blocks sidewalks and forces pedestrians and drivers into a single travel lane to safely maneuver around the trucks. Some downtown businesses have added parking areas behind their storefronts to remove the congestion created by on-street parking. The lack of signage about these parking areas causes some visitors to bypass businesses when there is no available parking on the main street.

Sidewalks, paved curbs, and curb cuts throughout Jonesport are not ADA compliant, and most are in disrepair. The schools, grocery store, and post office are not within walking distance for most residents and are not connected to downtown by sidewalks or safe bicycle routes.

Route 187 connects Jonesport to US Route 1 and is part of the Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway. Route 187 primarily has gravel shoulders. With no paved shoulders, bicyclists and pedestrians have no safe area to use on a road where motor vehicle traffic often exceeds posted speed limits. Concerns over safety for all road users have increased as commercial trucking and tourism traffic increases and bicycle travel grows in popularity. Growth in these sectors is expected to continue, and therefore safety concerns will continue unless they are addressed.

Commercial vessels utilize the Sawyer Cove recreational marina ramp with the knowledge of the State. Commercial use causes congestion between recreational and commercial use, although recreational use is the priority use type. Parking facilities are extremely limited and often force use of on-street parking in a residential neighborhood. Commercial trucks and trailers can impede passage of emergency vehicles and residential traffic and reduces the ability for recreational users to access the facilities to remove the conflict between recreational facilities and prevent closure of commercial use allowance. Jonesport is in dire need of funding and resources to construct a dedicated working waterfront and associated infrastructure at Henry Point.

The Maine Department of Transportation's current Statewide Transportation Improvement Plan (STIP), 2022-2025 indicates that Jonesport is slated to receive two new bridges, the Cross Cove Bridge over Cross Cove and Cummings Bridge over Donovan Creek.

Public Facilities

Town policy is made and overseen by a Select Board and Planning Board. The following are the two largest parcels of undeveloped land owned by the town:

- Land located at Henry Point on Campground Road. Seven acres purchased by the town in 2018 for the creation of a working waterfront.
- 1/5 undivided interest in wetlands off Kelley Point Road to be used as possible mitigation for development at Henry Point.

The town of Jonesport does not have public water or wastewater services. Residents obtain their water from natural springs, dug wells, or drilled wells. The town has a very large spring-fed fresh water supply located on the 40 acres behind the Fire Station. The U.S. Coast Guard also accesses water from the spring-fed well.

Human waste disposal is through septic systems many of which have been replaced in recent years through homeowner investment or grant funding. However, 2.88% of survey respondents reported malfunctioning systems in need of replacement. Some residents (1.92% of respondents) report "overboard discharge" as their method of waste disposal. There remain a few homes with holding tanks with straight pipes discharging into ditches.

Jonesport partners with neighboring communities for emergency services. Overall, Town facilities are in very good condition and expected to meet future needs.

Recreation Resources

Commercial vessels utilize the Sawyer Cove recreational ramp with the knowledge of the State, but such use causes congestion between recreational and commercial use and recreational use is the priority use type. Parking facilities are extremely limited and force use of on-street parking in a residential neighborhood. Commercial trucks and trailers can impede passage of emergency vehicles and residential traffic and reduces the ability for recreational users to access the facilities to remove the conflict between recreational facilities and prevent closure of commercial use allowance. Jonesport recognizes these pressures and is in the early stages of planning a

dedicated working waterfront at Henry Point. In 2023, Jonesport was awarded \$1,500,000 in Congressionally Directed Funding for improvements to Campground Road for the specific purpose of creating improved access to the proposed dedicated working waterfront at Henry Point.

Jonesport also recognizes the local and regional demand for bike/ped access along Route 187. Currently the shoulders are gravel and sand which prohibits safe access for bicyclists and pedestrians alike. The Bold Coast Scenic Bikeway, which runs along Route 187 and through downtown Jonesport, is increasingly promoted at a national level and is seeing increased use by traveling cyclists. This creates a situation where all road users are in potentially dangerous conditions. The Town is open to public-private partnership discussions with MDOT and funding entities regarding improvements to the shoulders on Route 187 to accommodate the Bold Coast Scenic Bikeway and other bike/ped access.

Jonesport has several indoor municipal recreational facilities, and the town's vast natural resources provide numerous recreational opportunities for residents and visitors. Open space includes shore frontage, forestlands, wetlands, athletic fields, and a seasonal skating rink. Although much of the open space is not accessible to the public, as the regional population rises, development pressures on all open space will certainly increase.

Regional Coordination

Additional capacity to provide public services is needed in all nearby towns, especially as populations and property use are changing. Jonesport already cooperates with multiple towns in the region and will continue to develop regional coordination agreements with nearby communities. Jonesport will investigate additional opportunities to develop and expand regional planning, coordination, and funding partnerships regarding critical services and community issues such as ambulance, fire, police, public transportation, historic preservation, roads, climate resiliency.

Land Use

The 2022 Vision Statement describes Jonesport as a thriving maritime community with a vibrant village center that is a regional destination for ecotourism and experiential tourism where residents and visitors can learn about and appreciate the town's heritage and natural environment. Jonesporters would like to see vacant or underutilized buildings revitalized or repurposed, and would like natural resource industries/infrastructure, such as renewable energy, to be properly sited and contribute to the regional economy. (For more information, see Chapter A - Community Vision, Appendix A - Community Survey, and Appendix B - Youth Vision.)

The Vision includes several land-use related concepts:

- Expanded outdoor recreation infrastructure.
- Safe transportation and mobility options for bicyclists, pedestrians, and those in wheelchairs
- Preservation of cultural and historic sites
- Revitalization of vacant or underutilized buildings

- Space for outdoor community events like farmer’s markets and live performances
- Home-based businesses and telework – Broadband
- Natural resource industries/infrastructure, such as renewable energy

This document serves as a guide to achieve land use goals in the next 5 to 10 years - it is not an ordinance or rule. The purpose of the future land use plan and map is to identify the best locations for anticipated growth in order to encourage development that supports the community's vision for their future (as outlined in Chapter A - Community Vision and Executive Summary).

Any potential future zone changes and proposed ordinances affecting private land must be discussed openly with property owners within those areas and must be reviewed, drafted, and voted in through a town-wide public process.

The Comprehensive Planning Committee feels that the Town should not be burdened further with regulations that are not able to be enforced, typically due to staffing capacity. Therefore, any Future Land Use Districts proposed within this Chapter should be minimal, simple, and clear, and should facilitate development that is consistent with the Community Vision as described within this Comprehensive Plan.

It is important for communities to consider the importance of their historic buildings and develop a plan for how to preserve those that matter most. Maine Preservation and the Maine Community Foundation are non-profit organizations that offer resources that Towns can use to guide them.

Feedback from both the Community Survey and Community Visioning session revealed community desire to improve community development, preserve open space and other natural resources, encourage small locally owned businesses and home-based businesses, and regulate growth only to the extent needed to maintain the small-town atmosphere and a vibrant working waterfront.

Participants in the Community Survey and Community Visioning session identified specific types of desired development that would help Jonesport expand its economy and population while remaining true to its rural character, coastal culture, and commercial maritime heritage. Participant responses that directly relate to a Future Land Use plan are listed here.

The Future Land Use Plan supports infill development for commercial uses in the village, multi-family residential development in areas immediately adjacent to the village, and commercial water-dependent development along the southern shoreline. The Future Plan also accommodates larger scale industrial or manufacturing uses, such as solar or wind farms, in areas that would protect scenic coastal views and would be removed from most residential and smaller scale commercial developments.

The proposed areas are defined by existing types of development and infrastructure, including primary transportation routes, and the location of land that is suitable for siting sewer and water systems. They take into consideration the possibility of future Town investments in public water or wastewater, and the proximity of undeveloped lots to the main street (Route 187). They also

incorporate space where slightly larger lots can accommodate large sewer/water systems and development footprints for multi-family and commercial development while protecting the region's aquifer and remaining separated from existing residential areas.

B. COMMUNITY SURVEY

A total of 742 direct mailings were sent to every address in July of 2021. The direct mailings indicated that the survey could be taken online, or respondents could obtain a paper copy at the Jonesport town office. A total of 102 surveys were completed online with an additional four paper surveys submitted to the Comprehensive Planning Committee by mail or in person for a total of 106 surveys, a 14.3% response rate. The survey also contained questions related to broadband accessibility, literacy, and utilization. As an incentive to participate in the survey, respondents were offered the opportunity to separately submit their name and contact information to enter a drawing for a chance to win one of two 50-dollar gift cards.

Respondents were encouraged by the Comprehensive Planning Committee to speak their minds to make the survey as valuable as possible. There were many responses to the seven open-ended questions at the end of the survey and other written responses throughout. The original survey and all the written responses can be found in Appendix A - Community Survey. Input from middle school students is included in Appendix B - Youth Vision. Raw survey data can be found at the Jonesport town office. Brief summaries of written comments are noted with the charted data and throughout the document as the issues they address are raised.

SUMMARY OF KEY FINDINGS

Jonesport strongly supports the fishing industry, but many respondents cited the need for more businesses provided they were not “big box” stores and would not detract from the charm of the town as a fishing village. Many respondents noted the town’s need for diversification in the types of businesses and industries relative to the warming waters of the Gulf of Maine and the impact it will have on commercial fishing.

The single most desired type of business was dining establishments including restaurants that serve local foods. Forty-one of the 87 written responses contained the word “restaurant.” Other desired economic activity included “clean” industries that are environmentally friendly, eco-tourism including whale watching, puffin tours, and sport fishing. Written comments note the need for service-based industries such as beauty salons, electricians, and plumbers. Survey respondents were divided on the desire for hotels/motels but generally supported bed-and-breakfast establishments.

Survey respondents generally expressed satisfaction with existing conditions in the community however, many respondents cited considerable discontent related to abandoned mobile homes and automobiles, and “junk” accumulated on some properties. Curbside trash removal and new sidewalks are also desired by many respondents.

Jonesport respondents were divided on the desire for town water/wastewater. Lack of public water/wastewater hampers economic growth due to lot sizes and distance requirements between wells and septic tanks, but some respondents expressed concern about the cost of public utilities. Respondents have a strong desire to maintain the small-town atmosphere and encourage a vibrant working waterfront. The survey revealed an emphasis on improving community development, preserving open space and other natural resources, small locally owned businesses, and little support for unregulated growth. Survey respondents generally oppose a town manager

form of government with opponents citing related costs to hiring a town manager and proponents citing full-time dedication to the town and its needs.

SURVEY RESULTS

General

Survey respondent demographics reflect a comparable proportion of males and females in the general population who are generally in the 70 – 79 years old age range, followed by the 50 – 69 years old age range, with 19 respondents in the 30 – 49 years old age range, three in the 80 – 89 years old age range and one in the 18 – 29 years old age range. Seventy-five percent of respondents indicated that they live in Jonesport year-round and over 98% own their homes. Survey results seem to be under representative for the 19–29–year–old age range.

Town Growth and Development

Nine questions were posed regarding whether survey respondents oppose or favor certain types of housing development. Questions focused on various types of housing, building codes and new home sizes. Twenty-five additional questions focused on general town development including whether respondents favor marine-based industries and non-marine based industries, retail businesses, road and other infrastructure improvements, and recreational opportunities. Eleven questions were asked regarding preservation, planning and land use and focused on various ordinances and natural resources. Further questions were posed regarding water supply and wastewater disposal as well as the level of satisfaction with town facilities and services. Jonesport also surveyed residents on internet use and satisfaction. Responses to the questions are included in the charts on the following pages.

A sample of written comments for each survey category is included below the related chart. Written comments, in their entirety, may be found in Appendix A - Community Survey.

Jonesport Comprehensive Plan Community Survey					
HOUSING					
Do you favor...?					
Answer Options	Favor	Oppose	Unsure	Rating Average	Response Count
Single Family Homes	102	0	2	1.04	104
Multi-family Homes	54	22	23	1.69	99
Subsidized Housing in general	42	29	33	1.91	104
Subsidized housing for the elderly	95	3	6	1.14	104
“Affordable” house lots	72	9	21	1.50	102
Mobile home parks	27	48	27	2.00	102
Restrictions on mobile homes	60	13	30	1.71	103
Maximum size on new homes	33	42	29	1.96	104
Stricter building code	43	31	30	1.88	104

SELECTED WRITTEN COMMENTS:

“It is getting too expensive for natives of this town to stay!”

“Jonesport needs housing for everyone...every year the costs rise.”

“We need more affordable housing for the elderly. We might also need this for low-income folks.”

**Jonesport Comprehensive Plan
Community Survey
GENERAL DEVELOPMENT**

Should the town support...?

Answer Options	Encourage	Discourage	Keep as is	Rating Average	Response Count
Marine-based industries	87	0	15	1.29	102
Value-added/ processing of marine products	80	4	14	1.33	98
Aquaculture	68	12	18	1.49	98
Boatbuilding/ Outfitting	89	0	12	1.24	101
Shore access for residents	87	1	16	1.32	104
Shore access in general	74	5	24	1.51	103
Harbor maintenance/restoration	95	2	6	1.14	103
Dredging of boat anchorage	63	7	30	1.67	100
Expand Maritime Activities District to protect current fishermen's rights	80	2	21	1.43	103
Nonmaritime-based industries	78	8	14	1.36	100
Group homes for special needs	53	14	30	1.76	97
Retail store(s)	86	7	10	1.26	103
Business/professional buildings	80	5	17	1.38	102
Home-based businesses	90	2	11	1.23	103
Nursing/assisted living homes	87	2	13	1.27	102
Bed and breakfasts	84	7	12	1.30	103
Motels/hotels	59	22	21	1.63	102
Seasonal campgrounds/RV parks	67	11	25	1.59	103
Public parking area(s)	74	5	23	1.50	102
Historical building/museum	86	0	16	1.31	102
Community Youth Center	83	2	18	1.37	103
Recreational facilities	81	3	19	1.40	103
Town road improvement	91	0	13	1.25	104
Cemeteries improvement	59	1	43	1.84	103
Computer resource center	73	6	24	1.52	103

SELECTED WRITTEN COMMENTS:

“Jonesport is of course known as a fishing community...but a diversity of businesses and community opportunities should also be encouraged.”

“If we are to attract new residents and keep our youth here, we need more activities, business opportunities etc.”

“Jonesport is in need of a commercial fish pier where fishermen can load/unload gear...”

“I do have concerns about waste management and septic systems with development growth...”

“We feel this town can offer so much more. And can benefit from tourism. There’s no need for big box retailers or franchises...Would be great to add sidewalks and a biked trail so people can be active.”

“There is a dire need for a restaurant/pub in the center of town area.”

“Work on a priority list.”

Jonesport Comprehensive Plan Community Survey PRESERVATION, PLANNING AND LAND USE					
Should the town...?					
Answer Options	Yes	No	Unsure	Rating Average	Response Count
Have site plan review for any development	81	5	15	1.35	101
Adopt a locally written town-wide zoning ordinance	71	10	21	1.51	102
Adopt a junk vehicle removal ordinance	81	6	15	1.35	102
Adopt a general junk removal ordinance	85	7	10	1.26	102
Should the town do more, less, or the same to preserve...?					
Answer Options	More	Less	The Same	Rating Average	Response Count
Marine based economy	63	0	39	1.76	102
Rural character as a fishing community	67	5	30	1.64	102
Scenic resources	75	0	27	1.53	102
Wetlands	51	6	44	1.93	101
Forests	52	4	44	1.92	100
Coastline	73	0	29	1.57	102
Open space	57	6	39	1.82	102

Survey respondents expressed a strong interest in preserving the fishing industry and support of maritime-related activities. At front and center of desired preservation efforts is the coastline, scenic resources, and harbor restoration. Jonesport survey respondents continue to show strong support of a junk vehicle ordinance (79%) and a “general” junk ordinance (83%). These

numbers have changed little since the town’s 2003 community-wide survey which showed 83% of respondents favored a junk vehicle ordinance and 78% favored a “general” junk ordinance and the town-wide ordinance does address automobile graveyards and junkyards.

Jonesport adopted a town-wide zoning ordinance in 1988 with amendments adopted in 2015, 2018, and 2019. The ordinance does address the state standard definition of an automobile graveyard as being prohibited but the definition of “general junk” is undefined as attempts to define the term is often met with resistance from residents who are concerned that fishing gear may be termed as “general junk” as the following statement is echoed in the written comment section of the community input survey:

“Have to be careful about the definition of junk – one man’s junk is another man’s treasure.”

Jonesport Comprehensive Plan
Community Survey
WATER & WASTEWATER

Jonesport does not have public water or wastewater utilities so as part of the community survey, the town asked residents to answer questions related to their water supply and sewer systems. As previously noted, there is a dearth of eating establishments as 41 of the 87 written responses contained the word “restaurant.”

Nearly 73% of respondents stated that their water comes from an artesian well and over 97% of respondents reported that the source of their water supply comes from their own property. More than 74% of survey respondents rated their well water as “Excellent” or “Good” however more than 29% of respondents reported their well water as having an “odor” and/or “brackish” and/or “rusty.”

Nearly 82% of Jonesport survey respondents stated they have a leach field while just over 16% reported having a chambered system or a holding tank. Over 90% of respondents reported that their septic system “works well” while nearly 5% stated that they were “unsure” of the condition of their septic system, almost 3% are aware that their system “has a problem.”

The survey revealed that 1.92% of respondents declared their sewer system consists of “overboard discharge” and the exact same percentage reported that their septic system “needs replacement.”

The survey posed the question “Would you like to have the town build a downtown public water system if it could increase the opportunities for new businesses to open?” Respondents were mostly in favor of a downtown public water system but those opposed expressed concern over the cost and who would pay for the infrastructure and usage. A few respondents were in favor of *town-wide* public water, citing the need for fire hydrants to battle house fires and wildfires.

SELECTED WRITTEN COMMENTS:

“I think this is well worth considering because any more development might stress the water system. Also, with sea level rise, there may be salt-water inundation of private wells...”

“Most of the population of the town’s taxes would be paying for this will not benefit from it at all because they live outside of the ‘downtown’ area.”

“Absolutely! Like...yesterday!”

“ABSOLUTELY!!!! This has prevented many business opportunities thus far. In my opinion, this is the number one thing that has to happen!”

“Private water system is better for independent opportunities. Each person responsible for own upkeep.”

Jonesport Comprehensive Plan Community Survey FACILITIES AND SERVICES						
What is your level of satisfaction with...?						
Answer Options	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied	Response Count
Police Protection	9	26	30	27	11	103
Fire Protection	21	46	29	7	1	104
Ambulance	23	51	21	7	1	103
Health Services	3	39	26	27	8	103
Adult Education	1	15	56	24	8	104
Public Schools	7	38	38	15	6	104
Town Office Services	19	65	15	3	2	104
Town Office Hours	17	58	15	13	1	104
Town Office Building	23	59	17	5	0	104
Recreational Facilities	0	12	33	42	17	104
Recycling Center	2	7	26	35	32	102
Trash removal	3	14	31	29	25	102
Road Conditions	2	32	15	39	15	103
Snow Plowing	8	40	31	21	2	102
Property Tax Level	3	34	21	29	17	104
Community-wide Events & Celebrations	15	52	23	12	1	103
Town Marina	9	37	39	15	4	104
Town Pier	6	40	42	12	4	104
Peabody Memorial Library	43	47	12	2	0	104

Although survey respondents were generally satisfied with town services and facilities, written comments speak to the need for commercial fishing infrastructure, lack of access to the recycling facilities, and the tax burden of the town schools.

SELECTED WRITTEN COMMENTS:

“There is no local police presence.... No recreational services or adult ed. that I know of. Medical care provider presence is limited and frequently changing... Schools are a huge issue. No one wants to lose local schools but the cost to taxpayers is extremely high for the number of young people in the schools. It's difficult to give our young people a quality education under

these circumstances. There needs to be a reevaluation on how to do this better at a more reasonable cost.”

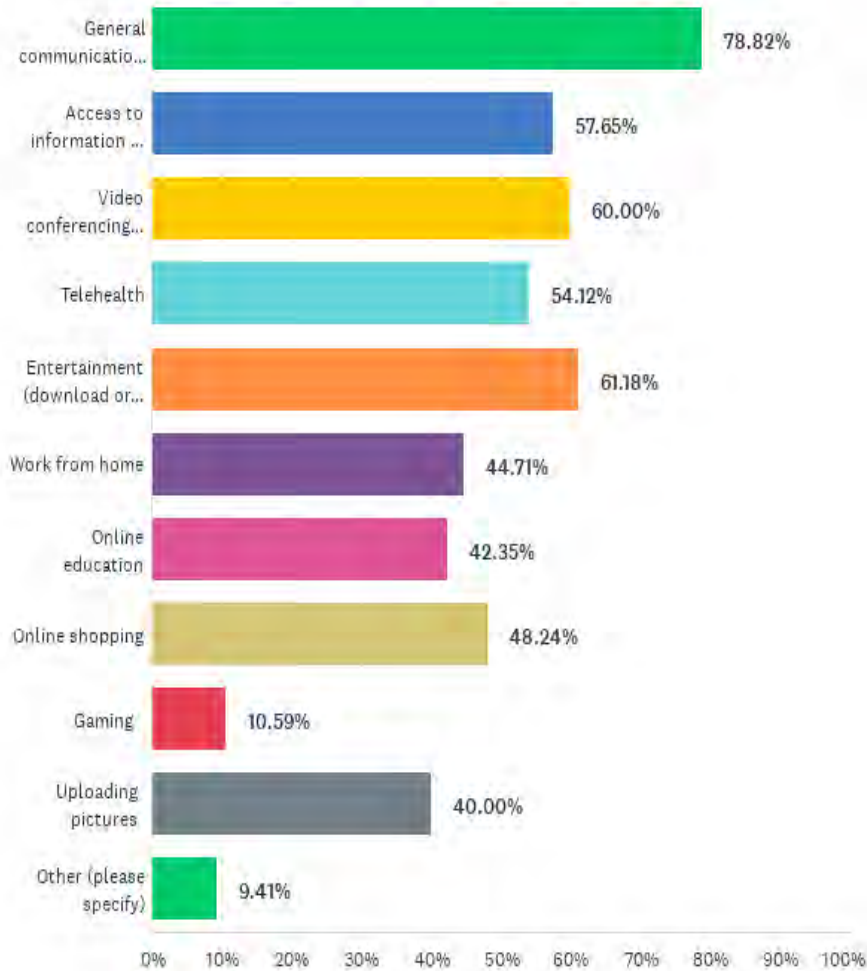
“Town pier needs to be enlarged to serve the needs of a water based economy- current fisherman, recreational boaters and visitors There is no reliable recycling facility in Jonesport that is near the population center – people will only recycle if it is easy- collection in blue cans or a recycle by the grocery store There is no visible recreation facility where locals can play basketball, baseball or any county tournament where town talent can be in competition, outside of the schools- Younger adults should be able to do sports locally- Recreation facilities show that a community cares about its physical well-being”

Jonesport Comprehensive Plan Community Survey INTERNET USE AND SATISFACTION						
How satisfied are you with...?						
Answer Options	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied	Response Count
The overall internet service at your home	23	49	1	22	3	98
Reliability/consistency of the internet connection at home	24	45	4	23	2	98
Internet speed of your current connection at home	23	46	7	16	6	98
Customer service when you call your internet service provider	17	39	20	19	4	99
Capacity of the internet service for business or telecommuting	11	26	39	17	6	99

Over 94% of survey respondents have internet at their home, nearly 5% stated that they do not have internet, and less than 1% of respondents reported that they have internet at their place of business. For respondents who are connected to the internet, over 68% use high speed cable and nearly 32% utilize a smartphone or cellular hotspot. For the respondents who reported that they do not have internet at home, nearly 44% cited the cost of internet connection as being prohibitive.

More than 50% of the respondents to the internet survey stated that they or their family members use the internet for educational purposes. Over 60% stated that the internet is “extremely important” to have fast, reliable internet access in their homes and for the town of Jonesport however only 30% of those respondents would be willing to pay more for faster, more reliable internet service. Many respondents reported that would like training in productivity tools such as spreadsheets and word processing and a substantial number of respondents would like more training/knowledge on streaming content as opposed to traditional cable television options.

Q49 B14. How would you benefit from improved internet service? Please select all that would apply if you had improved internet service.



The above graph demonstrates how respondents would utilize improved internet speeds and connectivity. Of note is the 40% of respondents who desire faster upload speeds which reflects a desire for more symmetrical internet speeds not currently available in Jonesport.

The town of Jonesport expressed to residents the importance of forthright input during the community survey process. The respondents provided a plethora of written comments which can be found in Appendix C - Broadband & Internet Survey.

WRITTEN COMMENTS:

What would you NOT change about Jonesport?

Working waterfront; small town atmosphere; scenery and shoreline; tight-knit community; the library; quiet living; good neighbors; town spirit.

What would you change about Jonesport?

More restaurants and retail, new sidewalks; junk removal; public water/wastewater; shore access; more activities for children; “clean up the drug situation.”

What kind of businesses would you like to see in Jonesport?

Restaurant; pharmacy bakery; recreational facilities; bed and breakfasts; environmentally safe businesses; childcare/after school center; maritime related businesses; cottage industries; ecotourism; value added seafood businesses; art galleries/cultural offerings.

Do you have any suggestions for improving the land use ordinances?

Address geographically vulnerable areas; prevent pollution causing elements; enforce current ordinances; preserve/increase public shore access; fair enforcement of existing ordinances.

How do you see Jonesport in the future?

Safe; fishing village; more services for the young and elderly; well-kept roads, houses, and sidewalks; friendly; tight knit; alcohol and drug rehabilitation services; modernized with small town atmosphere; more diverse businesses and population; “dying.”

C. Historic and Archeological Resources

Goal

To preserve the State's historic and archaeological resources.

Historic Resource Protection

Jonesport takes enormous pride in the history that shaped the community and its character as a fiercely independent fishing community. Moose Peak Lighthouse, located at the east end of Mistake Island is listed on the National Register of Historic Places (NRHP) and based on preliminary data the following properties may be eligible for the NRHP: United States Post Office located at 193 Main Street, Southeast of 11 Jonesport Avenue (E911 address), and Sardine Factory located on Breeze Street. Jonesport does not have a Historic Designated District (HDD) on the local level nor an HDD with the NRHP.

Historic patterns of settlement

Jonesport has a variety of architectural residential styles as well as business related structures dating back to the mid 1800's. Working cranberry and blueberry farms still exist and the waterfront boasts many commercial vessels, wharves, piers, and a breakwater.

Protective measures currently exist for historic and archaeological resources

Jonesport has a highly active historical society which maintains a website replete with photographs, historical accounts, and digital tours of all sections of Jonesport. Archaeological sites are protected under Jonesport Shoreland Zoning and Flood Plain Ordinance provisions adopted by the town.

Site plan and subdivision regulations

Jonesport zoning ordinances require that any proposed land use activity involving structural development or soil disturbance on or adjacent to sites listed on, or eligible to be listed on the National Register of Historic Places, as determined by the applicant to the Maine Historic Preservation Commission for review and comment, at least twenty (20) days prior to action being taken by the town and that the town shall consider comments received from the Commission prior to rendering a decision on the application.

Condition and preservation of historic resources

Sites of historic interest as identified by the National Register of Historic Places have not fallen into disrepair as some are maintained by federal entities and still in use. With the approval of property owners, Jonesport will consider a local historic district in Sawyer Square where most still-standing historic homes are located.

Native Americans and Early Settlement

The area now known as Jonesport, Maine was thought to be explored by Norse seamen in the 10th century and is known to have been the summer campsite of the Passamaquoddy Indians before European settlers arrived. The first known white man was Samuel Kelley who was born in New Hampshire on August 14, 1715. Kelley relocated to Boothbay, Townsend and Damariscotta, Maine before arriving at Roque Island in 1772. He was accompanied by his son, Thomas Kelley, his daughter Mercy, and his son-in-law Francis Cummings, born in 1740 on the Isle of Wight, England.

Samuel perished in the winter of 1772 and is buried on Roque Island. Francis and Mercy Cummings departed Roque Island in the spring of 1773 and moved to Machias. Thomas Kelley, his wife Abigail and their two children moved to Kelley's Point on the mainland in 1773 and became the first white settlers in present-day Jonesport. Francis and Mercy relocated from Machias to West Jonesport in 1775. Thomas and Abigail Kelley's third child, Joseph, was born on December 13, 1774, at Kelley's Point and was the first white child born on the mainland. Joseph married Olive Beal, born April 24, 1776. Olive was the daughter of Manwarren and Lydia (Welch) Beal, who in 1774 had become the first settlers on Beal's Island, and she was the first white child born on Beal's Island. From that time until the present day, the founding families have intermarried with the new families that have settled in the Jonesport area, and the result has been the formation of a very tightly knit community.

Government and Early Maritime Development

In 1789, the Commonwealth of Massachusetts granted John Coffin Jones 48,160 acres in Lincoln County composed of the districts of Buck's Harbor, Little River (near Machias), Jonesboro, Jonesport, and Roque Bluffs. It is believed that Jones was given the land as payment for a sloop of his that was lost during the British siege of Castine during the American Revolution. The tract, known as Plantation #22 was incorporated as the township of Jonesborough in the Province of Maine on March 4, 1809, and was the 176th town in the province to be chartered. One of the provisions of the grant was that the new owner was required to sell 100 acres of land for five Spanish Milled Dollars to each family that was already settled in the township. There were 31 settlers in the township at that time.

Present day Jonesport was incorporated as a town by Act of the Legislature on February 3, 1832. The reasons for the separation from Jonesboro were the increase in population and wealth in the southern section of the town as well as the 12-mile distance from the southern section, known as the "Reach" from Jonesboro Village. The 12 miles to Jonesboro was difficult to travel during winter and spring months. Local history states that when one annual town meeting was held on a rainy day with knee-deep mud, the Reach section of voters marched to the meeting in full force and elected most of the town officials from their part of town. The Jonesboro faction did not

attend the meeting because they did not expect the Reach voters to make the trip on such a day. The conditions of separation were drawn up by P. Whitney from Jonesboro Village and Clement Hopkins and Nathaniel Sawyer from the “Reach.” It was agreed that the “Reach” which then became known as Jonesport, would hold all the islands in their possession. Roque Island, also known as Gardiner’s Island, Longfellow’s Island, and Shorey’s Island, was included in the holdings in Jonesport so that Jonesboro could be rid of John Shorey, one of the settlers on the island who loudly voiced his opinions and annoyed other settlers with his differing political views. Other islands that were part of the newly formed town of Jonesport were Mark Island, Ballast Island, Hardwood Island, French Island, Head Harbor Island, and Beals Island.

Mark Island is a small island located at the mouth of Moosabec Reach and Chandler’s Bay; also known as Englishman’s Bay and it has been rumored that Captain Kidd buried treasure there. Although generations have searched, no treasure has ever been found. Ballast Island is another small island located in Chandler’s Bay. At one time sheep were taken to the island by barge and left to graze during the summer months. Hardwood Island is at the western end of Moosabec Reach and was the site of a granite quarry.

French Island is in the reach just off Beals Island and was the site of a small settlement that flourished for a brief period around 1889. There was a herring smokehouse, a grocery store, and a school on the island but by 1904 most of the residents had moved. Thriving communities were established on Roque Island at Lakeman’s Harbor, at Sealand on Head Harbor Island, and on Beals Island. Sealand, located on the southwest side of Head Harbor Island, had a population of 117 at its peak in 1880 with 70 students enrolled in its school in that same year. The school closed in 1937. The Maine Seacoast Mission constructed a church at Sealand in 1910 and a granite quarry operated from 1890-1920 and a lath mill that closed in 1928. Most of the residents were fishermen or farmers.

In the early days it was no inconvenience to live on an island because most goods were moved by water. However, with the invention of the gas-powered engine and improved roads, fishermen no longer earned any advantage by living on the islands, so residents began moving to the mainland. Many moved their houses by barge or across the ice. Only two or three houses remained on Head Harbor Island after World War II. Beals Island remains the only island community of those that were part of the original Jonesport to survive.

Beals Island remained a part of Jonesport until July 11, 1925, when it was incorporated as a separate town. The towns of Jonesport and Beals were connected by ferry service until the Jonesport-Beals Island Bridge was built. It was one of the largest bridges in Maine to link an offshore island with the mainland and was dedicated on August 9, 1958. The bridge was originally a toll road with a tollbooth on the Jonesport side until the Maine Legislature abolished it on June 14, 1967. Construction on a new bridge began in late 2017 and was dedicated August 25, 2020.

Maritime Industry

The original business district of Jonesport was located at Indian River and was comprised of a large sawmill, a shipyard, and a mail center. Early roads could only be used during the winter months when they were frozen. In 1853, the first steamboat, “Rockland”, began service up and down the Maine coast and as steamboats became more prevalent, Jonesport began to establish itself as a center of trade for fishermen and the outlying islands. The business district was moved to Main Street in order to be closer to the commerce in Moosabec Reach and since Jonesport was a good port down east on the sailing route between Boston and Canada, sea captains began to build their homes in Jonesport. The ships from Jonesport sailed worldwide and many captains and crew members lost their lives on the high seas. The town provided seamen for ocean voyages and the goods of lading needed. The first mercantile store in Jonesport was owned and operated by Clement Hopkins and Elias Hinkley.

Jonesport reached its peak in development and population during the first two decades of the 20th century. In 1920 the population of Jonesport was 2,129 which included the 533 inhabitants of Beals. When transportation of goods switched from sailing vessels to trains and trucks, Jonesport became “off the beaten path.” The town population fluctuated from 1,326 by 1970 to 1,525 in 1990 and 1,408 in the 2000 census. The population has continued to decline from 1,370 residents in the 2010 census to 1,310 residents per the 2020 census. Although the loss of ocean commerce resulted in a decrease in Jonesport’s population, many remaining residents continue to make their livelihood from fishing and farming.

Table C-1 JONESPORT POPULATION

Year	Population	Year	Population
2020	1,310	1920	1,641
2010	1,370	1910	2,129
2000	1,408	1900	2,074
1990	1,525	1890	2,124
1980	1,512	1880	1,917
1970	1,326	1870	1,305
1960	1,563	1860	1,148
1950	1,727	1850	826
1940	1,745	1840	576
1930	1,641	1830	--

The original settlers had chosen Jonesport for its proximity to the sea, its abundant supply of cod, its good harbors, and its fertile ground for farming. As more families moved to the area, herring fishing became increasingly vital to the economy. Cod and herring were smoked, dried or

heavily salted to preserve them until they reached distant markets. During the late 1800's, lobster became an increasing force in the economy. Prior to that, lobster had been caught and sold closer to markets in Boston and New York but as those fishing grounds became depleted, they began to transport lobsters from Jonesport and surrounding areas in "wet-smacks" so they could be kept alive until they reached the markets. In 1882, lobsters sold for one cent per pound. In 1954, lobsters fetched about 30 cents per pound and approximately \$3.00 a pound in 2002. In 2021, lobster has averaged \$6.50 per pound. The lobster industry has experienced record catches in the past decade, but landings have been on the decline due to the warming waters in the Gulf of Maine.

In 1875 sardine factories began to appear along the Maine coast, first in Eastport and Lubec. Several sardine factories were located within Jonesport. The Mansfield Factory was built in Sawyer's Cove, the R.B Stevens Packing Company was at Cross Cove, the Stimpson Packing Company, later owned by C.H. Mansfield at the end of Old House Point. The Middle Factory was situated off Jonesport Avenue and was built in 1881 by George Capen of Eastport and the William Underwood Factory was constructed in West Jonesport at the site of the present-day Coast Guard Station. The last sardine factory in Jonesport was the Charlie Stevens' Factory at Cross Cove, which was operational until the 1970's. With the opening of the sardine canneries, the fisherman found a new market for their herring and the women found a new source of income working in the factories. From 1875 – 1950, there were approximately 50 fish weirs and 10 stop-seiners in Jonesport. World War II provided some of the best years for fishermen because the government needed canned food that was high in protein, and they guaranteed to purchase 80% of the sardines produced. At the close of World War II, demand took a sharp decline and at present, there are no sardine factories or weirs remaining in Jonesport.

The clamming industry is only one of several sources of maritime related industries in Jonesport. Historically, clams were shelled, heavily salted, and packed into barrels before being sent to Boston to be used as bait by trawlers fishing for ground fish. Two of Jonesport's sardine factories processed clams during the winter months. R.B. and C.G. Stevens bought clams in the shell, steamed them, and the women picked out the clams and canned them. At the Underwood Factory they bought the clams already shelled and then canned them. In the mid-1900's, refrigeration trucks opened a market for fresh clams. After 1975, harvesting of mussels and quahogs met with a growing Asian demand for periwinkles, sea urchins, and sea cucumbers. Although historically a secondary market to lobster, crabs are now exclusively fished by some. There was a high demand for crabmeat which created a cottage industry. In the past crabmeat was picked out in home kitchens but regulations created in the late 1990's specify that pickers must be licensed by the State of Maine and that crabmeat must be picked in separate and sanitary facilities. The demand for crab remains higher than the supply. Jonesport continues to expand its maritime related industries through seaweed harvesting, scalloping, and digging of sea worms.

Farming and Hunting

Farming is another important factor in the Jonesport economy. Nearly every home had a vegetable garden to supply their own needs. Many families raised chickens and sold eggs. Sawyer Square boasted the B.B. Mansfield Dairy and sheep farming was quite common in Jonesport with spring shearing remembered as a ritual. Families also raised beef cattle and pigs. Deer, moose, duck, partridge, and turkey hunting has always been a source of sustenance. Home gardening still exists in Jonesport today although the local farmer's market closed several years ago. Blueberries and cranberries were grown and harvested on a small scale until the adoption of herbicides in the 1970's and 1980's increased yields by the reduction of competing plant species. With the decline of weeds, growers focused on other critical cultivation efforts such as fertilizers, use of bees for pollination, rock removal and land leveling. Use of these practices resulted in increased productivity from the native stands of wild blueberries and continues to facilitate the use of mechanical harvesting on the low growing shrubs. The cranberry industry has continued to find ways to profit from bog grown cranberries.

Religion

Religion has always been an especially important part of the lives of Jonesport residents. Churches of various Protestant denominations are well attended and spread throughout the town.

Of particular interest is the story of the Palestine Emigration Colony where 36 men and women from Jonesport participated in the venture. A total of 156 individuals joined Elder J.D. Adams from Pennsylvania on a pilgrimage to establish a Church of the Messiah in Palestine with the hope of restoring Christendom to the Holy Land. On August 11, 1866, they departed from the steamboat wharf at West Jonesport on the "bark", *Nellie Chapin Day*.



Photo Courtesy of Jonesport Historical Society.

The journey to Palestine took 42 days and they landed on the shores near the city of Jaffa without any significant problems. They obtained a beautiful location surrounded by an orange grove but within a few days, some members of the group sickened and died. It was discovered that the water provided by the locals was gathered from anywhere they could get it and not from the city fountain as required. After that, the group hired an interpreter. They constructed a church, houses, a hotel, and a school for their children and planted gardens. The colony might have been successful if not for the lack of confidence in their leader, J.D. Adams. It appears that he imbibed alcoholic beverages all too frequently. After one year in their settlement, the colony

decided to disband. Four children had been born that year and a few settlers had died. Some members chose to remain in Palestine, but the rest began their journey home. Some came directly back to Maine while others toured the Holy Land, and a few attended the World's Fair in Paris before returning home. The last of those to return were home about 14 months after their initial departure. A monument was erected in honor of those New Englanders who sailed from Jonesport to Jaffa in 1866.

Festivals and Patriotism

Patriotism has always been a very important part of life in Jonesport, and the Fourth of July was, and remains, a day of major importance. The day has always been celebrated with parades, picnics, and family gatherings and now there are lobster boat races, crate walks, horseshoe contests, and fireworks to add to the festivities. The flag is proudly flown year-round in "Jonesport, America." Residents fought in the American Revolution and have proudly served in the United States Armed Forces ever since.

On March 21, 1814, a British privateer, *Vim*, chased an American revenue cutter, commanded by Captain Elliott of Machias, into the harbor at Jonesport. The English war ship fired several shots at the revenue cutter and Captain Elliott ran his vessel aground in Sawyer's Cove to prevent his crew from being captured. The British launched a barge to take their easily captured prize when Jonesport citizens on the shore opened fire with their flintlock muskets. The barge was forced to surrender, and the British ship agreed to leave when the crew from the barge were returned. The outline of the ribs of the *Vim* are still visible at low tide by the head of Kelley Point Road.

The men and women of Jonesport have continued to defend and serve their country whenever needed. From 1874 until after World War II there was a U.S. Lifesaving Station on the outlying islands but on June 19, 1969, a new U.S. Coast Guard base was dedicated and opened on Bridge Street in Jonesport. This brought a military presence to the town in addition to the added benefits gained from the contributions to the community by the men and women and their spouses that serve at Station Jonesport.

Maritime Economic Mainstay and an Emerging Tourism Sector

Life in Jonesport, as with any small coastal community in Maine, has never been an easy one. Money is always difficult to come by and winters can certainly be a challenge to endure but the residents' belief in God, Country and Community has made Jonesport a wonderful place to live. Fishing and farming continue to support the town; although the sheep farms have long since gone and sardine factories have closed, Jonesport continues to explore new markets in shellfish. Increased cranberry and blueberry harvests continue to be an economic factor in the town. In 2023, Jonesport could see the construction of a \$110M onshore aquaculture facility. The proposed facility, which is currently under numerous appeals and still lacking permits, would

produce approximately 13 million pounds of yellow-tail kingfish (*Seriola Lalandi*). The proposed venture would create employment opportunities and have a considerable impact on Jonesport's economy.

Tourism has not been a major factor in the Jonesport economy although in the past there were hotels and boarding houses in town. Route One carried tourist traveling on the highway from Boston to Canada past the turn-off to Jonesport, so the town remained fairly undiscovered. Most of the summer population is made up of family members who have moved away and return to visit and the few summer residents who found the picturesque town, bought property, and return annually. Day tourists continue to be a rarity. There are no motels or hotels in Jonesport but there are summer rental houses and there are plans for the reopening of a bed-and-breakfast and the former Merrill Trust bank is undergoing refurbishment to house a café and gift shop. There are several small shops that sell gift items and three eating establishments.

SELECTED TIMELINE

1773:	Jonesport Settled
1789:	Land Grant given to John Coffin Jones
1809:	Became the town of Jonesborough
1820:	Maine became the 23 rd state under the Missouri Compromise
1832:	Became the town of Jonesport
1866:	36 men and women from Jonesport left for Palestine
1925:	Beals Island separated from Jonesport
1958:	Beals Island bridge dedicated
1969:	U.S. Coast Guard Station dedicated
1986:	Construction began on breakwater at Henry Point
2020:	Newly constructed Beals Island bridge is dedicated



Sawyer Store, Courtesy of the Town of Jonesport

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). The Moose Peak Lighthouse, located at the east end of Mistake Island, is listed in the National Register of Historic Places as a Lighthouse in Fair Condition.

Based on preliminary data the following sites have been determined to be eligible on the NRHP:

- United States Post Office, 193 Main Street – Good condition – U.S. Post Office
- Southeast of 11 Jonesport Avenue (E911 address) – Fair condition - residence
- Sardine Factory – Breeze Street – this is an error of address. The former Middle Factory was located on Jonesport Avenue which is accessible from Breeze Street. The listed sardine factory is the U.S. Coast Guard Station. The Middle Factory was demolished in 2020 and was in very poor condition.

A comprehensive survey of Jonesport's above-ground historic resources must be conducted to identify other properties eligible for nomination to the National Register of Historic Places. Jonesport does not currently have an Historic Designated District (HDD) on the local level nor does Jonesport have an HDD with the NRHP. Digital copies of the National Register nomination form(s) may be obtained by contacting the Maine Historic Preservation Commission at (207) 287-2132, extension 2.

REHABILITATION GRANTS

The Federal Historic Preservation Tax Incentives program rewards private investment to rehabilitate certified historic structures (building listed individually in the National Register of Historic Places or a building located in a registered historic district and certified by the Secretary of the Interior as contributing to the historic significance of the district). The building must be used for commercial, industrial, agricultural, or rental residential purposes, but not exclusively as the owner's private residence. Under PL 99-514 Internal Revenue Code Section 47, tax incentives include:

- 20% tax credit for certified rehabilitation of certified historic structures.
- 10% tax credit for rehabilitation of non-historic, non-residential buildings built before 1936.

For both credits, the rehabilitation must be a substantial one. That is, during a 24-month period selected by the taxpayer, rehabilitation expenditures must exceed the greater of \$5,000 or the adjusted basis of the building and its structural components. And the rehabilitation must involve a depreciable building. The National Park Service must approve, or "certify,"

all rehabilitation projects seeking the 20% rehabilitation tax credit. Owners seeking certification of rehabilitation work must complete the Historic Preservation Certification Application.

Maine's State Historic Rehabilitation Tax Credit Program (LD262, effective July 2008) includes:

- The "Substantial Rehabilitation Credit". A 25% state credit for any rehabilitation that also qualifies for the 20% federal credit. The rehabilitation must meet all the requirements of the Federal tax incentive program.
- The "Small Project Rehabilitation Credit." A 25% state credit for the rehabilitation of certified historic structures with certified qualified rehabilitation expenditures of between
- \$50,000 and \$250,000. This credit is available to entities that do not claim the federal rehabilitation credit. Applicants must meet all federal tax code qualifications except the substantial investment requirement.
- The "Affordable Housing Rehabilitation Credit Increase". The State Substantial Rehabilitation Credit and the Small Project Rehabilitation Credit may be increased to 30% if the rehabilitation project results in the creation of a certain amount of affordable housing. Please contact the Maine State Housing Authority (MSHA) for additional eligibility requirements.
- There is a "per project" state credit cap of \$5 million. State credits are fully refundable, 25% of the credits must be claimed in the taxable year in which the property is placed in service, and 25% must be taken in each of the next three (3) taxable years. Only rehabilitation expenditures incurred between January 1, 2008, and December 31, 2023, are eligible for the credit.

For more information on this subject go to:

<http://www.nps.gov/tps/taxincentives/incentives/index.htm> for *Federal* guidelines and https://www.maine.gov/mhpc/tax_incentives/index.html for *State* guidelines.

CEMETERIES

Cemeteries are also a cultural resource providing insight into the history of the community. An inventory of Jonesport cemeteries and burial sites is listed below.

- | | |
|----------------------------|--|
| 1. Indian River Cemetery | 17. Greenwood Cemetery |
| 2. Snare Creek Cemetery | 18. Sandy River Beach Cemetery |
| 3. Maker Point Cemetery | 19. Ezekiel Smith Cemetery |
| 4. West Jonesport Cemetery | 20. Sanford Kelley Cemetery |
| 5. Cummings Cemetery | 21. Farnsworth Cemetery (Seaside Chapel) |
| 6. Wilson Cemetery | 22. Charles L. Farnsworth Cemetery |
| 7. Richardson Cemetery | 23. Smith Cemetery |
| 8. Cross Cove Cemetery | 24. Cook-Smith Cemetery |

- | | |
|---------------------------------|-----------------------------------|
| 9. Old House Point Cemetery | 25. Almer Smith Cemetery (Jewett) |
| 10. Sawyer Cemetery | 26. Smith Cemetery |
| 11. Henry Hill's Cemetery | 27. Smith-Rogers-Miller Cemetery |
| 12. Samuel S. Kelley Cemetery | 28. Pearlman Cemetery |
| 13. Barnabus C. Kelley Cemetery | 29. Bay View Cemetery |
| 14. Thomas Kelley Cemetery | 30. Roque Island Cemetery |
| 15. Ryan Cemetery | 31. Graveyard Point Cemetery |
| 16. Rosannah Kelley Cemetery | 32. Edmund Alley Cemetery |

ARCHAEOLOGICAL SITES

According to the Maine Historic Preservation Commission (MHPC) there are forty-two (42) known prehistoric archaeological sites located within Jonesport, all within the coastal zone and that fourteen (14) of the sites may be eligible for the National Register of Historic Places. The MHPC notes that the reconnaissance coastal zone survey is complete except for Head Harbor, Steele Harbor Islands, and the shore of Chandler Bay. The Roque Islands survey has been completed. MHPC also notes the need for an intensive-level survey of the fourteen (14) sites that are possibly eligible for listing in the National Register of Historic Places is needed and that Indian River valley needs survey.

There are also twenty-five (25) historic archaeological sites in Jonesport which are summarized in the table. MHPC also notes that no professional surveys for historic archaeological have been conducted to date in Jonesport. They also state that future archaeological survey, inventory, and analysis should focus on the identification of potentially significant resources associated with the town's agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of Jonesport in the 18th and early 19th centuries.

Site Number	Name	Periods of Significance	Type
ME220-001	<i>Moonlight</i>	December 19, 1933	American wreck, schooner
ME220-002	<i>Golden Ball</i>	January 28, 1909	American wreck, schooner
ME220-003	<i>Sarah</i>	Sank, Oct 2, 1834	American wreck, schooner
ME220-004	<i>Dolphin</i>	Built in 1783, wrecked in 1819	American wreck, schooner
ME220-005	<i>Emma and Maggie</i>	1898-1913	American wreck, gas screw
ME220-006	<i>Aubrey A.</i>	1902-1931	American wreck, gas screw
ME220-007	<i>Louise</i>	1914-1931	American wreck, gas screw

Site Number	Name	Periods of Significance	Type
ME220-008	<i>Navajo</i>	1893-1944	American wreck, gas screw
ME220-009	<i>Rising Sun</i>	1869	American wreck, gas screw
ME220-010	<i>Margaretta or “Machias Cruiser”</i>	1775-1777	Canadian wreck, sloop-of-war
ME220-011	<i>Ashton</i>	Totally wrecked at Moosabec Reach on Nov 26, 1896	Canadian wreck, schooner
ME220-012	<i>E. Merriam</i>	Went ashore on Green Island Ledge, Nov 18, 1912	Canadian wreck
ME220-013	<i>Emma</i>	Wrecked on Green Island Ledge, Feb 4, 1872	Canadian wreck, schooner
ME220-014	<i>Four Brothers</i>	Wrecked in 1866	Canadian wreck, schooner
ME220-015	<i>George and Everett</i>	Wrecked at Steel[e] Harbor Island on December 6, 1896	Canadian wreck, schooner
ME220-016	<i>Gondola</i>	Wrecked on Seguin Ledges Dec 4, 1890	Canadian wreck, schooner
ME220-017	<i>Grace E. Cann</i>	Driven ashore January 2, 1884	Bark
ME220-018	<i>Willie</i>	Totally lost on Pulpit rock Jan 6, 1877	Canadian wreck, schooner
ME220-019	<i>Loyalist</i>	Wrecked at Steele Harbor Island November 19, 1884	Canadian wreck, schooner
ME220-020	<i>P Aoli or “Paoli”</i>	Lost at Moosabec Reach on April 28, 1862	Canadian wreck, schooner
ME220-021	<i>Robert A. Lewis</i>	Wrecked May 8, 1858	Canadian wreck, schooner
ME220-022	<i>W.E. Duryea</i>	Totally wrecked at Head Harbor January 22, 1878	Canadian wreck, schooner
ME220-023	<i>Welcome Home</i>	Totally wrecked January 29, 1871	Canadian wreck, schooner
ME220-024	<i>Zina</i>	May 6, 1879	Undetermined
ME220-025	<i>S. Reynolds Farm</i>	C 1881 to c 2002	Farmstead

According to local history, the *Rio Tambo* sank in Head Harbor (1935) when it was loaded with lath for construction.

PRESERVATION OF HISTORIC AND ARCHAEOLOGICAL RESOURCES

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

Municipal Planning concerning archaeological sites should identify and protect significant sites. Resource protection zoning can accomplish this and/or individual landowners of significant properties can be approached to obtain permission for nomination of archaeological sites on their property to the National Register of Historic Places (NRHP). Individuals can also voluntarily donate to preservation easements. NRHP listing extends protection of federal legislation against actions by federal agencies, while a combination of NRHP listing and preservation easement with posting against ground disturbance extends the protection of State Antiquities legislation to archaeological sites.

Threats to local historic resources and to those of state and national significance

Historic Buildings: Without an inventory of existing sites and buildings that may be of historic significance, Jonesport is vulnerable to the loss or conversion of sites or buildings that are important to the history of the town.

Archaeological Sites: The locations of the above referenced archaeological sites are protected under the Shoreland Zoning and Flood Plain Ordinance provisions adopted by the town.

Climate change presents a threat to all historic properties in Maine as storm intensities and coastal erosion and flooding increase, Jonesport looks to the resources, tool kits, and guidance on Maine Historic Preservation Commission website.

Public Opinion Survey

A survey of public opinion was conducted in 2021 and Jonesport respondents overwhelmingly support preserving the small-town atmosphere (66%) and a desire to maintain the town’s character as a working fishing village (62%) as well as preserving scenic resources (74%). The entire survey may be found in Appendix A.

POLICIES AND IMPLEMENTATION STRATEGIES

To preserve the State’s historic and archaeological resources from development that could threaten those resources, The Town of Jonesport has developed the following implantation strategies:

Goal: Jonesport will preserve the State’s historic and archaeological resources for future generations to enjoy, treasure, and pass on to future generations.			
Policy	Implementation Strategy	Responsibility	Timeframe
Protect and preserve known historic and archaeological sites	Promote awareness of historic structures and artifacts including the consideration of listing locations on the National Register of Historic Places	Planning Board; Historical Society	Immediate
Educate and inform residents and visitors of the town’s historic and archaeological sites	Install signage where appropriate in order to explain historical significance of historic and archaeological sites	Planning Board; Select Board	Short Term (Within 2 years)
	Install kiosks where visitors and residents may obtain printed materials related to Jonesport’s history and known historic and archaeological sites	Planning Board; Select Board	Short Term (Within 2 years)
Ensure that archaeological and historic sites are not unknowingly destroyed	Potential areas of artifacts and historic significance, especially along riverbanks and lakeshores, should be professionally surveyed, documented and monitored	Select Board; Planning Board	Long Term (Within 5 – 7 years)
Review and formulate guidelines or land use controls to protect and preserve historic and	Continue to review existing land use policies with the intention of preserving and protecting historic and archaeological resources	Planning Board	Immediate

archaeological resources if identified			
	Require developers to provide evidence that proposed developments will not negatively impact any archaeological sites	Planning Board	Immediate
	Develop site standards that respect existing architectural scale, styles, and setbacks to retain historic setting of the commercial maritime district	Planning Board	Short Term (Within 2 years)

SUMMARY

Jonesport has a strong maritime and agricultural history which has driven the town's development since the 18th century. The value of community, religion, and devotion to Maine and our nation has resulted in a tight-knit community. The residents strongly wish to preserve the "feel" of Jonesport with an emphasis on preservation of natural resources, small town feel, and their regional economy of fishing and agriculture. Residents of Jonesport are a fiercely independent and, rightfully proud of their heritage and the path that the town is on to further economic development and prosperity while preserving and honoring those who came before them.

LOCAL HISTORIES AND SELECTED REFERENCES

History of Jonesport submitted by the Comprehensive Plan History Committee:

- Lee Guptill
- Penny Hershman
- Harry Fish
- Paul Iossa
- David Rier
- Roland "Skip" Rogers

A Comprehensive Development Plan Phase I; Jonesport Maine.

St. Louis, MS: R.W. Booker & Associates, Inc., 1970.

American History Department of Jonesport-Beals High School.

A Pictorial History of the Town of Jonesport, Maine.

Calais, ME: Advertiser Publishing Co., 1970.

Jonesport Sesquicentennial Committee, pub. Jonesport Seafarer,

Vol.2. Machias, ME: County Wide Newspaper, 1982.

McLane, Charles B. and Carol Evarts McLane.

Islands of the Mid-Maine Coast, Volume II: Mount Desert to Machias Bay.

Washington County Magazine. June 1912, Vol. 1, no. 2, pp. 5-11

D. POPULATION & DEMOGRAPHICS

A comprehensive plan needs to provide for a proper relationship between the town's future population and its environment. As such, most phases of the plan are either dependent upon, or strongly influenced by, the size and composition of the town's future population. More information on household composition and the housing stock is presented in the Housing section of this plan.

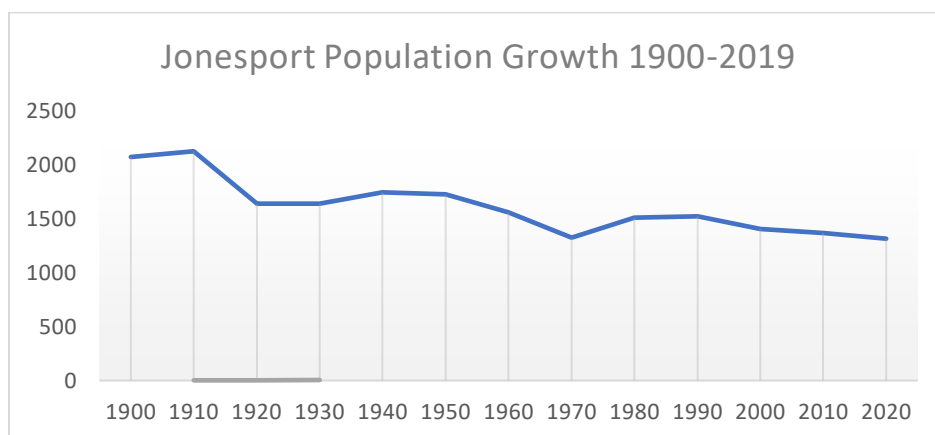
SUMMARY OF KEY FINDINGS

- Jonesport's population grew between 1970 and 1990 but there has been no growth in the last 15 years.
- Maine Office of Policy and Management forecasts a population increase to 1402 representing a 5.3% increase between 2018 and 2038.
- Median age in Jonesport is 48.4 as of the 2019 American Community Survey
- Mirroring the trend in Washington County and the state, household size in Jonesport has decreased as retirees and empty nesters occupy more of the town's housing stock.
- Jonesport schools are trending toward declining enrollments which is in line with the decrease in average household size.

POPULATION STATISTICS

Populations and Growth Rates

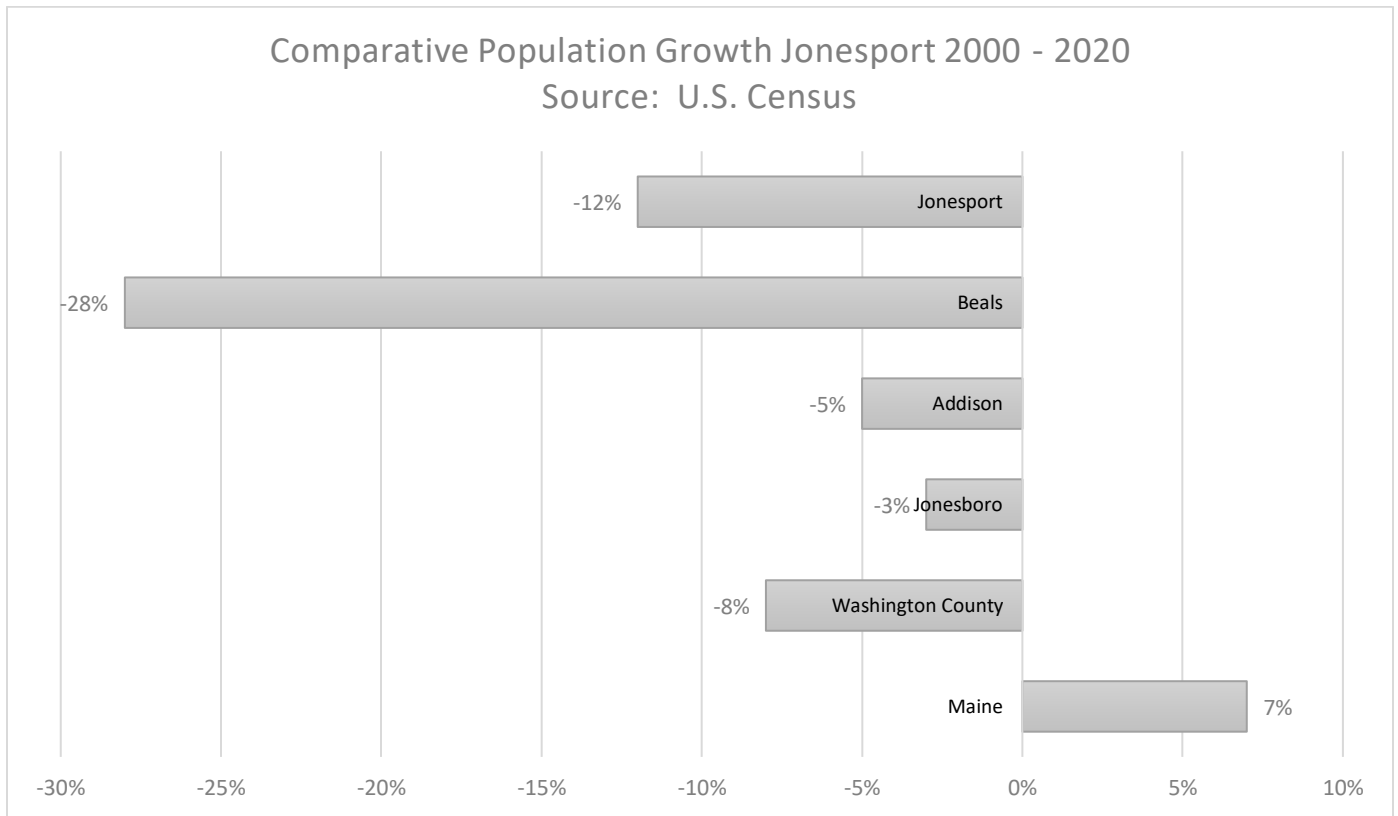
Jonesport's population increased in the early part of the 20th century with a peak of 2129 residents in 1910 and a steady population decline until 1940 when Jonesport's population rebounded from 1641 residents in 1930 to 1745 individuals. After the 1950's, the population declined steadily to its current population of 1317 individuals. Census data for the 21st century reveals that Jonesport's population has declined by an average of 45 residents per decade.



Source: U.S. Census Bureau

Comparative Population Growth

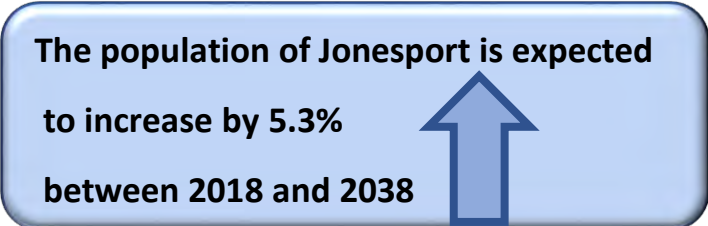
From 2000 to 2020, the population of Jonesport decreased by nearly 12%. Jonesport’s population decline was higher than the average in Washington County however the graph below demonstrates the wide range of decline in the surrounding communities of Jonesboro, Addison, Machias, and Beals. Between 2000 and 2020 the population in Jonesport declined from 1408 to 1245, a loss of 12% while the population in neighboring Beals declined 28% between 2000 and 2020. In the same time span, the population of Washington County declined by 8% while the overall state population increased by 7%.



Population Forecasts

According to the Maine Office of Policy and Management projections the population of Jonesport is predicted to increase from 1331 individuals in 2018 to 1365 by 2024, to 1389 individuals by 2028 and 1401 individuals by 2033, and 1402 individuals by 2038 representing an increase in population of 5.3%. Due to the long-term decline in the population of Jonesport, the forecasted increase would not put undue pressure on housing, municipal services, or the local school systems. Although Jonesport is currently of interest to aquaculture firms, there is not an employer that would enlarge the daytime population to a higher level than its resident population.

The population of Jonesport is expected to increase by 5.3% between 2018 and 2038



Seasonal Population

According to the U.S. Census Bureau, seasonal housing is defined as vacant housing units intended for occupancy only during certain seasons of the year and are found primarily in resort areas. The owners of these units were counted in their usual place of residence when the Census was conducted. Between 2015 and 2019, the 281 seasonal units accounted for nearly 28% of the housing stock in Jonesport, a 4% increase from 2010 – 2014. However, the data reported are estimates with a margin of error of +/- 54 (Maine State Housing Authority utilized data from the American Community Survey Table B025024; B025032.) Given the anticipated increase in Jonesport's population, seasonal residents who choose to stay year-round may account for some of the expected population increase. The seasonal population in Jonesport provides economic benefits to the town and the surrounding regions including the service area of Machias. Aside from providing an economic benefit, seasonal residents participate in community groups and local festivals as volunteers.

Age Distribution

Overall, the population of Jonesport is getting older due to an increase in the elderly population who are remaining in Jonesport and a significant decline in individuals between 18 and 21 years of age as well as a marked decline in individuals between the ages of 35 and 44 years of age. American Community Survey (ACS) data from 2019 reflect a decline in population for individuals under 21 years of age however the large margins of error in the ACS may mask the actual decline in certain population sets.

According to the 2019 American Community Survey, the median age of 48.4 in Jonesport has decreased by 2.3 years since 2014 however, the margin of error related to the ACS data between 2014 and 2019 is of note.

E. EMPLOYMENT AND ECONOMY

Goal

Promote an economic climate that increases job opportunities and overall economic well-being while enhancing and supporting existing businesses. Promote new businesses that are compatible with existing rural community values and patterns of development.

Reaching Economic Prosperity – Past, Present, and Future

Jonesport is a small, rural community with an economic base rooted in natural resources, including fishing and related industries, blueberry and cranberry production, regional tourism, and exceptional shoreland and scenic beauty. Median incomes in Jonesport are lower than the median income in the rest of Washington County and poverty rates are slightly higher than the poverty level in the rest of the county. The largest employer, Jonesport-Beals Consolidated Schools, provides employment to residents and to the region. There are a variety of retail and service industries, maritime-related businesses, and health care settings supported by residents, visitors and second homeowners. Nearly 60% of employed residents work within Jonesport.

When planning for future growth, a focus on economic development is critical. Jonesport has recently engaged a community-driven economic advisory committee which leads local efforts for strengthening business development, increasing local spending, job creation, and attracting visitors to the town. Continuation of the community-led initiatives will enhance economic development and provide for sustainable growth for the present and future population of Jonesport.

Jonesport Business and Employment – Past



Image: Town of Jonesport

The original business district of Jonesport was located at Indian River and was comprised of a large sawmill, a shipyard, and a mail center. Early roads could only be used during the winter months when they were frozen. In 1853, the first steamboat, “Rockland”, began service up and down the Maine coast and as steamboats became more prevalent, Jonesport began to establish itself as a center of trade for fishermen and the outlying islands. The business district was moved to Main Street to be closer to the commerce in

Moosabec Reach and since Jonesport was a good port down east on the sailing route between Boston and Canada, sea captains began to build their homes in Jonesport. The ships from Jonesport sailed worldwide and many captains and crew members lost their lives on the high seas. The town not only provided seamen for ocean voyages but also the goods of lading needed. The first mercantile store in Jonesport was owned and operated by Clement Hopkins and Elias Hinkley.

Jonesport reached its peak in development and population during the first two decades of the 20th century. In 1920 the population of Jonesport was 2,129 which included the 533 inhabitants of Beals. When transportation of goods switched from sailing vessels to trains and trucks, Jonesport became “off the beaten path” and by 2020, the local population declined to 1,310. and the remaining residents continue to make their livelihood from fishing and farming.

Jonesport Business and Employment – Present

The economy of Jonesport remains heavily reliant on fishing and maritime-related industries. In fact, in 2020, Jonesport ranked first in the state for live lobster landings with 12.76M pounds reported. The private investment of commercial fishers and related industries is evident as displayed on the employer chart located on the following page. Blueberries are harvested by large commercial companies with seasonal migrant workers as well as being harvested by the blueberry farmers.



Image: Town of Jonesport



Blueberry image: Courtesy of Downeast Acadia Regional Tourism

Specialized industries such as construction, veterinary care, banking, and automotive services flourish with local and regional support as do the few eateries, grocery, and home improvement businesses. Of considerable note is the addition of the Jonesport-Beals elementary and high schools, Arnold Memorial Medical Center and Magnolia Care Facility which have increased opportunities for educators, health providers, and support staff for residents within Jonesport and for residents of surrounding communities.

LOCAL EMPLOYERS – TOWN OF JONESPORT

Source: Interactive Employer Locator; [Interactive Employer Locator \(maine.gov\)](https://www.maine.gov/economic-development/employment/interactive-employer-locator)

accessed March 15, 2022,

and updated by the Jonesport Comprehensive Plan Committee

Employer	Industry/Business Description	Number of Full-time Employees
Adam Willette	Carpentry	1-4
Arnold Memorial Medical	Medical Care Facility	10-19
Bangor Savings Bank	Banks	5-9
Barnstormer	Website Design	1-4
Bayview Cemetery	Mission	1-4
Beals-Jonesport Co-op, Inc.	Wholesale Seafood	5-9

Bo's Sand & Gravel	Sand & Gravel- Wholesale& Retail	1-4
Bold Coast Properties	Real Estate	1-4
Camden National Bank	Banks	
Carver Construction	Construction of Buildings & Heavy Construction	10-19
Cifelli Plumbing & Heating	Plumbing & Heating Contractor	1-4
Chainsaw Work	Forestry & Tree Work	1-4
Coastal Animal Care	Veterinary Services	5-9
Coastal Bait	Fishing Bait	1-4
Coastal Cruises	Scenic/Sightseeing Transportation-Water	1-4
Coastal Wreath Company	Christmas Lights & Decorations-Retail/Wholesale	1-4
Community of Christ Church	Churches	1-4
Crow Haven	Gifts & Jewelry-Retail	1-4
Davis Property Management	Property Management	1-4
Dive Downeast	Scuba diving Tours	1-4
Dwight Alley	Carpentry	1-4
Dmitri Backman	Fishing Bait	1-4
Downeast Institute	Scientific Research & Education	1-4
Englishman's Bay Craft & Jewelry	Gifts & Jewelry-Retail	1-4
Englishman's Bay Natural Sea Glass Jewelry	Gifts & Jewelry-Retail	
Flotsam & Jetsam	Retail – Gifts	1-4
Gaelic Square Apartments	Social Service & Welfare	1-4
Greenwood Cemetery	Mission	1-4
Guptill's Wharf	Retail and Wholesale- Fish	5-9
Hamilton Marine	Retail-Marine Equipment & Supplies	5-9
Hubbard Rake Company	Farm Equipment-Manufacturers	1-4
Hopkin's Point Lobster	Wholesale/Retail Fish	1-4
Jonesport Pizza	Restaurant	1-4
Jonesport Self Storage	Storage-Household & Commercial	1-4
Jonesport-Beals Consolidated Schools	Public Education; Elementary – High School	20-49
Jonesport Shipyard	Drydock, boat repair & storage	1-4
Lamb of God	Churches	1-4
Jonesport Type, Print, & Copy	Printing & Related Support Activities	1-4
Look's Lobster Company	Wholesale & Retail -lobster/crab/bait fish	10-19
Main Street Auto Repair	Automobile Repair & Service	1-4

Maine Center for Laser & Restorative Dentistry	Dentists	1-4
Maine Coast Sardine History	Museum	1-4
Manaford's	Grocers-Stores	5-9
Midnight Star	Wholesale & Retail-Fish	1-4
Morrissey Earthworks	Heavy Construction	1-4
Moody's Shellfish	Retail & Wholesale –Shellfish	5-9
Moosabec Community School District	Education-Elementary/Middle & High School	1-4
Moosabec Marine	Marine Sales, Repairs & Supplies	1-4
Moosabec Mussels	Wholesale Shellfish	10-19
Moosabec Video & Variety	Grocery Store	1-4
New Look Salon	Beauty Salons	1-4
Ouellette Look Construction	Construction	1-4
Paul T Iossa Real Estate Agency	Real Estate	1-4
Paul's Garage	Automobile Repair & Service	1-4
Peabody Memorial Library	Libraries-Public	1-4
Pierce Art Gallery	Art Gallery-Retail	1-4
Richard Laird	Carpentry	1-4
Rockdale Farms Wild Blueberries	Fruits & Vegetables & Produce-Retail	1-4
Sawyer Memorial Church	Churches	1-4
Smith's Lobster	Wholesale/Retail Fish	1-4
Stewart's Grocery	Grocers- Retail	5-9
Magnolia Assisted Living	Assisted Living	1-4
T.A. King & Sons	Lumber & Building Supplies	5-9
TNT Automotive	Automobile Repair	1-4
Town of Jonesport	Government Offices-City, Village, Town	1-4
US Coast Guard	Government Offices-Federal	20-49
US Post Office	Post Offices	1-4
United Pentecostal Church	Churches	1-4
Warnock Woodworks and Carpentry	Carpentry	1-4
Wayne Beals' Boat Shop	Marine Repair, Construction & Storage	5-9
Wesleyan Church	Churches	1-4

Source: Interactive Employer Locator; [Interactive Employer Locator \(maine.gov\)](https://www.maine.gov/economic-development/interactive-employer-locator/); accessed March 15, 2022, and updated by the Jonesport Comprehensive Plan Committee

Jonesport Business and Employment – Future

In 2021, an international aquaculture firm received approval from the State to construct a land-based aquaculture facility on a 94-acre site on Chandler Bay in Jonesport. The proposed \$110M facility will produce yellowtail kingfish (*Seriola lalandi*) under the operation of the largest producer of yellowtail kingfish in the European Union. With an anticipated annual production of approximately 8,500 tons of fish to be raised in the Jonesport facility, the company expects to create between 70 and 100 full-time jobs when fully operational.¹

Certainly not all the anticipated aquaculture employees will reside in Jonesport, and, as referenced in Chapter H - Housing, 42%, or 419, of the total number of housing units in Jonesport are unoccupied units. Coupled with the overall decline in population and decline in public school enrollments over the last decade, Jonesport should not experience a housing deficit and a boost in public school enrollments would be welcomed.

Jonesport has lost almost all its dining establishments due to small lot sizes and setbacks required between wells and septic systems. The few dining establishments that remain are takeout only or have very limited seating.

Jonesport has 4 restaurants: Moosabec video & variety (sit down & takeout), Harbor House (sit down & alcohol served), Jonesport Pizza (sit down & take out), Stewart's (take out). Small lot sizes and setbacks required between well and septic systems create challenges for larger dining establishments. The town is exploring public water and wastewater infrastructure for the downtown area to allow more businesses to exist within the confines of lot size. The community survey shows the single most desired type of business in Jonesport is dining establishments including restaurants that serve local foods. In fact, 47% of written responses contained the word "restaurant." The town has approved three locations appropriate and leasable for food trucks.

Dining establishments drive local economies and give visitors to Jonesport a reason to stay for longer periods of time and improve the local economy. Those who work in the food industry tend to live within the community and spend their wages within the community. Dining establishments in Jonesport would also support peripheral industries such as seafood harvesters, growers of blueberries, cranberries and other locally sourced fruits and vegetables.



<https://www.dreamstime.com/photos-images/lobster-roll.html>

Jonesport has numerous businesses which have thrived despite economic downturns as witnessed by the table above, "Local Employers."

¹ Sources: <https://www.mainebiz.biz/article/kingfish-aquaculture-deal-in-jonesport-moves-forward-with-property-purchase> (retrieved 3-22-2022) and <https://www.kingfish-maine.com/about> (retrieved 3-22-2022).

Regional Economy

Jonesport is inexorably tied into the regional economy of Washington and Hancock counties. Because of its reliance on service centers such as Machias for many goods and services that Jonesport residents use, fluctuations in the regional economy directly affect the economy of Jonesport.

Data from the 2019 American Community Survey (ACS) reveals that 59.8% of employed Jonesport residents remain in Jonesport for work. For residents who work outside of the community, 57% have a commuting time of 14 minutes or less. In addition, a new economy is developing around individuals who work remotely. The community-wide survey reveals that over 55% of respondents use the internet to work remotely. These individuals are not entirely dependent on local economic conditions for their income. However, their location decisions are based on quality-of-life factors such as affordable real estate, low crime, and the natural beauty and clean surroundings, all of which are qualities in which Jonesport has a competitive advantage.

While not an employment center for Eastern Washington County, the public schools and fishing-related industries attract workers from outside of Jonesport. The table below depicts the inflow/outflow of the Jonesport labor market. It is important to note that the margin of error for 2019 ACS data is +/-10, which is considerable for a community with the population of Jonesport.

Inflow/Outflow Report

Selection Area Labor Market Size (Private Primary Jobs)						
	2019		2014		2010	
	Count	Share	Count	Share	Count	Share
Employed in the Selection Area	155	100.0%	192	100.0%	234	100.0%
Living in the Selection Area	292	188.4%	229	119.3%	221	94.4%
Net Job Inflow (+) or Outflow (-)	-137	-	-37	-	13	-

In-Area Labor Force Efficiency (Private Primary Jobs)						
	2019		2014		2010	
	Count	Share	Count	Share	Count	Share
Living in the Selection Area	292	100.0%	229	100.0%	221	100.0%
Living and Employed in the Selection Area	44	15.1%	29	12.7%	39	17.6%
Living in the Selection Area but Employed Outside	248	84.9%	200	87.3%	182	82.4%

Source: U.S. Census "On the Map"; <https://onthemap.ces.census.gov/>

Also of note is the inflow/outflow of commercial shellfish harvesters between Jonesport and the neighboring island of Beals. Jonesport fishing vessels may be moored off Beals due to pressures on the Sawyer Cove Marina. Family members working on the same vessel often live in the neighboring community. Jonesport and Beals are inextricably linked through shared history and

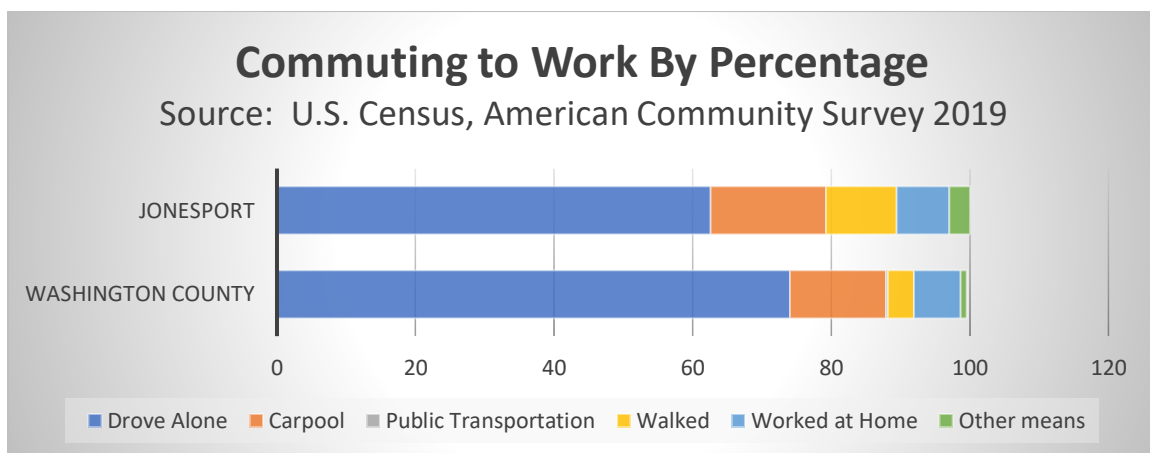
shared resources as witnessed by the Jonesport-Beals public schools, ambulance, and fire protection services.

Jonesport and neighboring Beals were chosen for a pilot project for creation of a prototype “dashboard” that will allow communities to make local planning decisions utilizing data-driven decision making

In 2022, Jonesport and Beals were selected for a pilot project to increase their capacity to make local planning decisions by building the social, economic, and technological infrastructure needed to support them. In partnership with Sunrise County Economic Council, Downeast Fisheries Partnership, Downeast Institute, University of Maine Machias, Maine Sea Grant, University of Maine Cooperative Extension, and the Margaret Chase Smith Policy Center, the communities of Jonesport and Beals will have expanded opportunities to apply economic information relevant to future planning. Through extensive outreach to community members of all ages, researchers will identify high priority economic questions through local data sources, local interviews, and community dialogue. Analyses and a draft for the prototype is expected to be completed by the end of 2022.

Commuting to Work

As with the rest of Washington County, most of the workforce in Jonesport commutes by private vehicle. The mean travel time to work for Jonesport residents is 15.8 minutes as compared to the mean travel time of 21.1 minutes for Washington County.



The lack of public transportation in rural areas creates hardship for many residents who may lack the financial resources to maintain a vehicle, particularly in harsh winter conditions. Residents of Jonesport carpool, bicycle, and walk to work more often than most employed residents in Washington County.

Working in Washington County

Some of the major Washington County employers are shown below. Consistent with the major employers in Jonesport, education, healthcare, and industries utilizing natural resources such as fishing, and blueberries predominate however, service industries account for a large proportion of large employers outside of Jonesport.

Employer Name	City	Employer Size
Bay Ridge Elementary Sch Ctr	Cutler	50-99
Bay Ridge Elementary School	Cutler	50-99
C & D Corp	Deblois	250-499
Calais Childrens Project	Calais	100-249
Calais Community Hospital	Calais	100-249
Calais Day Treatment Program	Calais	100-249
Down East Community Hospital	Machias	250-499
Down East Corrections Dept	Machiasport	50-99
East Grand School	Danforth	50-99
Eastport Memorial Nursing Home	Eastport	50-99
East Grand School	Danforth	50-99
Eastport Memorial Nursing Home	Eastport	50-99
Ella Lewis Elementary School	Steuben	50-99
Hallowell Family Parts-Repair	Pembroke	50-99
Helen's Restaurant	Machias	50-99
Human Services Dept	Machias	50-99
Lawrence Ray Fishing Indstrs	Milbridge	50-99
Machias Bancorp MHC	Machias	100-249
Maine Veterans Homes	Machias	50-99
Marshall's Health Care Fcity	Machias	50-99
Mc Donald's	Calais	50-99
Moosabec Community School Dist	Jonesport	50-99
Narraguagus Bay Health Care	Milbridge	50-99
Primerica Financial Svc	Danforth	100-249
Regional Medical Ctr At Lubec	Lubec	100-249
Rhonda Chambers Administrator	Calais	50-99
Rose M Gaffney Elementary Sch	Machias	50-99
Sunrise County Evergreens	Milbridge	100-249
UPS Customer Ctr	Baileyville	50-99
Washington Academy	East Machias	50-99

Source: [Interactive Employer Locator \(maine.gov\)](https://www.maine.gov/economic-development/employment-and-economy/interactive-employer-locator); accessed March 28, 2022.

LABOR FORCE AND EMPLOYMENT STATISTICS

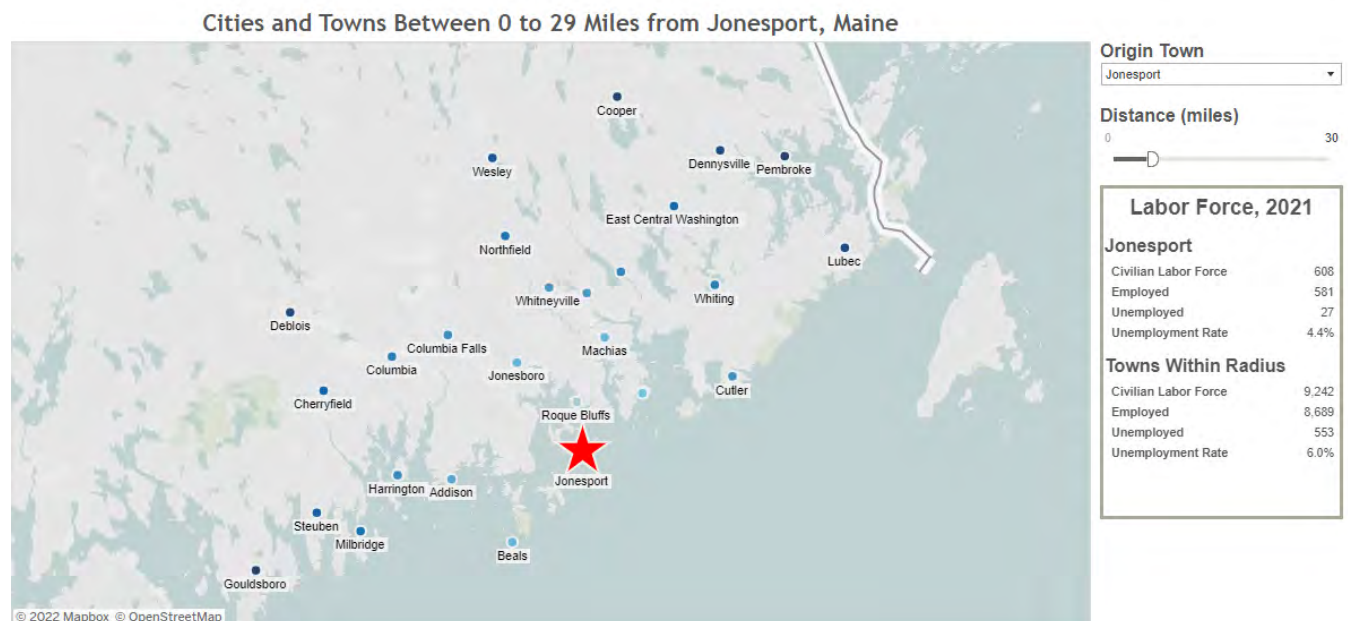
The labor force is defined as all people who are either employed or are receiving unemployment compensation. The figure below provides a visual and tabular view of the labor force including

total civilian labor force and the employed and unemployed population and rate in Jonesport and towns within a 30-mile radius.

According to the Maine Department of Labor, the distribution of the labor force in Jonesport is like the county as a whole, except that in 2021, Jonesport had a lower rate of unemployment (4.4%) than all the towns in a 30-mile radius where unemployment rates were at 6.0% in 2021.

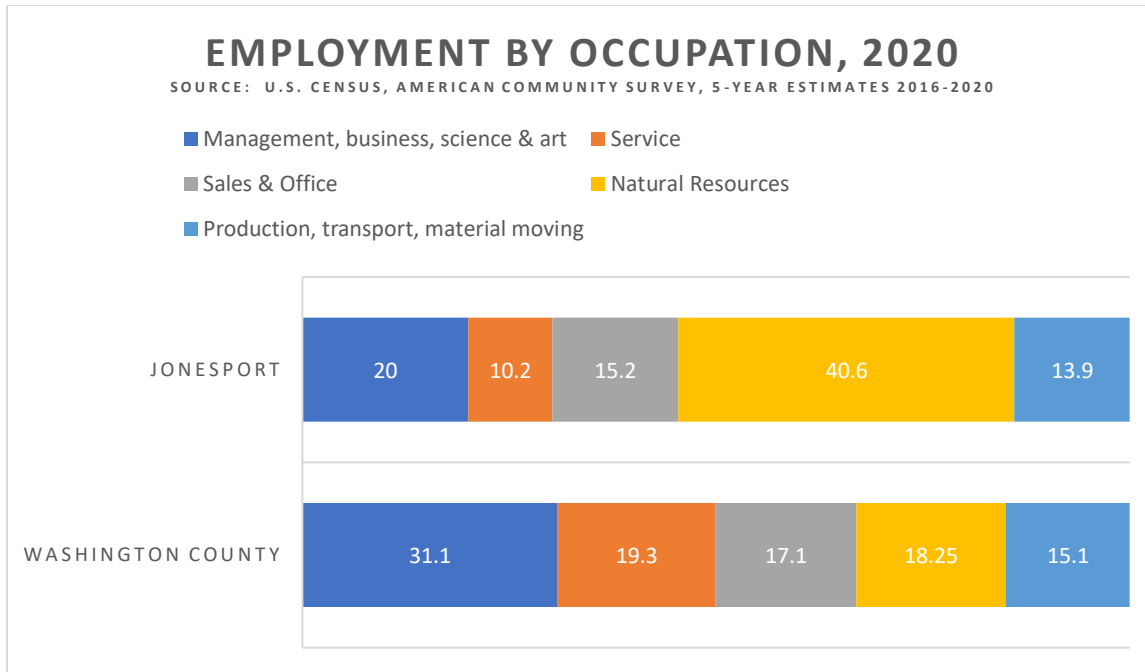
It is important to note that the employment rate may be underestimated due to greater reliance on seasonal, agricultural, marine, and craft-based work in rural areas. The seasonal nature of such work is less likely to be reported. In fact, a significant informal economy exists, especially in natural resource-based jobs, in which residents supplement reported income with seasonal wages.

Also of consideration is substance use disorder (SUD) and active/continuing treatment of SUD which may preclude some individuals from seeking employment due to drug screening. Family members who provide support mechanisms such as providing care for children may also face challenges with maintaining regular employment. These are state-wide labor issues that will require leadership and cooperation among many partners to address.



Source: [Unemployment Rates by Radius \(maine.gov\)](https://www.maine.gov/dol/unemployment-rates-by-radius); accessed March 28, 2022.

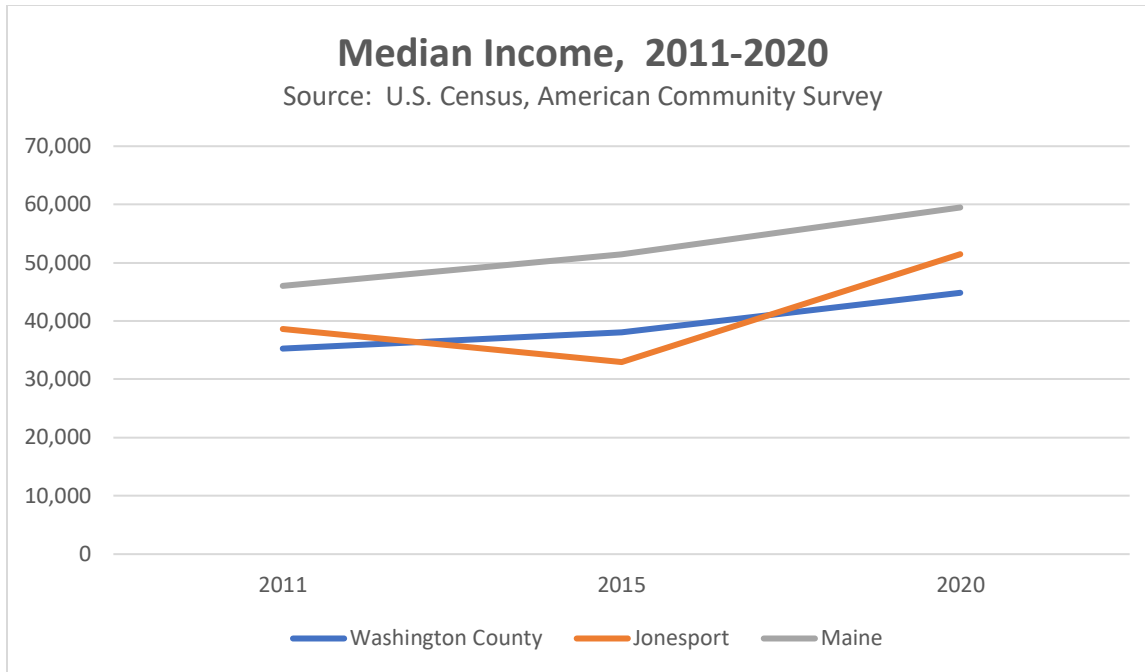
The employed population for Jonesport and Washington County is described by occupation. The top three sectors of employment for Jonesport are: Natural Resources, Construction and Maintenance Occupations; Management, Business, Science and Arts Occupations; and Sales and Office Occupation. The chart below shows the percentage of employment by occupation in Jonesport and Washington County. Not surprisingly, over 40% of the employed population in Jonesport work in natural resource occupations.



INCOME

The median income in Jonesport can vary considerably due to the reliance on the harvest of natural resources such as lobster. In the chart shown above, over 40% of the employed population of Jonesport is dependent on natural resources. The chart below makes clear the reliance on market prices for these natural resources.

As the median income for Washington County and for Maine increased between 2011 and 2020, Jonesport bore witness to the fluctuations in the price of shellfish in direct correlation with the temperatures in the Gulf of Maine. Shellfish are sensitive to changes in water temperature and consumers are sensitive to supply and demand – especially when shellfish molt (“shed”) earlier than the tourist or restaurant season requires. When supply outstrips demand, prices plummet, and directly affects the commercial fishers and related industries.



While median household income in Jonesport has recently increased above that for Washington County as a whole, per capita income in Jonesport is similar to that of Washington County.

HOUSEHOLDS BY INCOME 2020	JONESPORT		WASHINGTON COUNTY	
	Percentage	Margin of Error	Percentage	Margin of Error
Total	544	+/-74	13,830	+/-283
Less than \$10,000	6.3%	+/-3.1	9.2%	+/-1.2
\$10,000 to \$14,999	12.3%	+/-6.4	8.3%	+/-1.3
\$15,000 to \$24,999	7.7%	+/-3.7	12.1%	+/-1.1
\$25,000 to \$34,999	15.1%	+/-5.4	10.6%	+/-1.1
\$35,000 to \$49,999	6.8%	+/-3.4	14.2%	+/-1.2
\$50,00 to \$74,999	26.1%	+/-6.8	18.6%	+/-1.5
\$75,000 to \$99,999	14.5%	+/-5.9	11.2%	+/-1.1
\$100,000 to \$149,999	9.9%	+/-6.6	11.6%	+/-1.1
\$150,000 to \$199,999	0.7%	+/-1.0	2.6%	+/-0.7
\$200,000 or more	0.6%	+/-0.8	1.7%	+/-0.3
Median income (dollars)	51,471	+/-13,143	44,847	+/-2,292

Per capita income (dollars)	24,811	+/-4,600	24,647	+/-1,330
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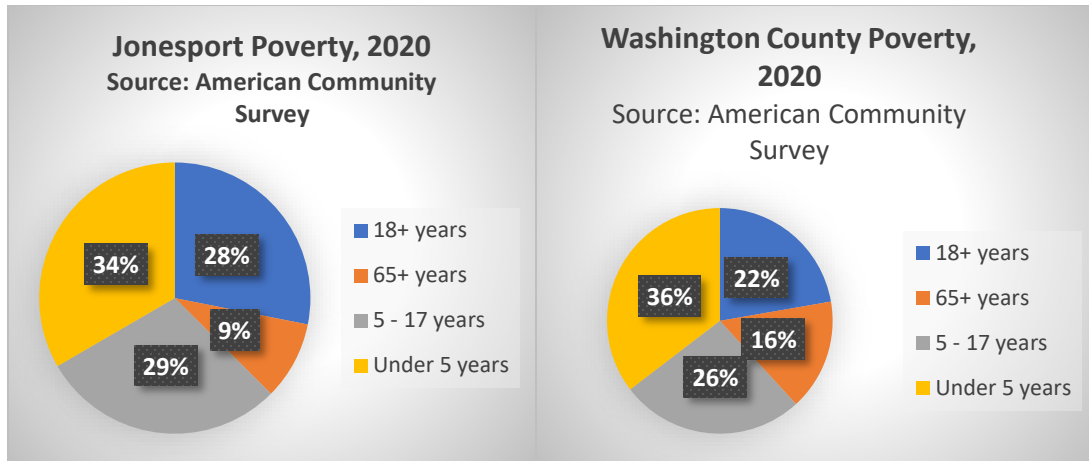
Source: American Community Survey 2016-2020 5 Year Estimates

Sources of income for Jonesport and Washington County in 2019 were primarily derived from wage and salaried positions which includes wages, salary, commissions, tips, piece-rate payments, and cash bonuses earned before tax deductions. Wage and salaried employment are broad measures of economic well-being but do not indicate whether the jobs are of good quality. American Community Survey (ACS) estimates in 2019 indicate 33.6% of Jonesport residents report self-employment income as compared to 20.4% in Washington County as a whole. Higher than the rest of Washington County, 48.9% of Jonesport residents received Social Security income, reflecting the aging population throughout Maine.

INCOME AND BENEFITS IN 2019 (Households often have more than one source of income, as seen here).	Jonesport			Washington County		
	Number	Percent	Margin of Error	Number	Percent	Margin of Error
Households	544	100.0	+/-74	13,830	100	+/-283
With earnings	356	65.4	+/-65	9,151	66.2	+/-288
With Social Security Income	266	48.9	+/-45	6,322	45.7	+/-230
With Retirement Income	89	16.4	+/-25	3,301	23.9	+/-185
With Supplemental Security Income	72	13.2	+/-36	1,216	8.8	+/-138
With cash public assistance income or SNAP benefits within the past 12 months	144	26.5	+/-44	2,818	20.4	+/-193

Source: American Community Survey 2016-2020 5 Year Estimates

For the 48 contiguous states, in 2020, the poverty threshold for a family of four persons was \$26,200 (U.S. DHHS). In 2020, over 20% of the population in Jonesport were determined to have incomes of poverty status, slightly higher than Washington County as a whole.



As the charts above reveal, children under the age of five are more likely to live in households with income at or below poverty level in Washington County.

Significant Economic Changes

In 2021 an international aquaculture firm received approval from the State to construct a land-based aquaculture facility on a 94-acre site on Chandler Bay in Jonesport. The proposed \$110M facility will produce yellowtail kingfish (*Seriola lalandi*) under the operation of the largest producer of yellowtail kingfish in the European Union. With an anticipated annual production of approximately 8,500 tons of fish to be raised in the Jonesport facility, the company expects to create between 70 and 100 full-time jobs when fully operational. If the facility is completed, the local valuation is expected to increase by approximately \$50,000,000 while creating an anticipated decrease in the mil rate in Jonesport. The town recognizes that the employment opportunities could improve standards of living and will also result in an increase in county taxes and a decrease in State subsidies for education as Jonesport is a minimum receiver.

According to the Maine Department of Education, minimum receivership is described as, “When a district/town's ability to pay is greater than their required local contribution, then they are considered a minimum receiver.” Therefore, a higher valuation of Jonesport will result in the current EPS [Essential Programs and Services] formula providing fewer funds for the Jonesport schools, due to a perceived greater ability for Jonesport to pay.

Priorities for economic development and regional economic development plans.

Jonesport has very defined priorities for economic development. In 2018, the town purchased a seven-acre property known as Henry Point to construct a commercial boat ramp and pier. Partnering with Land for Maine’s Future, Jonesport has ensured that the parcel will remain protected in perpetuity. The town has secured an engineering design and is actively pursuing funding to construct the working waterfront.

Jonesport continues to examine public water and wastewater in the downtown/village area. As discussed earlier in this chapter, Jonesport has lost almost all its dining establishments due to small lot sizes and setbacks required between wells and septic systems. The community-wide survey reveals a strong desire for dining establishments and generally support public infrastructure to achieve this goal. Parking in the village area is seriously constrained and can impede the circulation of vehicular, pedestrian, and bicycle traffic as well as access by emergency responders. Jonesport strongly advocates for a traffic circulation study in partnership with Maine DOT.

The collaboration between Jonesport and Beals and previously specified climate and economic professionals will allow both communities to make data-driven decisions for economic development and planning by utilizing multiple sources through a “dashboard” created specifically for the two towns.

Jonesport is part of the Aroostook Washington Development District (AWDD), an area covered by the Northern Maine Development Commission (NMDC). Economic development plans in Jonesport closely align with the 2018-2023 Aroostook-Washington Comprehensive Economic Development Strategy (CEDS) including the regional vision to leverage natural assets and policy creation to encourage private sector investment while retaining the quality of life cherished by the community.

The investment made by Jonesport in the purchase of Henry Point and the proposed commercial waterfront will help to meet the goals outlined in the Marine Resources Goals outlined in the CEDS including the increase of marine-related employment through the creation of shoreside infrastructure. Also of note is the economy project covered previously in this chapter to create a “dashboard” to allow data-driven decision making which will align with Strategy 4 in the CEDS, “Monitor climate change effects on the fishery and seek...assistance to mitigate reduction in harvest.” This pilot project closely aligns with Jonesport’s enrollment in Maine’s Community Resilience Partnership.

Finally, the proposed aquaculture firm in Jonesport will help meet the Marine Resources Goals of increasing marine-related employment through the expansion of research, harvest, and processing as well as increased seafood processing and the creation of shoreside infrastructure.

Traditional downtown

Jonesport has a traditional downtown that meets the basic needs of the community. Many of the businesses are “existing” but not thriving to the point of expansion or growth. Jonesport has lost numerous stores and dining establishments due to small lot sizes and the required setbacks between wells and septic systems. The town recognizes that public infrastructure for water and/or wastewater will be required to have a vibrant and thriving downtown. In 2003, Jonesport undertook an engineering study to plan for public water and/or wastewater. When brought to the Town Meeting, the voters overwhelmingly turned down the proposal. As seen in the

community-wide survey, some residents have concerns about tax appropriations for public infrastructure that would only serve a specific location while some respondents said that public water/wastewater is necessary for economic development. Jonesport continues to explore the options of public water/wastewater. Ample parking for residents and visitors is also part of a thriving downtown. As noted throughout this document, Jonesport desires to work with Maine DOT for a traffic circulation study.

Tourism in the Economy

Tourism is an important part of any community on the coast of Washington County. Visitors support local economies and may purchase homes for seasonal or year-round use. As previously discussed, Jonesport has a limited ability to attract – and retain – visitors due to the lack of dining establishments. Even though Great Wass Island in adjacent Beals is a tremendous attraction for visitors, and visitors must travel through Jonesport to access Beals, the lack of restaurants is one of the reasons why Jonesport faces difficulty with tourism.

Jonesport lacks hotels and motels and shops geared toward tourism, such as gift shops and art galleries. Jonesport does have an array of rooms/homes for rent for short or extended stays and the properties can be found on websites geared toward the vacation rental market. Currently there are no statistics for how the vacation market may affect local home prices and long-term rentals in Jonesport.

Jonesport is a destination on the Bold Coast National Scenic Byway and the Bold Coast Scenic Bikeway, but as previously mentioned, the dearth of eating establishments and accommodation give cyclists and motorists little reason to remain in Jonesport beyond a day trip. Also of note is the lack of “shoulders”, or allowance for pedestrians and bicyclists along Route 187, which prohibits safe use for hikers, walkers, and cyclists which results in dangerous conditions and hampers eco-tourism.

Jonesport hosts two major festivals a year: Summerfest and Winterfest. Summerfest occurs over the week of July 4th and Winterfest kicks off after the Thanksgiving holiday. These events are popular amongst residents of Jonesport and Beals, however, for individuals or families travelling from any distance the lack of tourist amenities and the lack of parking areas makes the town primarily a day-trip destination.

Home Occupations

Jonesport strongly supports – and encourages - home occupations, or “cottage industries.” Home occupations in Jonesport run the gamut from suppliers of fabric and sewing notions to web design services. The allowance of mixed use in Jonesport encourages entrepreneurship.

Industrial and commercial development

Appropriate areas for industrial and/or commercial development are available in Jonesport. The town Land Use and Development Ordinance (amended March 14, 2022), provides for necessary

assurance that Performance Standards are upheld in compliance with Sections 6 and 7 of the Ordinance, including, but not limited to: neighborhood and environmental impacts, vehicular access and parking, surface water and drainage, lighting and signage, and dimensional requirements. The town Land Use and Development Ordinance can be found on the town website, www.townofjonesport.com.

Public facilities needed to support known economic activity

The community-wide survey in Jonesport revealed that nearly 65% of respondents reported it was “extremely important” to have fast, reliable internet in Jonesport. In 2022, broadband is of strong interest in Maine, and Jonesport is no exception. Improved internet connection is vital to the economic development of a region, particularly rural Maine. In 2022, Jonesport initiated the process of connecting with incumbent Internet Service Providers (ISPs) to determine if reliable, high-speed internet would be available to residents, telecommuters, and businesses.

Jonesport requires public water and/or wastewater to have any growth in the downtown/village area, due to small lot sizes and setbacks required between wells and septic. Without such infrastructure, Jonesport is unlikely to add dining or hospitality establishments.

At this juncture, three-phase power may be at the cost of an incoming industrial business. However, three-phase power may be required, should a commercial working waterfront occur at Henry Point, and may impact the users of the proposed commercial waterfront at the Henry Point location should user fees be required.

According to Maine Lobstermen’s Community Alliance, the average lobster trap will weigh between 40 and 65 pounds. Three-phase power may be necessary to handle varying loads of shellfish/landings. However, it would be prudent for Jonesport to investigate the true costs of three-phase power as well as state and federal requirements related to a commercial pier.

Local regional economic development incentives

Tax increment financing (TIF) is available to the Town of Jonesport. Assistance is available through Sunrise County Economic Council. TIF is described by the State of Maine as:

Municipal Tax Increment Financing (TIF) Tax Increment Financing is a flexible finance tool used by municipalities, plantations, and unorganized territories to leverage new property taxes generated by a specific project or projects within a defined geographic district. Any portion of the new taxes may be used to finance public or private projects for a defined period of time for up to 30 years.



The Program is locally driven: The municipality or plantation defines the district size, determines the amount of new taxes to be captured, identifies

allowable public and private projects along with the term of up to 30 years, with the whole package requiring local political approval.

A business may approach a municipality with a proposal for investment for which a TIF district would provide financing. Or a municipality may take advantage of an already planned and financed project and create a TIF district around it, capturing a portion of new property tax revenue for specific public uses.

Over their term, TIF districts can return thousands to millions of dollars to a municipality. The projects financed may include anything from upgrading a road to adding a wing to an existing building or more.²

Jonesport is open to exploring tax increment financing. Assistance is available through Sunrise County Economic Council.

Using unique assets for economic growth

Jonesport has an array of unique assets including 19th Century architecture, recreational opportunities, and annual civic events. Sawyer Square contains the largest number of the remaining historic buildings in Jonesport. The D.J and E.M Sawyer Store, built in 1896, is the current home of the Jonesport Historical Society. The Union Congregational Church of Jonesport was constructed in 1887 and was a gift to the people of Jonesport by resident Daniel J. Sawyer (photo courtesy of Jonesport Historical Society). Other notable historic buildings in Sawyer Square include the C.H Mansfield General Store (1881), the former B.B. Mansfield Dairy Farm (1890), and the Bion B. Mansfield Store which is currently in use as a private residence.



Jonesport is home to a very active historical society which provides newsletters and digital tours of historic locations. The Peabody Memorial Library, hosts programming for children, art and music events, “Meet the Author” series, book clubs and a “Teen Advisory Group” where the youth of Jonesport and surrounding communities are given a voice in programming, acquisition of books, and more.

² Source: Maine Department of Economic and Community Development;
<https://www.maine.gov/decd/business-development/tax-incentives-credit/municipal-tax-increment-financing> Accessed March 31, 2022.

The town of Jonesport is a large peninsula surrounded by several bays (Mason, Englishman, Chandler), the estuary and bay of Indian River, and two shipping passages (Seguin and Moosabec Reach). Jonesport also includes several coastal islands across Moosabec Reach to the south and to the east of the complex of coastal islands that make up the town of Beals and numerous other islands which are outlined in the Chapter L - Natural Resources of this document.

The town has extraordinarily scenic water views while the coastline and outer islands support unique species including bald eagles, purple plover, harlequin duck, peregrine falcon, and razorbill auk providing a draw for birdwatchers, hikers, kayakers, and other nature enthusiasts. The endangered Atlantic salmon and Short nosed sturgeon can be found in the waters off Jonesport.

Observers of the natural habitat can seek out the Crowberry Blue Butterfly, only found in coastal plateau bogs in Washington County.



Crowberry Blue Butterfly
Photo: Nature Serve Canada

In the summer months, Jonesport offers recreational boating opportunities and visitors are encouraged to use the recreational boat launch at Sawyer Cove Marina. As with many coastal communities, there are scenic boat tours for observing marine life as well as excursions for SCUBA divers. Sport fishing is also a popular attraction for visitors. In winter months, Jonesport offers ice skating, sledding, cross-country skiing, and snowshoeing.

Civic events, coordinated by a strong volunteer base and supported by local institutions, include “Summerfest” and “Winterfest.” Summerfest takes place over the July 4th holiday and “Winter Fest” occurs in early December. Summerfest is committee run and is an all-American tribute to the birth of our nation complete with parades, fireworks, community lobster bake, horseshoe tournaments, public entertainment, lobster boat races, arm wrestling, and a “kids’ day” which is held at the town “ball diamond.”



Photo credit: William Milliken

It's easy to imagine that with Jonesport's strong ties to the sea, lobster boat racing is an extremely popular event. In fact, *Down East* magazine stated that lobster boat races in Jonesport "... is the granddaddy of them all. Winning there means more than winning anywhere else. Spectators line the bridge from the mainland to Beals Island."³

Winter Fest, also run by a committee, celebrates the oncoming winter season with fireworks, parades, children's events, and a free community supper. The festivals have tremendous local support and are well attended by the community and residents from surrounding towns.

The Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway are founded on historic and scenic assets and natural resource industries. Both Jonesport and Beals contain exemplary historic and scenic locales for telling these Bold Coast heritage stories.

An Historic Perspective

Jonesport has always been a community reliant on fishing and related maritime industries. The original settlers had chosen Jonesport for its proximity to the sea, its abundant supply of cod, its good harbors, and its fertile ground for farming. As more families moved to the area, herring fishing became increasingly vital to the economy. Cod and herring were smoked, dried, or heavily salted in order to preserve them until they reached distant markets. During the late 1800's, lobster became an increasing force in the economy.

In 1875 sardine factories began to appear along the Maine coast, first in Eastport and Lubec. Several sardine factories were located within Jonesport. With the opening of the sardine canneries, the fisherman found a new market for their herring and women found a new source of income working in the factories. World War II provided some of the best years for fishermen because the government needed canned food that was high in protein, and they guaranteed to purchase 80% of the sardines produced. At the close of World War II, demand took a sharp decline and at present, there are no sardine factories or weirs remaining in Jonesport.

The clamming industry is only one of several sources of maritime related industries in Jonesport. Historically, clams were shelled, heavily salted, and packed into barrels before being sent to Boston to be used as bait by trawlers fishing for ground fish. After 1975, harvesting of mussels and quahogs met with a growing Asian demand for periwinkles, sea urchins, and sea cucumbers. Although historically a secondary market to lobster, crabs are now exclusively fished by some. Jonesport continues to expand its maritime related industries through seaweed harvesting, scalloping, and digging of sea worms. Today, Jonesport rightfully remains fiercely proud of its maritime history. In 2020, Jonesport with approximately 250 fishing vessels, was the leading port in Maine for landings of live pounds of lobsters.⁴

³ "200 Reasons to Love Maine." <https://downeast.com/our-towns/there-is-nothing-like-a-lobsterboat-race/> Accessed April 7, 2022.

⁴ [Top10PortsByValuePounds.Table.pdf \(maine.gov\)](#). Accessed April 13, 2022.

Recent local and regional economic development plans

Jonesport is part of the Aroostook Washington Development District (AWDD), an area covered by the Northern Maine Development Commission (NMDC). Jonesport fully participated in the development of the 2018-2023 Aroostook-Washington Comprehensive Economic Development Strategy (CEDS).

- To encourage economic development through nature-based tourism, Jonesport acted as a “host community” for BikeMaine. Host communities rely heavily on volunteer support from residents. As a result, Jonesport desires to add bike/ped access along Route 187, which serves as the corridor to the downtown village and neighboring communities.
- In 2021, Jonesport reinvigorated its Economic Development Committee with a broader representation of the demographics within the community to promote the economic interests of the town and region.
- In May 2018, the community overwhelmingly voted to purchase a seven-acre tract of waterfront known as Henry Point, with the aim of creating a working waterfront. In 2022, the community partnered with Land for Maine’s Future to ensure Henry Point would remain protected in perpetuity. The project at Henry Point, once completed, will serve at least 250 commercial fishing vessels for the town and region.
- In 2022, Jonesport and Beals were selected for a pilot project to create a “dashboard” which will support data-driven decision making. The two towns are working with Maine SeaGrant and Margaret Chase Smith Policy Center to extensively interview members of their respective community members to ascertain topics of economic importance to include in the “dashboard.”
- In 2022, Jonesport enrolled in Maine’s Community Resiliency Partnership which requires community meetings and public input to determine which climate resiliency issues the residents find most pressing and how to address those issues.
- In 2022, recognizing the importance of the voices of the youth of the town, Jonesport-Beals Elementary/Middle School hosted a “Youth Community Visioning Session” facilitated by Healthy Acadia. The results of the visioning session are included in this document and can be found in Chapter A - Community Vision and Executive Summary.

Where we work and live

There are over 60 employers within Jonesport. Of the town’s population of residents aged 16 years and older, 47.1% participate in the labor force and 59.8% remain in Jonesport for work. The remainder of the employed population works in surrounding communities as referenced previously.

Economic development incentive districts

As previously referenced, Jonesport is open to exploring tax increment financing. Assistance is available through Sunrise County Economic Council.

Goals, Policies, and Implementation Strategies

Goal: Promote an economic climate that increases job opportunities and overall economic wellbeing.

Policy	Implementation Strategy	Responsibility	Time Frame
Enhance and support existing businesses in Jonesport and promote new businesses compatible with existing rural community values and patterns of development.	Continue to meaningfully participate in regional organizations that provide technical assistance and information related to business support and regional economic opportunities through Sunrise County Economic Council, Northern Maine Development Commission, and others.	Selectboard, Sunrise County Economic Council	Immediate, Ongoing
	Participate in constructive collaboration with the state, local businesses, and neighboring communities to install signage to direct visitors to sites of importance, including recreational opportunities, retail establishments, parks and preserves, and other locations.	Selectboard, Sunrise County Economic Council (DownEast Acadia Regional Tourism, Bold Coast National Scenic Byway, Downeast Maine National Heritage Area)	Long-term (2-5 years)

Policy	Implementation Strategy	Responsibility	Time Frame
	Investigate and advocate for improved broadband infrastructure to enhance the competitiveness of Jonesport through Connect Maine, USDA Rural Development, Maine Connectivity Authority, and other funders to make Jonesport more competitive and appealing to remote workers.	Selectboard, Sunrise County Economic Council	Immediate, within 1 year
	Create space at Town Office, Library, and Historical Society to place tourism resources such as Maine Office of Tourism, Downeast Acadia Regional Tourism, and regional chambers of commerce.	Economic Development Committee? In partnership with SCEC (DownEast Acadia Regional Tourism)	Immediate, spring/summer 2023
	Continue to examine, and advocate for, public water/wastewater options in the business/village district to invigorate the economy through the diversification of businesses within the community.	Selectboard	Immediate, ongoing

Policy	Implementation Strategy	Responsibility	Time Frame
Make a financial commitment, if necessary, to support desired economic development, including needed public improvements.	Explore options for business development incentives to attract new or support expanding businesses.	Selectboard	Immediate, ongoing
	Continue to explore the feasibility and need for public water or sewer in the downtown.		
Encourage and support local maritime businesses to retain access to the resource and get their products to local and regional markets.	Continue to support retention of access to the water for water dependent uses, particularly the development of Henry Point as a commercial working waterfront.	Selectboard	Ongoing
To coordinate with regional development agencies and surrounding communities as necessary to support economic development.	Advocate with Maine Department of Transportation for infrastructure improvements related to bike/pedestrian access on Route 187.	Selectboard, Planning Board, Sunrise County Economic Council, MaineDOT	Short term (1-2 years), Ongoing
	Participate in local, regional, and state resources to promote tourism.	Economic Development Committee (not yet formed?)	Immediate, Ongoing

F. PUBLIC FACILITIES AND SERVICES

Goal

To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and development. Current facilities and services are described to determine if they adequately serve the town today and if they have the available capacity to serve the town over the next ten years.

GENERAL MUNICIPAL ADMINISTRATION

Jonesport is part of State District 4, State House District 131, and U.S. Congressional District 2. Jonesport has a Select Board/town meeting form of government. The town office staff consists of a Town Clerk/Tax Collector/Treasurer and two part-time Assistants to the Select Board. Municipal departments have capital reserve accounts for equipment replacement and building maintenance. Select Board members serve a three-year term and currently meet every other week. The town fiscal year ends June 30th and approval of the Town budget is achieved through the annual town meeting/election that is held on the second Monday of March.

BOARDS AND COMMITTEES

The Select Board appoints long, short-term and project committees, as needed.

Appointed Boards/Positions (by Select Board)	Elected Boards
Board of Appeals	Select Board (3)
Tax Assessor	Jonesport School Committee
Budget Committee	Moosabec Community School District Committee
Comprehensive Plan Committee	Moosabec Community School District Board of Trustees
Economic Development Committee	Town Clerk / Tax Collector / Treasurer
Planning Board	Fire Chief
Shellfish Conservation Committee & Warden	General Assistance Administrator
Monument Committee	
Youth Recreational Committee	
Local Plumbing Inspector	
Code Enforcement Officer	
Local Health Officer	
Harbor Master	
Harbor Committee	
Campground Director	
July 4 th Committee	
Emergency Management Director	
Animal Control Officer	

The board of appeals hears grievances regarding Planning Board and General Assistance decisions. The budget committee works with the Select Board, town departments, various business owners and civic organizations to prepare the annual budget for the town meeting.

The town planning board consists of five members and three alternates; some of these individuals have served in this capacity for 30 years. Monthly meetings are held to review site plans for any development proposals. The planning board also reviews Shoreland Zoning and wetland issues, Subdivision Regulations, Land Use and Development, and Floodplain criteria to maintain compliance with state and local ordinances.

MUNICIPAL BUILDINGS AND FACILITIES

In 2010, the Municipal Building was relocated to the lower level of 70 Snare Creek Lane. The



Photo: Jonesport Town Office;
www.townofjonesport.com

two-story houses Arnold Memorial Medical Center on the second floor of the building. The space occupied by the town office is adequate for daily operations and record storage. The facility can accommodate small meetings of approximately 25 residents, but the town meeting and other large gatherings occur at the high school.

Jonesport Volunteer Fire Department is located at 44 Main Street. There are two substations, the Old Fire House, which has a well in the basement that is the primary source of water for fire suppression. The facility also houses the Doug Hinkley Memorial Fire Museum. A second substation is in Upper Mason Bay.

The Peabody Memorial Library, located at 162 Main Street, is not a municipally owned facility. The town does appropriate funds at town meeting for the benefit of the library and community. Peabody Memorial Library is maintained by a Board of Directors and is open to the Moosabec Community (Jonesport and Beals).

The following are the two largest parcels of undeveloped land owned by the town, with acreages given:

- Land located at Henry Point on Campground Road. Seven acres purchased by the town in 2018 for the creation of a working waterfront.
- 1/5 subdivided interest in wetlands off Kelley Point Road to be used as possible mitigation for development at Henry Point.

MUNICIPAL SERVICES

Town office

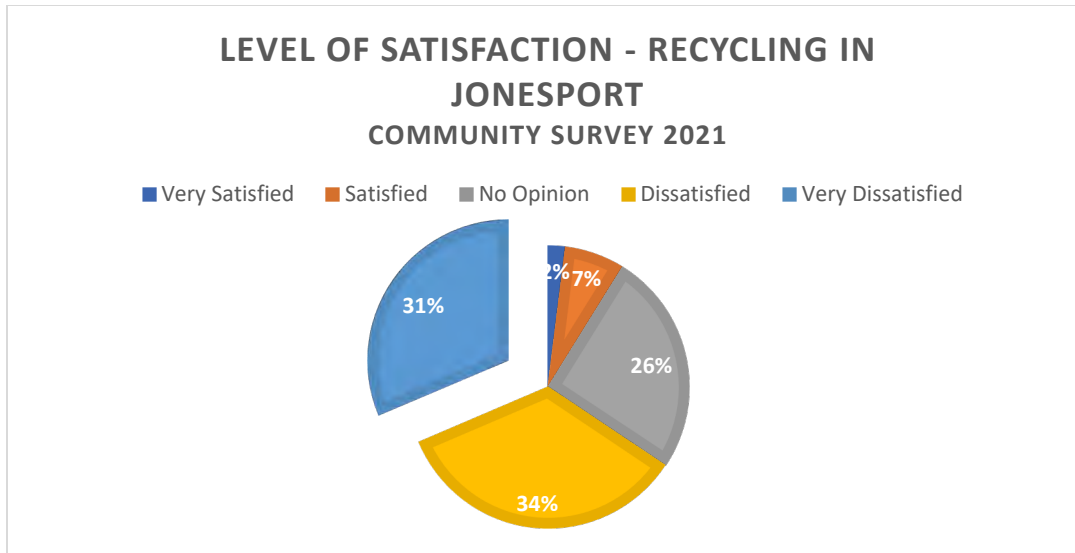
Staffing of the town office includes a combined position of clerk, tax collector and treasurer who is responsible for administering the town's routine business. There are two part-time assistants to the Selectboard who report directly to the Select Board. Code enforcement is under the purview of the county Code Enforcement Officer.

Highway Department and Solid Waste Disposal District Management

Jonesport does not have a highway department but provides year-round road maintenance by contracting for these services.

The town contracts with Casella Waste Management, in Columbia, for trash removal. Residents may take their household waste directly to Casella at a cost of .08 cents per pound. An additional option for residents is the Pleasant River Solid Waste Disposal District (PRSWDD), located in Columbia Falls. Jonesport is not a member town so town residents who utilize PRSWDD pay a rate of .15 cents per pound for solid waste disposal. The town ceased using its landfill in 1995 and completed the landfill closure in October 1997 as required by the Maine Department of Environmental Protection.

Each of Maine's municipalities must submit an annual report of its solid waste management practices. The state objective is for each municipality to recycle at least 50 percent of its household waste. If the quota is not attained, a fee is imposed, unless the municipality indicates good faith in attempting to improve its rate of recycling. According to the Maine Department of Environmental Protection, the Pleasant River Region (Addison, Beals, Centerville, Columbia, Columbia Falls, Jonesboro, Jonesport) had a 32% recycling rate in 2017, a decrease of 14.3% from 2001. Data specific to Jonesport is not available. The community-wide survey reveals that nearly 66% of Jonesport respondents reported being "Dissatisfied" or "Very Dissatisfied" with the recycling center.



Maine Department of Environmental Protection (ME DEP) provides an extensive list of educational materials, recycling programs, and grant opportunities. ME DEP staff are available to assist communities to establish recycling programs for mercury thermostats and fluorescent light bulbs. Municipalities can partner with PaintCare (www.paintcare.org) to recycle paint at no cost to the community. Electronic waste (e-waste) such as televisions, computers, and other electronic devices can be recycled by partnering with an e-waste recycling firm. Many e-waste recycling firms do not charge a community for recycling electronic waste. Also of note is the state stewardship program for packaging. Producers of products will pay into a fund based on the amount and the recyclability of packaging associated with their products. These funds will be used to reimburse municipalities for eligible recycling and waste management costs, make investments in recycling infrastructure, and help Maine citizens understand how to recycle. Program planning will begin in 2022. Recycling should be actively promoted in Jonesport, and strong consideration should be given to the recycling of hazardous waste such as the items mentioned above.



Water Supply, Septic Systems, Overboard Discharges, and Sewer Systems

The town of Jonesport does not have public water or wastewater services. Residents obtain their water from natural springs, dug wells, or drilled wells. The town has a very large spring-fed fresh water supply located on the 40 acres behind the Fire Station. The U.S. Coast Guard also accesses water from the spring-fed well.

Human waste disposal is through septic systems many of which have been replaced in recent years through homeowner investment or grant funding. However, 2.88% of survey respondents reported malfunctioning systems in need of replacement. Some residents (1.92% of respondents) report “overboard discharge” as their method of waste disposal. **There remain a few homes with holding tanks with straight pipes discharging into ditches.**

Over the past 40 years three major efforts have been undertaken to address the need for a centralized sewer system in the town. For different reasons none of the proposed systems were approved by the residents of the town. The community survey revealed concerns related to the cost of public water or wastewater infrastructure while some residents cited the need for such public infrastructure to encourage economic growth in the downtown area. The community divide on the issue is evident as seen in the following quotes obtained from the community survey.

"... the time has come for some public works- but the "downtown "water system would not aid any of those with bad wells in other areas of the Jonesport peninsula- Citizens should come first- not considerations for new business."

"This has prevented many business opportunities thus far. In my opinion, this is the number one thing that has to happen!"

"...only if paid for by the users."

"I think this is well worth considering because any more development might stress the water system. Also, with sea level rise, there may be salt-water inundation of private wells, and this may cause enormous problems."

The land in the Jonesport downtown area is not uniformly suitable for subsurface wastewater disposal systems. There is a significant amount of ledge, wetlands, and poor soil types. The issue is further compounded by the very small lot sizes of many of the properties in the downtown area. Without a municipal water system, many wells are affected by the proximity to a septic system on the same property or from a neighboring property.

As addressed in Chapter E: Employment & Economy, Jonesport has lost numerous stores and dining establishments, and has not attracted new ones, due to small lot sizes and the required setbacks between wells and septic systems. The town recognizes that public infrastructure for water and/or wastewater will be required to have a vibrant and thriving downtown. Jonesport continues to explore public water and wastewater options to fit the needs of the community and the local economy.

Storm Water Management System

The stormwater system in Jonesport primarily consists of roadside ditches, catch basins and piping. Sub-surface stormwater drainage pipes and ditches are located along State Route 187. The state owns and maintains the system located along State Route 187, while the town is responsible for the rest of roads in town.

PUBLIC SAFETY

Jonesport has a public safety department with services provided by contractual agreement with the Washington County Sheriff's Office. Washington County Sheriff's Office provides

dispatching services for emergency services. Enhanced 9-1-1 in Jonesport was completed in November 2002.

Fire Protection

The fire department consists of three stations as previously described under municipal buildings. The main Jonesport Fire Station is located near the entrance to the Jonesport-Beals Bridge on Main Street. The department includes 20 volunteers, including the Fire Chief, with no full-time members. Jonesport has mutual aid agreements with the surrounding towns of Beals, Jonesboro, and Addison. The fire dams and well systems have been recently upgraded and are in good repair. A new dry hydrant was installed at the Cross Cove fire dam in 2020.

The Fire Department vehicular equipment includes the following:

- 1995 KME pumper, 1250 gpm with a 1000-gallon tank
- 1993 Central States pumper, 1500 gpm with a 2500-gallon tank
- 2005 International tanker, 2500-gallon, no pump
- 2010 Freightliner Rescue truck
- 1998 5-ton, 6x6, brush fire truck, 250 gpm, with a 1200-gallon tank

Emergency Services

Jonesport and Beals have a combined ambulance service, Moosabec Ambulance Services (MAS). MAS has two stations located at 138 and 140 Main Street in Jonesport. There are 14 employees consisting of five Emergency Medical Technicians (EMTs), one paramedic, and eight ambulance drivers. MAS provides 24-hour coverage available for residents of both Jonesport and Beals. Given the costs of ambulance services and the low and dispersed population of Jonesport and the region, it is recognized that regional cooperation is essential to ensure adequate coverage to community members. MAS has mutual aid agreements with Pleasant River Ambulance Service (Columbia) and Machias Ambulance Service. Calls for service are received through the dispatch center at Washington County Regional Communications Center (RCC). Moosabec Ambulance Services has two ambulances in service: a 2007 Chevrolet, and a 2003 Ford.



Photo courtesy of Moosabec Ambulance Service

Marine Rescue

The United States Coast Guard (USCG) maintains a search and rescue station at 9 Bridge Street in Jonesport. The USCG contributes to community events and annually hosts “Commercial Fishing Vessel Safety Examinations” to ensure safety and stability of fishing vessels.

Public Works Department

Jonesport does not have a Public Works Department. As referred to above, Jonesport contracts for road maintenance and does not have public water or wastewater infrastructure. As Jonesport continues to explore public water/wastewater, a Department of Public Works may become necessary.

Cemeteries

The Cemetery Department consists of four part-time contracted workers who are responsible for the ground maintenance at four of the thirty-two cemeteries. The town maintains the West Jonesport, Richardson, Wilson, and Greenwood Cemeteries. Funds are appropriated annually for the upkeep, maintenance, and placement of veteran flags at these cemeteries. The flags which the town provides for veteran gravesites are placed by the local post of the American Legion.

Indian River Cemetery is maintained by the Indian River Society while the remaining cemeteries are privately owned and do not require town maintenance as upkeep is handled by the family members/descendants.

Mail Delivery

The Jonesport Post Office (04649) has been located at 193 Main Street since 1962. Although many residents have a post office box, part of the mail is delivered through a rural carrier for home delivery.

PUBLIC UTILITIES AND SERVICES

Electrical Service: Versant Power

Telephone Service: Consolidated Communications

Internet Service Providers: Spectrum, Axiom, Consolidated Communications

Television, Cable, and Radio	Newspapers
WLBZ-Channel 2 (NBC Affiliate)	Bangor Daily News (daily)
WABI-Channel 5 (CBS Affiliate)	Ellsworth American (weekly)
WVII-Channel 7 (ABC Affiliate)	Machias Valley Observer (weekly)
Maine PBS-Channel 13 (Public Broadcasting)	Quoddy Tides (twice monthly) Eastport
WQDY (1230 Am and 92.7 FM) Calais	Countywide News (bi-monthly) Machias
WALZ (95.3 FM) Machias	
WMED (89.7 FM) NPR Affiliate Calais	
Spectrum (Cable television)	
DirectTV (Satellite television)	

INTERNET CONNECTIVITY

According to U.S. Census data, 77.2% of Jonesport residents use broadband to access the internet. The community-wide survey contained questions related to internet usage and satisfaction. Jonesport residents with internet connection are generally satisfied with the overall internet at their home but 42.86% of respondents cited occasional latency issues. Nearly 56% of respondents use the internet to work from home.

In 2021, Jonesport-Beals students, along with other students from across Washington County took part in a Young Adult Internet Use and Satisfaction Survey. The results of this survey are included in Appendix B - Youth Vision.

PEABODY MEMORIAL LIBRARY

Located at 162 Main Street and built in 1915 with funds donated by the Peabody Family, the library is a small brick building. In 2006, ground was broken for a new handicap accessible wing which doubled the size of the library and expanded services offered to the community. The library is not municipally owned although Jonesport allocates a yearly donation at town meeting.

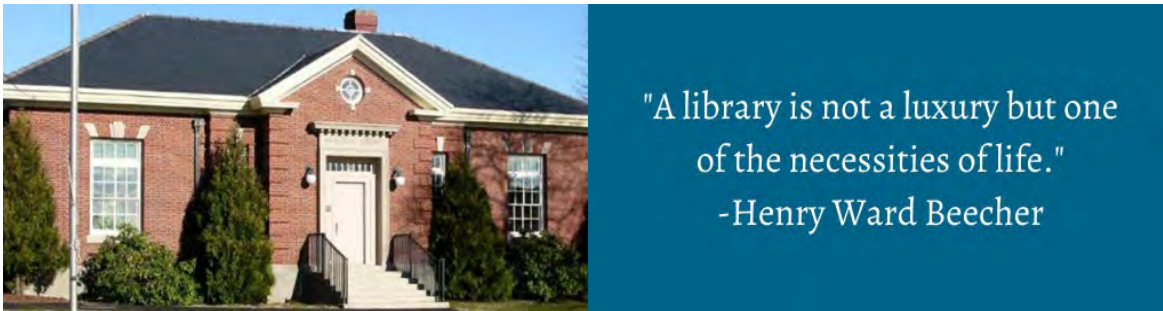


Photo: Peabody Memorial Library; <http://www.peabody.lib.me.us/>

EDUCATION

Jonesport is a member of the Moosabec Community School District and School Union 103 that includes the Towns of Jonesport and Beals. The high school is a well-used asset. In addition to the daytime instruction and students' extra-curricular activities, the community uses the building for a wide variety of functions, both public and private. These include but are not limited to adult basic education, public hearings and meetings, private parties and receptions, religious services, pageants, and musical performances. The school charges private users a nominal fee to offset the cost of electricity and fuel consumption. Each town has elected school committees that oversee school affairs. Union 103 operates the following schools:

School Name	Address	Enrollment	Grades
Beals Elementary	24 Mill Pond Rd, Beals 04611	36	K - 8
Jonesport Elementary	130 Snare Creek Rd, Jonesport 04649	111	K - 8

Jonesport-Beals High School	180 Snare Creek Rd, Jonesport 04649	65	9 - 12
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Source: Maine Department of Education; 2022 Enrollments

JONESPORT ELEMENTARY SCHOOL. Built in 1978, after the West Jonesport Elementary School burned. An addition was constructed in 1994 to increase the number of classrooms and to add a gym with a stage for auditorium use, a science room, library, computer room, music room, cafeteria, and offices.

JONESPORT-BEALS HIGH SCHOOL. Located on the same campus as the elementary school, Jonesport-Beals High School was built in 1982. It serves the communities of Jonesport and Beals, and has a complete range of classrooms, shops, gymnasium, computer lab, home economics room, and cable television broadcasting facilities. The cable television broadcasting facility is used to broadcast athletic and other school events.

In 2020, Jonesport invested \$10 million to upgrade ventilation, heating, insulation, new windows, and LED lighting in both schools. The project was completed in 2021.

Census figures for 2019 show that the number of Jonesport residents who are high school graduates (72.9%) is lower than that of Washington County (89.3%) and significantly lower than the State of Maine average (93.2%). The pattern holds true for residents with a bachelor's degree or higher (17.3%) compared with the County (22%) and the State (33.2%). The schools are taking steps to raise the high school completion rate.

Vocational, Technical, and Higher Academic Schools

Coastal Washington County Institute of Technology (CWCIT) Juniors and Seniors from Jonesport-Beals High School may spend half their school day at the Career and Technical Education Center in nearby Columbia. Student who complete a program earn college credits toward a higher education degree.

Washington County Community College (WCCC) The Calais campus is situated on 400 acres of land overlooking the St. Croix River. Washington County Community College is one of seven institutions in the Maine Community College System. WCCC offers 20 major areas of study. Certificate, diploma, and associate degree programs in high demand technical and career fields are available. The college has the capacity for 500 full-time students, while the Continuing Education Division serves an additional 400 part-time students throughout Washington County.

University of Maine at Machias (UMM) is a 1,000-student branch of the University of Maine System working in close relationships with the Orono campus to offer Associate, Bachelor, and certificate programs in a wide range of subjects. Many of its students are "non-traditional" (older persons returning for their degrees) and programs are offered to high school students through the Early College Program which allows students to earn college credits and to prepare for the transition to full-time college studies after graduation.

HEALTH CARE

ARNOLD MEMORIAL MEDICAL CENTER (AMMC), located at 70 Snare Creek Road and was constructed in the mid-1990s. Arnold Memorial Medical Center is a community-based facility which offers family practice, women's health, obstetrics and gynecology, and pediatric services. AMMC is part of the Down East Community Hospital Network.

MOOSABEC MEDICAL, located at 298 Main Street in Jonesport offers Primary and Acute Care along with IV Nutrition Therapy.

MAGNOLIA ASSISTED LIVING, located at 11 Ocean Street in Jonesport is a 24-bed assisted living facility. Formerly a nursing home the facility transitioned to assisted living in 2018.

DR. WAYNE YEE is located at 27 Sawyer Square in Jonesport. Dr. Yee practices general and cosmetic dentistry, and dental oncology.

DOWNEAST COMMUNITY HOSPITAL (DECH) is a 25-bed acute care facility located in Machias. In addition to primary care services such as Family Practice, Pediatrics, and Obstetrics/Gynecological services, DECH has specialty care services such as Urology, Otolaryngology (ENT), General Surgery including minimally invasive laparoscopic surgery, Orthopedics, and Pain Medicine.

NORTHERN LIGHT HEALTH EASTERN MAINE MEDICAL CENTER, located in Bangor, is a 411-bed facility and one of only three trauma centers in the state. Their 300 physicians provide primary care hospital services as well as specialty and intensive services. Extreme trauma cases are handled in the community through a working relationship between "Life Flight" out of Eastern Maine Medical Center in Bangor, Calais Regional Hospital, and the ambulance service.

SUNRISE COUNTY HOMECARE SERVICES, located in Lubec, provides and coordinates home care services such as visiting nurses; home health aides; physical therapy; and homemaker services.

DOWNEAST HOSPICE in Calais is an all-volunteer, non-profit program licensed by the State of Maine, serving residents in Washington County. Support services are provided to the terminally ill and their families, as well as to those experiencing grief.

FRESENIUS DIALYSIS CENTER is located in Eastport. Prior to opening in 2003, dialysis patients had to travel to Bangor up to four days per week.

PARKS AND RECREATION

Sawyer Cove Marina

Constructed in 1972, the recreational marina was a collaboration between Jonesport Town officials and the State Parks and Land "Commission" (Bureau of Parks and Lands). The boat ramp is utilized by commercial fishers due to the absence of alternate facilities. The ramp has

received numerous updates over the years including floats, piles, gangways, ramp extensions and a commercial boat section. Parking remains a problem due to the lack of available parking areas at and around the marina. The proposed construction of a commercial working waterfront at Henry Point will alleviate the issue.

Veteran's Ball Diamond

On March 8, 1947, the town received a gift of land from H. John Young, and his wife, Barbara, referred to in the deeds as the Jonesport Athletic Field. The site is in the center of town and was used extensively before construction of the schools in the Snare Creek area. In addition to being “free space” for unstructured play, it is used for 4th of July activities.

Skating Pond

Once a pasture, this town-owned land was purchased for \$300 in March of 1965. Some ledge was removed to enlarge the area. The land is used by wildlife (ducks, moose, heron, frogs, coyote, and bobcat) and includes a pond. When not used for skating, and if water is available, the pond is used by the Fire Department for emergency situations.

Tennis/Basketball Court

The tennis courts had lighting for evening games and community support for upgrades, but the lights no longer work, and the court needs resurfacing. Engineering study has been performed.

Tennis courts were installed through grants from the Land and Water Conservation Fund. Many of Maine's smallest communities utilized the grant funds during the 1990s but lack the financial capacity to maintain or replace the courts.

Henry Point Campground The seven-acre parcel was purchased in 2018 to construct a working



waterfront. However, the town intends to retain the campground portion of the site for camping and recreation. The campground has lights, a community fireplace, and sanitary facilities. Improvements are made regularly, and donations are accepted for upkeep.

Sandy River Beach

In 2012, the town also purchased a lot across from Sandy River Beach (Chandler Bay) to accommodate parking for commercial harvesters and recreational beachgoers. The lot provides parking, a hand carry boat launch, picnic tables, barbecue grills, seasonal personal facilities, and direct access to the shorefront. It should be noted that Jonesport

only owns a 25-foot right of way to the beach and the remainder of shore access is currently allowed by private landowners.

CULTURE/COMMUNITY EVENTS

Jonesport has various community events. The schools have a history of receiving gold trophies for winning basketball tournaments which are displayed in the lobby of the Jonesport-Beals High School. Peabody Memorial Library sponsors activities for children, art and music programming, book clubs and “meet the author” series. The library supports a teen advisory group to encourage young adults to take a role in library offerings.

Jonesport hosts two festivals a year: Summerfest which takes place over the July 4th holiday and “Winter Fest” which occurs in early December. Summerfest is committee run and is an all-American tribute to the birth of our nation complete with parades, fireworks, community lobster bake, horseshoe tournaments, public entertainment, lobster boat races, arm wrestling, and a “kids’ day” which is held at the town “ball diamond.” “Winter Fest,” also run by committee, celebrates the oncoming winter season with fireworks, parades, and a free community supper. The festivals have tremendous local support and are well attended by the community and residents from surrounding towns.

COMMUNITY SERVICES

At present there are not any active Boy Scouts or Girl Scouts, the Brownie Troop is active. Maine Sea Coast Mission (charitable organization)

Little League

Youth Sports Recreation Department

Jonesport Historical Society

Adequacy of Municipal services

According to the Maine Office of Policy and Management projections the population of Jonesport is predicted to increase from 1331 individuals in 2018 to 1365 by 2024, to 1389 individuals by 2028 and 1401 individuals by 2033, and 1402 individuals by 2038 representing an increase in population of 5.3%. Due to the long-term decline in the population of Jonesport, the forecasted increase would not put undue pressure on housing, municipal services, or the local school systems. However, as noted in Chapter E: Employment & Economy, the downtown area of Jonesport cannot thrive without public water or public wastewater infrastructure. Jonesport has lost almost all its dining establishments due to the small lot sizes and setbacks required between wells and septic systems. The few dining establishments that remain are takeout only or have extremely limited seating. The community-wide survey reveals community desire for increased dining establishments as well as the concern over the cost of public water/sewer. Jonesport continues to explore ways to address the issue.

Sharing services with neighboring communities

To create efficiencies, Jonesport has partnered with Beals for high school education, fire protection, and ambulance services. Jonesport has mutual aid agreements with neighboring communities to ensure public safety needs are met. Jonesport does not have a police department and partners with the Washington County Sheriff. Limited recycling is available through the partnership with Pleasant River Solid Waste Disposal District.

Public sewer system

At present, the community relies on private septic systems; there is no public wastewater system. There are concerns about failing and inadequate systems and the town actively assists homeowners with finding financial assistance through programs such as USDA Single Family Home Repair. The community-wide survey revealed nearly 2% of respondents use overboard discharge as their method of human waste disposal. As one respondent stated, there “[n]eeds to be some sort of municipal sewer system or systems otherwise a lot of other goals cannot be realized.” Community concerns cited in the community-wide survey ranged from the prohibitive cost of public infrastructure to economic development. Jonesport continues to explore public wastewater infrastructure and the sanitary extension district policy will be consistent with the Future Land Use Plan, as required by the State.

Public water system

At present, Jonesport relies on private wells; there is no public water system. There are concerns over water quality as 29.4% of respondents stated that their well water is brackish (2.94%), rusty (21.57%), and/or has an odor (4.90%). The rise in sea level and saltwater inundation of wells is also a community concern. As with a public sewer system, community concerns range from economic development to the cost associated with public water. Jonesport continues to explore public water infrastructure and a water district expansion policy will be consistent with the Future Land Use Plan, as required by the State.

Accommodating current and projected growth

Without either a public sewer or water system, the development of the downtown area is at a standstill. Due to small lot sizes, many potential businesses are unable to operate due to required setbacks between wells and septic systems. Lack of dining establishments and tourist accommodations hinder economic growth, expansion of existing businesses, and establishment of new businesses.

Stormwater management facilities

Jonesport has a system of catch basins and culverts that are adequately maintained. With increased precipitation events, Jonesport will expand storm water capabilities as needed. State Route 187 has a series of ditches that are maintained by Maine Department of Transportation.

Septic tank waste disposal

Residents have their septic tanks pumped by local contractors. The septic tank waste is taken to Machias or Addison for final disposal. As previously mentioned, 2.88% of survey respondents reported malfunctioning systems in need of replacement. Some residents (1.92% of respondents) report “overboard discharge” as their method of waste disposal. There remain a few homes with holding tanks with straight pipes discharging into ditches. Jonesport works with residents to locate funding for septic replacement and the town continues to explore public wastewater.

School construction or expansion

School construction/expansion is not anticipated during the planning period. In 2021, Jonesport completed a \$10 million upgrade to both the elementary and high schools. Land is available for residential development and may attract families that desire to live near the education system. Jonesport student to teacher ratio is 8:1 which may attract families that desire to have a more personalized experience for their children.

Emergency response system

Jonesport has regionalized services with Beals and has mutual aid agreements with surrounding communities for fire and rescue as well as ambulance services. The heavy equipment is sufficient to handle house and brush fires. The ambulance service is equipped with two ambulances. Jonesport partners with the Washington County Sheriff's Office for police protection.

Jonesport does not have an official evacuation route, however, State Route 187 encompasses the entire peninsula providing an evacuation route to U.S. Route 1 where signage exists for County established evacuation routes. Of note is the lack of parking facilities and general congestion in the village area. Congestion along Sawyer Square can inhibit emergency vehicles such as fire and ambulance services.

Solid waste management system

The Jonesport community-wide survey revealed dissatisfaction with recycling opportunities, but overall, the solid waste management system is generally adequate to meet the current needs of the community. Residents bring their household waste to one of two facilities as mentioned earlier in this chapter. As with all communities in Maine, materials accepted for recycling vary according to the needs of the market. At present, Jonesport residents can recycle certain plastics and aluminum cans. As the population in Jonesport ages, there may be increased demand for curbside pick-up of solid waste. Further information regarding solid waste and recycling can be found earlier in this chapter.

Telecommunications and energy infrastructure

Rural Washington County is known for spotty cellphone coverage and Jonesport is no exception. While improvements have been made, cellphone coverage is not universal in Jonesport. As described below, there are many homes without access to the internet and latency issues which can affect cellphone and landline reception considering Wi-Fi calling and landlines connected to cable services such as Spectrum.

Jonesport residents have options for internet access including Consolidated Communications, Spectrum, Axiom, and satellite services. According to U.S. Census data, 77.2% of Jonesport residents use broadband to access the internet. The community-wide survey contained questions related to internet usage and satisfaction. Jonesport residents with internet connection are generally satisfied overall with the internet at their home but 42.86% of respondents cited occasional latency issues. Nearly 56% of respondents use the internet to work from home. In 2021, the Town consulted with Spectrum regarding the approximately 200 homes without internet access, existing latency issues, and potential upgrades. In May 2022, Spectrum began mapping their assets and infrastructure to determine how to reach the 200 unserved homes as well as possible upgrades for existing consumers.

Street lighting has accounted for nearly 3% of the town budget (\$21,000 per year). However, Jonesport is working in collaboration with Versant Power to change halogen streetlights over to LED street lighting at no cost to the community. This change, when completed, will considerably lower tax appropriation for an essential service while providing the community with superior lighting for motorists, pedestrians, and commercial traffic.

Local and regional health care facilities and public health and social service programs

Arnold Memorial Medical Center (AMMC), located on Snare Creek Road, is adequate for the needs of the community. As listed previously, AMMC is a community-based facility which offers family practice, women's health, obstetrics and gynecology, and pediatric services. AMMC is part of the Down East Community Hospital Network. Jonesport has a full-time dental office and an assisted living facility. However, the community-wide survey reveals that residents desire an in-town pharmacy. Most social services are in Machias, approximately 30 minutes outside of Jonesport and as the population ages, transportation may become a challenge. At present, MaineCare clients may utilize free transportation services for medical purposes. Downeast Community Partners (<https://www.downeastcommunitypartners.org/>) offers transportation options to sheltered workshops, child protective visits, transportation for Seniors, and non-emergency medical visits.

Accommodating projected growth

Jonesport town office is sufficient for projected growth. The municipal building is not equipped to handle large capacity meetings such as the annual Town Meeting, the facility is appropriate for the day-to-day operations of Jonesport and the keeping of Town records. Large capacity meetings are held at Jonesport-Beals High School which has exceptional facilities.

Peabody Memorial Library is not a municipal facility although the Town appropriates funds through the annual budgetary process and is approved at the Town Meeting. Peabody Memorial Library is sufficient for the needs of the community and is a significant provider of internet connectivity and cultural events for the residents of Jonesport and Beals.

In 2019, Jonesport increased Greenwood Cemetery by two acres, which is sufficient for projected use.

Investments in facility improvements in growth areas

Jonesport has maintained a forward leaning stance on facility location and improvements as witnessed by the modernized Town Office, \$10 million upgrades to the elementary and high schools, and the maintenance of three Fire Stations and two Ambulance Service locations. Most of these improved facilities are near single-family dwellings and the downtown district which includes dining establishments, the assisted living facility, and subsidized housing. However, it is important to note that Jonesport's Fire Stations are strategically placed between densely populated areas and more remote locations such as Mason Bay to ensure the safety of all residents.

Jonesport has very defined priorities for economic development. In 2018, the town purchased a seven-acre property known as Henry Point to construct a commercial boat ramp and pier. Partnering with Land for Maine's Future, Jonesport has ensured that the parcel will remain protected in perpetuity. The town has secured an engineering design and is actively pursuing funding to construct the working waterfront.

Jonesport strongly notes the need for a Maine DOT traffic circulation study to manage the lack of parking, low gravel shoulders, impediments to emergency vehicles, and bike/ped safety.

Street tree program

Jonesport does not currently have a street tree program, however the streets in Jonesport are lined with a wide variety of trees and shrubs. Jonesport does support preservation and protection of its green spaces, lands, and natural resources.

General physical condition of facilities and equipment.

Facility	Condition
Moosabec Ambulance Services	Good
Sawyer Cove Marina (recreational boat launch)	Good; heavily used for commercial vessels
Henry Point Campground	Good
Cemeteries	Good; expansion of Greenwood Cemetery

Fire Department	Good
Town Office	Good
Peabody Memorial Library	Good
Jonesport Elementary School	Very good; upgrades 2021
Jonesport-Beals High School	Very good; upgrades 2021

Capacity and anticipated demand during the planning period.

As mentioned in Chapter E: Employment & Economy, an aquaculture firm has acquired property in Jonesport to construct a \$110M facility. If completed, the project will create jobs and be a considerable economic driver in Washington County and Maine, not all employees will reside in Jonesport. Municipal services will see a slight increase in demand but due to the steady decrease in population, Jonesport has the capacity to handle the increase. However, traffic congestion and lack of parking must be addressed. Jonesport is open to working with Maine DOT for a traffic circulation study. As previously covered in this chapter and other chapters of this document, public water and/or wastewater prevents the expansion of businesses in the downtown village area.

Identification of who owns/manages the systems.

Jonesport does not currently provide municipal water or wastewater services. Jonesport has adopted a regional approach to manage fire, ambulance, and school services with Beals. As referred to earlier in this chapter, Jonesport manages and maintains all but the private family cemeteries. Jonesport maintains and manages its streets through contracts with local providers. The town also owns and manages recreational locations including the campground, public picnic areas, and town parks.

Estimated costs of needed capital improvements to public facilities.

Estimated costs for needed capital improvements to existing and planned public facilities and services are outlined in the Capital Investment Plan located in Chapter J: Fiscal Capacity & Capital Improvement

Septage – community policies or regulations regarding septage collection and disposal.

Jonesport residents contract with private companies to remove and dispose of septage. Because Jonesport does not have a municipal sewerage system, the town relies on individuals to maintain or replace their septic systems as needed. Jonesport requires that the installation of septic disposal systems meet or exceed the minimum standards established by the State of Maine. Jonesport actively seeks funding for low-income residents who need to repair their septic system.

Power and communications – Availability of 3-phase power, Internet (including broadband), and cable within the community.

Jonesport residents have access to three-phase power, internet (DSL, Coaxial, and Starlink), and cable. Internet, cable, and other forms of media have been previously covered within this chapter. In 2021, the ConnectMaine Authority approved the use of 50/10mbps as the designation of unserved areas. The designation for broadband service is at least 100/100mbps. According to ConnectMaine “Unserved Reports”, nearly 35% of the streets in Jonesport have internet speeds measured at less than 25/3.¹ These statistics emphasize the need for high speed and affordable internet in Jonesport.

During the height of Covid-19, schools across Maine transitioned to online learning. Students enrolled in the Jonesport schools faced the challenge of a pandemic and a sudden shift to remote learning with the inequities of insufficient and inadequate internet services, further emphasizing the need for high speed and affordable internet in Jonesport.

The State offers a variety of grant opportunities through entities such as ConnectMaine to fund expansion of broadband access in Maine communities. Communities with reliable and fast internet are attractive to remote workers who can live and work wherever they choose. Remote workers can increase the local economy without competing for employment opportunities. Greater access to broadband expands opportunities for economic development and assists in the attraction and retention of young families and businesses in rural communities.

Emergency Response System

Jonesport relies on County police protection. According to the Washington County Regional Communications Center, the Washington County Sheriff’s Department response time is an hour or longer, depending on the location of patrol officers. Patrol officers go off duty at 12:00 AM and are on-call, which could further delay response time. Maine State Police response times are considerably longer, and a response may not occur until the following day. Moosabec Ambulance Service and Jonesport Fire Department are reported to have in-town response times of under 15 minutes.

Policies and Implementation Strategies

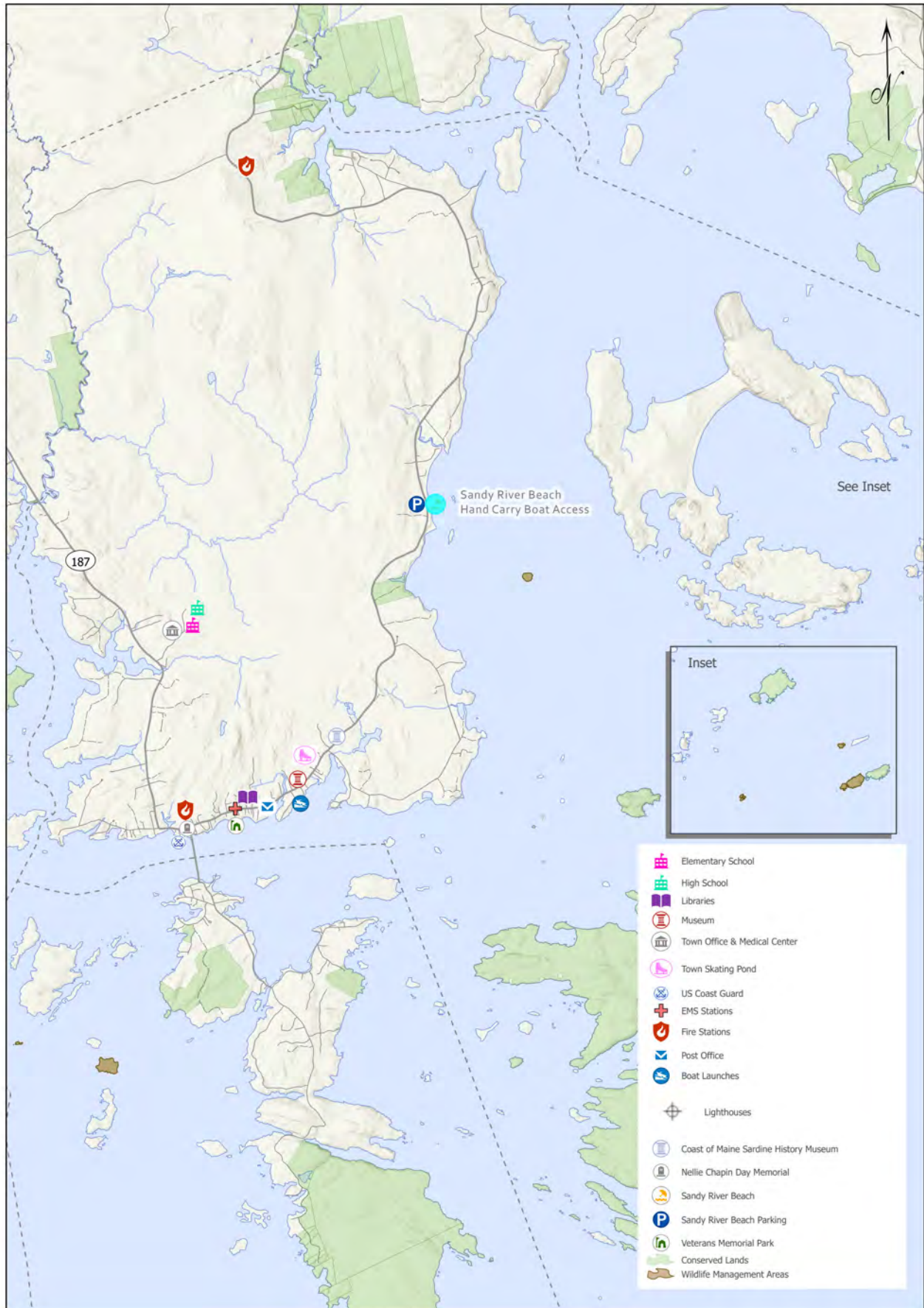
The town has developed the following policies and implementation strategies:

Goal: Jonesport will plan for, finance, and develop an efficient system of public facilities and services to accommodate current and anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Local Services			
Local services will be maintained, and	The town will address future funding needs for new and	Select Board	Ongoing

¹ “Unserved Reports”, Washington County 2021. <https://www.maine.gov/connectme/communities-resources/Broadbandmapping> (Accessed May 25, 2022).

community needs addressed	replacement items through the Capital Improvement Program		
Funding opportunities for a commercial working waterfront at Henry Point will be investigated and pursued	Seek out funding opportunities utilizing assistance from federal, state, and regional partners	Select Board Harbor Master	Immediate
Climate resiliency strategies will be integral to the planning of the commercial waterfront	Plan for sea level rise in the planning process through collaboration with appropriate partners. Identify any areas appropriate for riprap and/or living shoreline. Engage commercial harvesters in planning process.	Select Board Harbor Master, Working Waterfront Committee, Harbor Committee	Immediate
Continue to explore sewage, water, and solid waste disposal options	Investigate feasibility of public water and/or wastewater downtown Continue to explore best alternatives for solid waste disposal	Select Board, Harbor Master, Working Waterfront Committee, Harbor Committee	Long Term
Recreation Areas will be maintained for public use	Tennis courts will be resurfaced Winter sports activity areas will be maintained.	Select Board, Harbor Master, Working Waterfront Committee, Harbor Committee	On-going
Education about Services			
Local Services will be visible and understood by Jonesport Citizens.	The Town will continue to educate its citizens on the importance of recycling using fliers, the Town website, informational meetings, and school programs	Town Clerk	On- going

	Literature on local recycling opportunities will be made readily available to residents at the Town Office and on the Town website	Town Clerk	On- going
Regional Coordination			
The Town will cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Jonesport will continue to cooperate with neighboring communities to seek funding for upgrading or replacing inadequate well and septic systems and reducing overboard discharge.	Select Board	On-going
	The Town will seek out cooperative means of reducing regional administrative costs for the school district and delivery of public services.	Select Board	On-going



G. TRANSPORTATION

Communities depend on well-maintained transportation systems. Accessibility to transportation is one of the primary factors in the location of businesses and residents within Jonesport. Safe streets and efficient street design and linkages affect the economic viability and productivity of businesses, the overall safety of residents, their convenience, as well as property values.

Goal

To analyze, plan, and help maintain and develop efficient transportation services and facilities that will accommodate anticipated development within Jonesport.

ROAD INVENTORY

Most roads in Jonesport originated in the early days as pathways, carriage trails and access points to the shoreline. These roads followed the easiest routes and little consideration was spent on sight distance, sharp corners, the weight loads of trucks, or intersection design. As roads experienced increased traffic, heavier vehicles, and higher speeds, roads were improved. Maine Department of Transportation (MDOT), through the Local Roads Assistance Program (LRAP), has attempted to assist municipalities improve these areas to meet state and national safety standards.

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

1. Arterials are roadways that serve long distance, high speed, through-traffic between communities, and are maintained by the state.
2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and are often maintained in part by the state.
3. Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas, and usually carry low volumes of traffic.

In Jonesport, there are 0 miles of arterial, 14.83 miles of collector, and 10.52 miles of local roads. A listing of all roads and overall condition are found below and their location is illustrated in Map: Transportation.

ROADWAY INVENTORY – TABLE G-1

Publicly Maintained Roadways	Arterial, Collector, Local, Public, Easement or Private	Length in miles to nearest 1/10th	Owned By	Maintained By	Surface	Condition	Community Notes/Comment
Route 187	Collector	3.04	State	Maine DOT	Asphalt	Fair	Sand/gravel shoulders; below grade catch basins
Indian River TP	Collector	.35	State	Maine Dot	Asphalt	Poor	Cracks; Sinking Culverts
Main Street – Indian River Road to Jonesport-Jonesboro Town Line	Collector	11.14	State	Maine DOT	Asphalt	Fair-Poor	
187- Old Town Rd to George Stehl's (ID # 714)	Collector	1.0	State	Maine DOT	Asphalt	Fair-Poor	
187-Snare Creek Ln to Old Meadow Land	Collector	1.0	State	Maine DOT	Asphalt	Fair-Poor	
187-Willard Donovan's to Jonesboro TL East (ID # 713)	Collector	2.61	State	Maine DOT	Asphalt	Fair-Poor	
187-Main St-Stewart's Grocery to Peat Mill entrance (ID # 717)	Collector/Local	2.12	State/Jonesport	Maine Dot/Jonesport	Asphalt	Fair-Poor	
187-Sandy River Beach to Wash Out (ID # 715)	Collector	.80	State	Maine DOT	Asphalt	Poor	
187 – Dwayne Brown's to Cypress Hill (ID# 716)	Collector	.56	State	Maine DOT	Asphalt	Fair-Poor	
Main St – Rd 486 End to 187, RD 508	Local	.83	State	Jonesport	Asphalt	Fair	
Kelley Point Road	Local	2.85	Jonesport	Jonesport	Asphalt	Fair	
Bridge St – Main St; Jonesport Ave to Main St Rd. 1136	Local	.49	State	Maine DOT	Asphalt	Fair-Poor	
Darius Dickey Bridge Main St	Collector	.01	State	Maine DOT	Asphalt	Poor	
Rosemary Ln	Local	.31	Jonesport	Jonesport	Asphalt	Fair	
Gaelic Sq	Local	.51	Jonesport	Jonesport	Asphalt	Fair	
Cranberry Ln (School St)	Local	.09	Jonesport	Jonesport	Asphalt	Fair	
Cove St	Local	.22	Jonesport	Jonesport	Asphalt	Fair	
Former Rte. 187 – End to Rte. 187, Rd. 1206; Former Route 187 (Old Town Rd)	Local	2.49	.10 Private; 2.39 Jonesport	2.39 Jonesport	All sections dirt	All sections in Poor condition	

Publicly Maintained Roadways	Arterial, Collector, Local, Public, Easement or Private	Length in miles to nearest 1/10 th	Owned By	Maintained By	Surface	Condition	Community Notes/Comment
Ice Hill Rd North	Local	.59	Jonesport	Jonesport	Asphalt	Fair	
Peabody Lane	Local	.16	Jonesport	Jonesport	Asphalt	Fair	
Ball Diamond (Athletic Field) Road	Local	.83	Jonesport	Jonesport	Asphalt/ Dirt	Poor	
Rockwell Rd	Local	.13	Jonesport	Jonesport	Asphalt	Good	
Fire Rd	Local		Jonesport	Jonesport	Asphalt/ Dirt	Good/Poor	
Campground Rd	Local	.3	Jonesport	Jonesport	Dirt	Poor	Prone to storm surge flooding
Harbor Lane	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Bluenose Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Sawyer's Square	Local	.3	Jonesport	Jonesport	Asphalt	Poor	
Western Avenue	Local	.2	Jonesport	Jonesport	Asphalt	Poor	
Ledge Lane	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Island Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Stevens Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
High Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Ocean Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Feeney Street	Local	.5	Jonesport	Jonesport	Asphalt	Poor	To be paved 2023
Curlew Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
North Street	Local	.2	Jonesport	Jonesport	Asphalt	Poor	
Cogswell Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Beals Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Moosabec Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
View Street	Local	.3	Jonesport	Jonesport	Asphalt	Fair	
Breeze Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Jonesport Avenue*	Local	.2	Jonesport	Jonesport	Asphalt	Fair	*With the exception of these portions of Jonesport Avenue, presently owned by Edward Look, known as Map 013-Lot 41 and another portion presently owned by Charles Look, known as Map 013-Lot 41-001
Ferry Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Trynor Square	Local	.2	Jonesport	Jonesport	Asphalt	Poor	
Polk Lane	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Snare Creek Lane	Local	.6	Jonesport	Jonesport	Asphalt	Good	
Wharf Street	Local	.2	Private	Right of Way	Dirt	Bad	
Faulkingham Road	Local	.1	Jonesport	Jonesport	Paved	Fair	
Lobster Lane	Local	.1	Jonesport	Jonesport	Paved	Poor	

Publicly Maintained Roadways	Arterial, Collector, Local, Public, Easement or Private	Length in miles to nearest 1/10 th	Owned By	Maintained By	Surface	Condition	Community Notes/Comment
Reach Way	Local	No data	Jonesport	Jonesport	Paved	Poor	
Old House Point Rd	Local	.3	Jonesport	Jonesport	Paved	Poor	
Port Street	Local	.1	Jonesport	Jonesport	Gravel	Poor	
Smith Street	Local	.1	Jonesport	Jonesport	Paved	Fair	
Cross Street	Local	2.0	Jonesport	Jonesport	Gravel	Poor	
E Norton Circle	Local	.2	Jonesport	Jonesport	Gravel	Poor	To be paved 2023
Lamson Road	Local	.2	Jonesport	Jonesport	Gravel	Poor	To be paved 2023
Sadler Point	Local	.3	Jonesport	Jonesport	Paved	Poor	
Tennis Court Walk	Local	No data	Jonesport	Jonesport	Over-Grown	Grass	
Alexander Avenue	Local	.5	Jonesport	Jonesport	Paved	Poor	To be paved 2023

After 30 years as private roads, the following became public roads in 2018: Beal Street, Bluenose Street, Breeze Street, Campground Road, Cogswell Street, Cove Street, Cranberry Lane, Curlew Street, Faulkingham Road, Feeney Street, Ferry Street, Gaelic Square, Harbor Lane, High Street, Ice Hill North, Island Street, Jonesport Avenue*, Ledge Street, Lobster Avenue, Reach Way, Moosabec Street, North Street, Ocean Street, Old House Point Road, Peabody Place, Polk Lane, Port Street, Rosemary Lane, Sawyer Square, Smith Street, Stevens Street, Trynor Square, and View Street.

ROAD MAINTENANCE

Overall, roadways in Jonesport are in fair to poor condition. Maine DOT plows snow from Indian River along Main Street to Bridge Street as well as the Jonesport-Beals Bridge. Maine DOT is responsible for the asphalt on all of Route 187.

The town appropriates funds on an annual basis to repair or improve local roads. At the time of this document, four local roads (Alexander, Feeney, E Norton Circle, and Lamson) are scheduled for paving improvements in 2023. Aside from tax appropriation, Jonesport received funding from the Local Roads Assistance Program (LRAP), which the town expends annually on transportation improvements. For Fiscal Year 2022, Jonesport received \$9,020 in LRAP funding. In 1999, Jonesport received \$19,044 in LRAP funding. The town contracts for snow plowing, salting, and sanding of town roads every three years through an open bid process.

**Between 1999 and 2022, Jonesport's LRAP funding
decreased by over 50%**

Transportation system concerns or conflicts caused by multiple road uses

Jonesport is primarily served by one State-aid Road, Route 187, that intersects with several Town roads and connects Jonesport to US Route 1. Route 187 runs through downtown Jonesport, which is compact with buildings located very close to the street on either side. Due to limited parking areas, Vehicles and delivery trucks must park within the travel lanes – and some park on sidewalks - which blocks sidewalks and forces pedestrians and drivers into a single travel lane to safely maneuver around the trucks. Some downtown businesses have added parking areas behind their storefronts to remove the congestion created by on-street parking. There is a lack of signage to direct visitors to existing parking areas, causing some visitors to bypass businesses due to the lack of obvious parking on the main street.

Jonesport has always been and remains a vital part of Maine’s fishing economy. In 1972, a recreational boat ramp was installed at Sawyer Cove with funding provided by the former “State Parks and Recreation Commission” known as the Bureau of Parks and Lands. The facility received improvements over the years including floats, piles, gangways, and ramp extensions. Commercial vessels also utilize the Sawyer Cove recreational ramp with the knowledge of the State, but such use causes congestion between recreational and commercial use and recreational use is the priority use type. Parking facilities are extremely limited and force use of on-street parking in a residential neighborhood. Commercial trucks and trailers can impede passage of emergency vehicles and residential traffic and reduces the ability for recreational users to access the facilities to remove the conflict between recreational facilities and prevent closure of commercial use allowance. Jonesport is in dire need of a dedicated working waterfront and associated infrastructure.

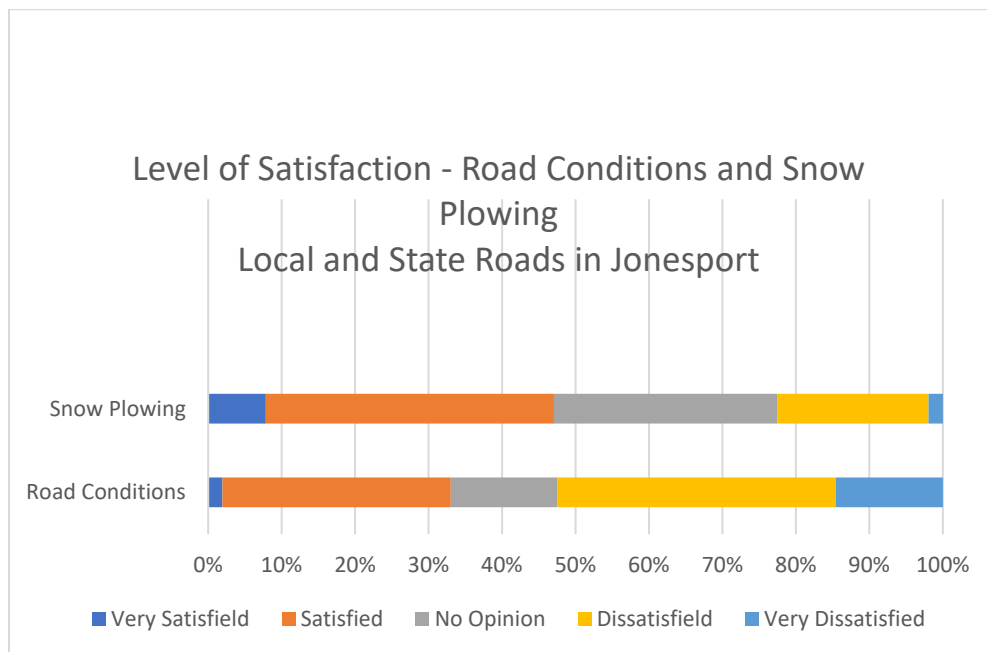
Route 187 connects Jonesport to US Route 1 and is part of the Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway. Although Route 187 has gravel shoulders, there are almost no paved shoulders for bicyclists or pedestrians to use, and motor vehicle traffic often exceeds posted speed limits. Concerns over safety for all road users have increased as commercial trucking and tourism traffic increases and bicycle travel grows in popularity. Growth in these sectors is expected to continue, and therefore safety concerns will continue unless they are addressed.

“ROUTE 187 SHOULD HAVE A WALKING/BIKE LANE. (BOLD COAST IMAGE) - DIFFICULT TO SIGHTSEE. ANYONE VENTURING OFF ROUTE 1 WILL HAVE A DANGEROUS RIDE.”

Comment from the community-wide survey

During the 10-year period from 2011 to 2021, Jonesport has no high-crash locations as defined by the Maine Department of Transportation. However, during this same time, 191 crashes have been reported in Jonesport, most occurring on Route 187 and 1/2 of them occurring within the past 5 years. Source: mdotapps.maine.gov/MaineCrashPublic/PublicQueryMap.

The Jonesport Community Public Survey conducted as part of this Comprehensive Plan reveals that 31% of respondents are “satisfied” with road conditions, 37.8% are “dissatisfied”, and 14.5% are “very dissatisfied”. This same survey shows that 39% of respondents are “satisfied” with snow plowing conducted by the Town and MaineDOT, and 20.5% are “dissatisfied”. Very few respondents are “very satisfied” with either current road conditions or municipal/state snow plowing services.



“Good sidewalks with better street parking”

“Road/Sidewalk conditions need to be addressed!”

“Tax monies need to go toward sidewalks in town”

“Lasting road repair with sidewalks and guard rails where appropriate for safety.”

Comments from the community-wide survey

Walking and bicycling transportation network

Sidewalks and paved curbs connect the entire downtown residential and business districts from the eastern end of Main Street to the intersection of Main Street and Cranberry Lane, approximately 1.25 miles. The pizza shop, library, hardware store, and marina are connected to residential areas by these pedestrian ways. Sidewalks, paved curbs, and curb cuts throughout Jonesport are not ADA compliant, and most are in disrepair. The schools, grocery store, and post office are not within walking distance for most residents and are not connected to the downtown by sidewalks or safe bicycle routes.

State and regional transportation plans

Jonesport is slated to receive two new bridges according to the Maine Department of Transportation’s current Statewide Transportation Improvement Plan (STIP), 2022-2025. These are the Cross Cove Bridge over Cross Cove and Cummings Bridge over Donovan Creek. Maine’s STIP is a statewide prioritized listing/program of transportation projects, covering a period of four years, and is consistent with Maine’s long-range statewide transportation plan. Projects in the STIP represent work funded by the Federal Highway Administration (FHWA) and Federal Transit Authority (FTA), projects requiring a federal action by FHWA and/or FTA, and Regionally Significant transportation efforts in Maine.

Route 187 and downtown Jonesport are important sections of the Bold Coast National Scenic Byway, a 147-mile transportation route between Milbridge and Calais. The Scenic Byway program intends to encourage travel that provides economic benefit to the communities through which it runs. Jonesport is promoted as part of the Byway and is featured in the Scenic Byway Corridor Management Plan, completed in 2015. The Corridor Management Plan will be updated in 2023, including assessment and recommendations for the Jonesport/Route 187 section.

In 2008/2009, and again in 2014, the Washington County Council of Governments and Hancock County Planning Commission developed a Corridor Management Plan for the Down East Coastal Corridor, which moves people and goods between eastern Washington County and Bangor/Ellsworth. The Downeast Coastal Corridor includes Route 1, Route 9, and connector routes between them – it does not include Route 187, which serves only Jonesport. The plan includes all modes of transportation that move people and goods within and along the corridor (roads, freight, transit, trails, air, port facilities, et cetera). The volume of trucking, commuter, tourism, and bicycle traffic on Route 187 has increased since then and is affected by the significant increases of travel on Route 1; the Coastal Corridor Management Plan should be updated and should include Route 187, especially as new and potentially significant private enterprises are proposed for Jonesport and surrounding communities.

Road maintenance and improvement

Jonesport's most recent appropriation for local road repairs, maintenance, and improvements was \$300,000. As previously noted, Jonesport expends Local Road Assistance Program (LRAP) funds annually. Maine DOT manages road maintenance and improvement for SR 187.

Parking issues and standards

Sawyer Cove Marina is a recreational marina constructed in 1972 through a collaboration between Jonesport town officials and what is now the Bureau of Parks and Lands. The boat ramp is utilized by commercial fishers due to the absence of alternate facilities. The ramp has received numerous updates over the years including floats, piles, gangways, ramp extensions and a commercial boat section. Parking remains a serious problem in this vicinity due to the lack of available parking areas at and around the marina. The proposed construction of a commercial working waterfront at Henry Point will alleviate the issue.

As noted earlier, downtown Jonesport is densely developed with buildings located very close to the street and on-street vehicle parking on both sides. Delivery trucks must park within the travel lanes, which block sidewalks and force pedestrians and drivers into a single travel lane to safely maneuver around the trucks. Because the downtown is so constrained for space, there are no known solutions to this challenge at this time. Passenger vehicle parking needs for the commercial district are adequately accommodated within existing conditions.

Jonesport's Land Use Ordinance contains minimal parking standards. Section 6c, Performance Standards/Parking, states: Adequate off-road parking shall be provided. Section 7b, Additional Performance Standards/Off-Road Parking, states:

1. At least two (2) off-road parking spaces shall be provided per dwelling unit for all new or expanded residential structures. Each space shall be at least ten (10) feet by twenty (20) feet.
2. New commercial and industrial development shall provide ample parking spaces on the premises to accommodate vehicles of employees and customers, and such spaces shall

not be located closer than ten (10) feet from any lot line and shall be designed to minimize backing or maneuvering in a public road or street.

These parking standards are not specific or restrictive enough to discourage growth. Some existing commercial operations in downtown Jonesport do not meet these standards but are grandfathered. The downtown has minimal open land that could be put into new commercial development; any new development would have to meet the “ample parking spaces to accommodate employees and customers,” a standard reviewed by the Planning Board.

“Need to develop the new commercial fishing area. The public boat launch is overrun by commercial fishing. If not create more parking area for trailers.”

Comment from the Community-wide survey

Transit services

Public transportation is a significant regional problem. The rural geography and low ridership relative to the cost of operation make new transit solutions difficult at best, and impossible in the foreseeable future.

Downeast Community Partners (DCP) offers limited public transportation between specific communities but does not come into Jonesport. The Four Corners in Columbia is the closest pick-up location and provides service between Machias and Milbridge Monday through Friday. DCP Rides in cooperation with Eastern Area Agency on Aging and the FTA provides limited free bus rides for seniors on a first come first served basis, including home pickup. Transportation service for MaineCare covered reimbursement and rides is available but must be arranged through the broker service. DCP provides transportation to supervised visits for those who are referred by the Maine Department of Health and Human Services. DCP offers safe and appropriate transportation to family reunification meetings and services. DCP provides transportation to Sheltered Workshops for MaineCare recipients.

West’s Bus Service operates a route between Jonesport and Beals and Ellsworth on Mondays with stops in 10 communities, and between Jonesport and Machias on Tuesdays with stops in 9 communities. West’s Bus Service and Coastal Connection provides daily services with stops in 14 communities between Calais and the airport and Concord Trailways in Bangor, but service to Bangor and Calais is not available from Jonesport – the closest bus stops for the Bangor to Calais route are in Jonesboro and Columbia.

Transportation terminals

Jonesport has no transportation terminals nor are there any in all of Washington County. Jonesport and Eastport are each home to a Coast Guard station, but these are not transportation terminals. There are no airports or public airfields within Jonesport. The closest public airport is in Machias and hosts only small airplanes; there are no private airports in the vicinity. The Machias Municipal Airport has a 2900-foot runway and is used primarily by private plane owners or, in an emergency, by air ambulance services. The Bangor International Airport or Trenton-Bar Harbor Airport are the closest public airports with regular passenger service.

Needed landside or water-side transportation facilities

Public transportation is a need for all of Washington County, as well as in Jonesport. The community is actively interested in exploring in-town transportation for the senior population and visitors alike. Considering the limitations of parking and traffic disruptions in the village area, Jonesport would actively engage with Maine DOT for a traffic circulation study to determine future improvements for vehicular, bike, and pedestrian use.

Henry Point commercial fishing facility, which is in the process of design and engineering, would not be a public transportation facility.

Jonesport is eager to discuss landside and waterside transportation plans with Maine DOT and other partners.

Local access management or traffic permitting measures; road design standards

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. Maine DOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Maine DOT has erected some signage relative to sight restrictions on corners and hills, but more signage is needed. Courtesy of Maine DOT, the town has a solar-powered mechanism to inform vehicles of their speed as motorists enter the concentrated village area. Due to the low volume of traffic on our roadways, Jonesport has no roads in the retrograde or mobility corridor categories of roadways, which come under stricter access management standards. As the population of Jonesport increases and as the area is promoted for tourism through the National Scenic Byway and the Bold Coast Bikeway, traffic volume has increased along SR 187 and the already congested downtown village area.

There are no roads classified as “arterial” corridors in Jonesport. Route 187 has a federal functional classification of “major urban collector”. One segment of road in Jonesport is subject to the Access Rules administered by Maine DOT: Bridge St. that connects Jonesport with Beals Island. It is classified as a “minor collector” by Maine DOT.

The Planning Board currently refers applicants to the Maine DOT for permits when taking access on State Highways and will continue to do so. The current state-required setback for structures

from the centerline is 35 feet. Increasing this setback locally to 50 feet would provide all concerned with greater flexibility (for maintenance, snow removal, safety, and services) and reduce existing conflicts. This increase is not feasible within the densely settled village area but would improve mobility along Route 187 in and out of Jonesport. The town has a setback requirement of 33 feet for all new local roads and as local roads are improved/upgraded.

As previously noted, Route 187 connects Jonesport to US Route 1 and is part of the Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway. Although Route 187 has gravel shoulders, there are almost no paved shoulders for bicyclists or pedestrians to use, and motor vehicle traffic often exceeds posted speed limits. Concerns over safety for all road users has increased as commercial trucking and tourism traffic increases and bicycle travel grows in popularity. Growth in these sectors is expected to continue, and therefore safety concerns will continue unless they are addressed. Jonesport is actively promoted as a location on the Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway. Safety is of utmost concern for the community.

Networks of subdivision roads

For fire protection, Jonesport requires cul-de-sacs for all subdivisions. While the town supports expansion of roads within subdivisions to network to local streets, there are at present no requirements to do so.

Condition of roads, bridges, sidewalks, and bicycle facilities

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

1. Arterials are roadways that serve long distance, high speed, through-traffic between communities, and are maintained by the state. The most important travel routes in the state, state highways, are arterials.
2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and often are maintained in part by the state.
3. Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas, and usually carry low volumes of traffic.

There are 0 miles of arterial, 14.83 miles of collector and 10.52 miles of local roads within the town. A listing of all roads within the Jonesport with their classification, length, maintenance responsibility and overall condition can be found in Table G-1, and their geographic location is illustrated in Map: Transportation.

MaineDOT estimates the annual average daily traffic volume (AADT) of most state and state aid roadways. Traffic counts taken every few years help MaineDOT calculate changes in traffic

volume so that road improvements are designed and built accordingly to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. Instead, AADT volumes help us understand the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks.

MaineDOT utilizes a specific two-part methodology to provide a framework to prioritize programs and projects - the *Highway Corridor Priority (HCP)*, and the *Customer Service Level (CSL)*. See <https://www.maine.gov/mdot/about/assets/hwy/> for more detail.

The first part of the method, the Highway Corridor Priority (HCP), categorizes highway assets into six levels of priorities. Route 187 is classified as a Priority 4 roadway; which includes some collector highways, minor collector highways, and part of Maine's unique state aid system, in which road responsibilities are shared between the state and municipalities.

The second part of the method is determining the Customer Service Level (CSL) that measures MaineDOT managed highway assets in three areas. The CSL uses customer-focused engineering measures to track highway (1) Safety, (2) Condition and (3) Serviceability, and grades them A – F with A being the best and F the worst. Individual measures make up the overall service level grade. These are:

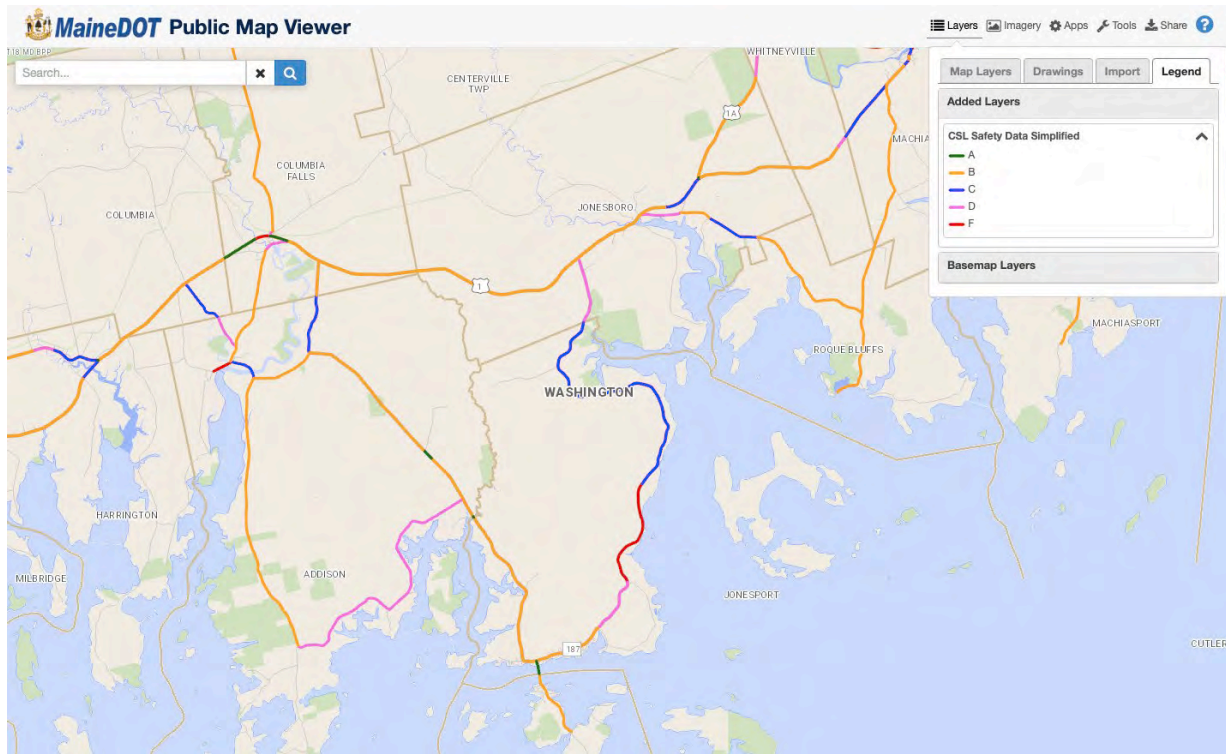
1. Safety – crash history, pavement rutting, paved roadway width, bridge reliability
2. Condition – ride quality, pavement condition, roadway strength, bridge condition
3. Service – posted road, posted bridge, congestion.

The western section of Route 187 is primarily rated B for safety, with one notable segment in Addison rated C. However, the eastern section ratings are C (Sandy River north to the Town Line), D (between Kelley Point Road and Fire Road and in Jonesboro between the Town Line and Route 1), and F (between Fire Road and Sandy River).

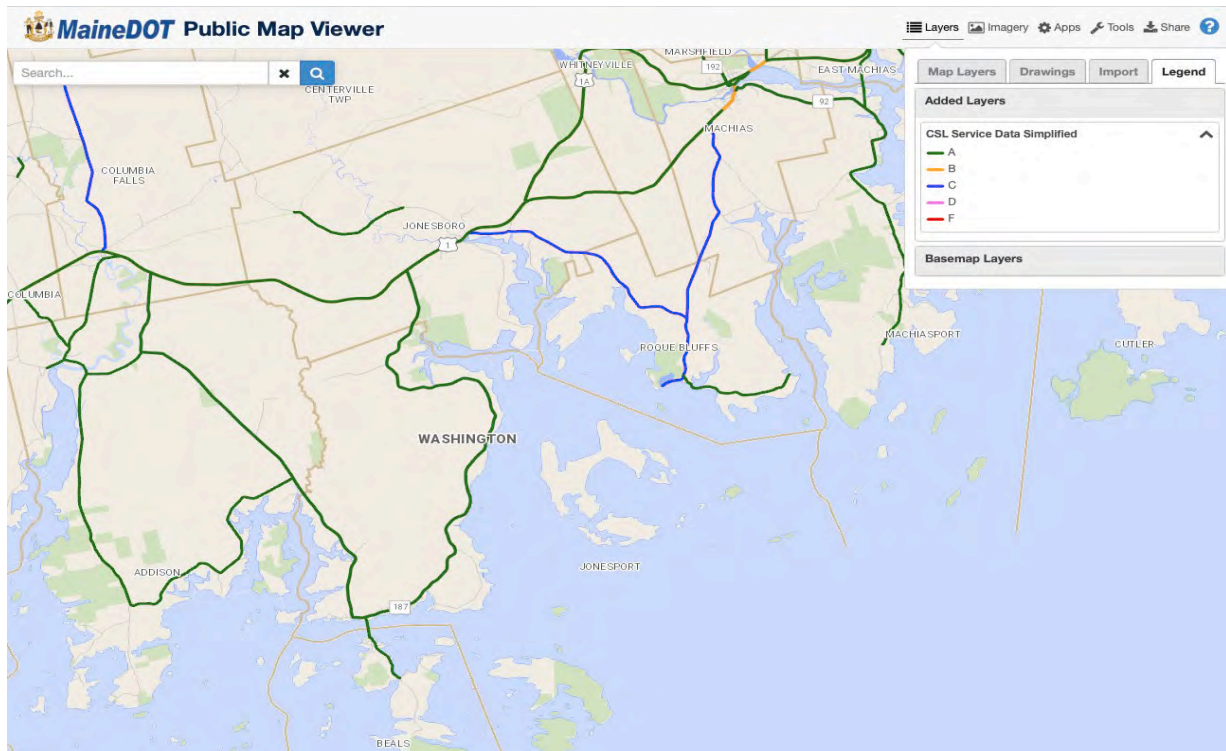
Route 187 is rated A in Serviceability; and primarily A in Condition, with two segments rated B (north of Bayview Cemetery to the Town Line and a small section in Addison).

The town has two bridges servicing Route 187, Cross Cove and Cummings, both of which the state is responsible for inspecting. In 2004, the Cross Cove Bridge was rated by MaineDOT as fair or satisfactory condition with respect to its structure and wearing surface, but its deck was rated in poor condition. The Cummings Bridge (AKA Dickies Bridge) spans Donovan Creek on west Main Street in west Jonesport and was rated in fair, satisfactory or good condition with respect to its structure, deck and wearing surface. The Comprehensive Plan Committee noted that the Cross Cove Bridge was in good condition, but the Cummings Bridge was in bad repair. The Cummings Bridge is narrow with a lot of surface wear and is regularly inundated by astronomically high tide levels. Both bridges are slated for replacement according to the Maine Department of Transportation's current Statewide Transportation Improvement Plan (STIP), 2022-2025.

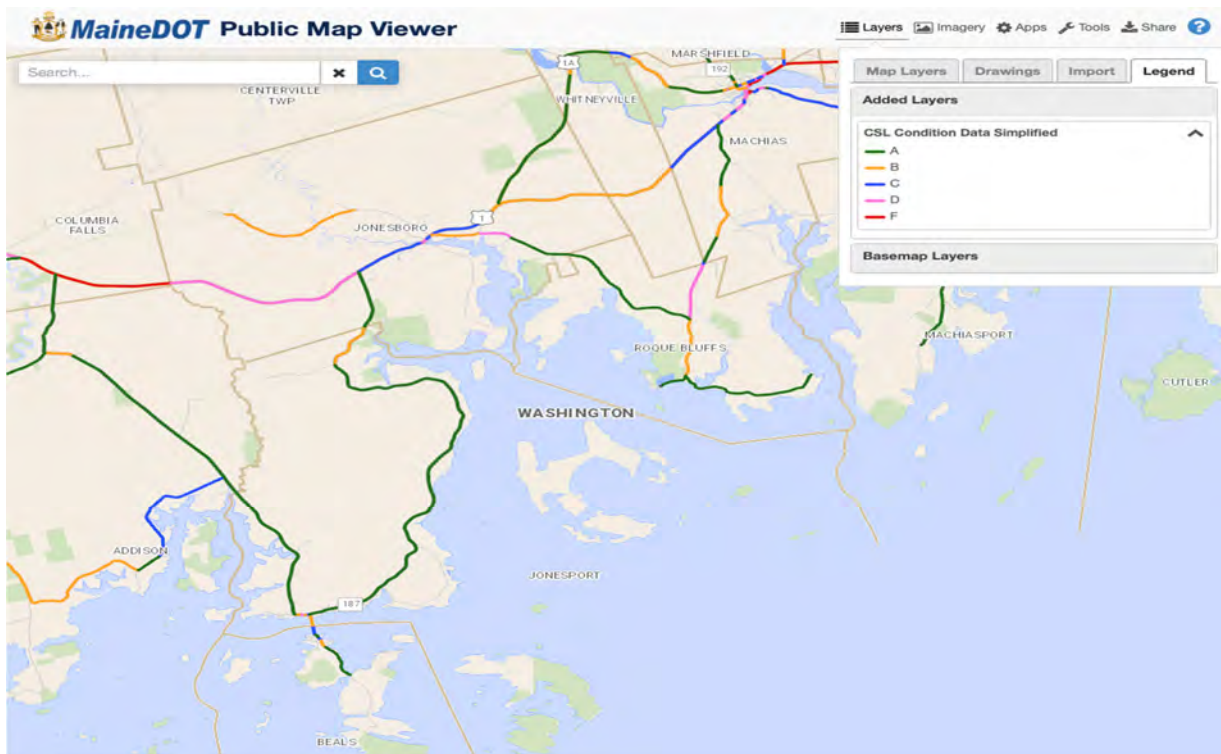
SAFETY DATA



SERVICE DATA



CONDITION DATA



The Committee also notes that there are two additional bridges on SR187 including:

- Bridge over White's Creek - near the Jonesport-Jonesboro town line.
- Bridge of Herbert Kelley Brook, 1 mile south of Great Bar Rd. and 1 mile north of Sandy River Beach.

An enlarged culvert has replaced Marsh Bridge. The enlarged culvert is located near wetlands with a brook that empties onto Sandy River Beach and into ocean.

These bridges need repair. The bridge over White's Creek is not banked and does not drain surface water causing heavy icing; and the bridge at Herbert Kelley Brook is too narrow for safe two-way traffic. All along the Mason Bay Road (Route 187) in the vicinity of these bridges has no shoulders.

Residents have pointed out several (other) areas as dangerous including West Main at Indian River Road where a former traffic light is now a two-way stop. The entire stretch from the sand pile to the Sandy River Beach area is a dangerous area because the road is narrow and winding and twisting with minimal soft shoulders. Recommendation would be to widen and pave the shoulders as well as place MaineDOT warning signs that would state "Slow Down – High Crash Area". The road at White's Creek across from TNT Automotive is also dangerous, especially during the winter. Banking of the road may provide better water run-off, less icing and better

vehicle control during bad weather. Due to minimal shoulders, the town strongly asserts that guard rails are needed to ensure the safety of motorists during winter months.

On and off-road bicycle and pedestrian connections

The 2004 Comprehensive Plan Committee noted concern about efforts to encourage bicycling on Route 187 because the existing conditions on Route 187 were dangerous for bicycling. Narrow or no shoulders, high vehicle speeds, truck traffic, and line of site around corners are all contributors to potential bicycle/motor vehicle conflicts (this applies to pedestrians as well). A proposed new aquaculture facility in Jonesport will create a significant increase in the number of commercial trucks and commuter traffic on this route, and the safety hazards should be addressed regardless of bicycle traffic. The 2021 Comprehensive Plan Committee strongly advocates for a bike/ped lane along Route 187 to avoid unnecessary conflict between pedestrians, cyclists, and motor vehicle traffic.

In 2016, The Bicycle Coalition of Maine hosted their Bike Maine Event along the Bold Coast, generally following the route of the Bold Coast National Scenic Byway. Riders from across the country were surveyed after the event and noted that road conditions along the Bold Coast are comparably good, in their experience. In 2018, the Bold Coast Scenic Bikeway was formally established in partnership between the Bicycle Coalition of Maine and Washington County Council of Governments. Since then, the route has been widely promoted and bicycle traffic has increased throughout the region.

The Bold Coast Scenic Bikeway is an important tool for economic development in Jonesport and all of coastal Washington County, is increasingly utilized by touring bicyclists, and should be supported as much as possible by local government and the Maine DOT through improvements to road conditions such as signage, bike/ped lanes, widened shoulders, and vehicle turnouts.

Major traffic generators

Jonesport does not currently house any large businesses. Commercial fishing is the largest generator of traffic, but the volume would not be considered major by most standards. In 2021, an international aquaculture firm received approval from the State to construct a land-based aquaculture facility on a 94-acre site on Chandler Bay in Jonesport. The proposed facility will produce yellowtail kingfish. With an anticipated annual production of approximately 8,500 tons of fish to be raised in the Jonesport facility, the company expects to create between 70 and 100 full-time jobs when fully operational. Certainly not all the anticipated aquaculture employees will reside in Jonesport, meaning that commuter traffic from both ends of Route 187 is likely to increase somewhat, potentially affecting the road's safety and serviceability ratings.

The Elementary and High Schools are located outside of the downtown and on a side road off Route 187, minimizing or even eliminating any traffic congestion even during ballgames, which are highly attended.

At present, Jonesport is not a highly walkable town. To support pedestrian safety and mobility, sidewalks must be installed, replaced, or repaired. Existing sidewalks are in poor condition and are not ADA compliant.

Policies and standards for road design, construction, and maintenance

Overall, roadways in Jonesport are in fair to poor condition. Maine DOT plows snow from Indian River along Main Street to Bridge Street as well as the Jonesport-Beals Bridge. Maine DOT is responsible for the asphalt on all of Route 187.

The town appropriates funds on an annual basis to repair or improve local roads. At the time of this document, four local roads (Alexander, Feeney, E Norton Circle, and Lamson are scheduled for paving improvements in 2023. Aside from tax appropriation, Jonesport received funding from the Local Roads Assistance Program (LRAP), which the town expends annually on transportation improvements. For Fiscal Year 2022, Jonesport received \$9,020 in LRAP funding. In 1999, Jonesport received \$19,044 in LRAP funding. The Town contracts every three years, by open bid, for snow plowing, salting, and sanding of town roads.

Maine DOT is responsible for all the non-local roads. Their authority includes permitting of driveways and entrances, curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction, and road widening. Jonesport strongly desires that Maine DOT perform a traffic circulation study.

Municipal parking areas

Municipally owned parking areas in Jonesport are limited to the Town Office on Snare Creek Lane, located approximately two miles from the downtown village center. The Town Office parking lot has 2 tiers with capacity for approximately 10 vehicles each. As previously noted, the downtown is very congested due to the lack of parking areas and narrow streets. Businesses with sufficient land adjacent to their storefronts have added additional parking but that parking is severely limited. It is a very common occurrence for the downtown village area to be “one-way” traffic as vehicles park on sidewalks and on the street.

Long term parking for visitors and seasonal residents who sail to the islands in the summer months is needed in areas that are removed from the congested shorefront. The Comprehensive Plan Committee and Selectmen have discussed a variety of alternatives to solve the parking problem including a shuttle or trolley service from an inland parking area, land acquisition for public parking, and redesigning other existing parking areas. The issue requires a comprehensive and detailed analysis and should be conducted as part of the downtown revitalization efforts in collaboration with Maine DOT as noted throughout this Plan.

Airports

There are no airports or public airfields within Jonesport. The closest public airport is in Machias and hosts only small airplanes; there are no private airports in the vicinity. The Machias Municipal Airport has a 2900-foot runway and is used primarily by private plane owners or, in an emergency, by air ambulance services. The Bangor International Airport or Trenton-Bar Harbor Airport are the closest public airports with regular passenger service.

Bus or Van Services

Downeast Community Partners (DCP) offers limited public transportation between specific communities but does not come into Jonesport. The Four Corners in Columbia is the closest pick-up location and provides service between Machias and Milbridge Monday through Friday. DCP Rides in cooperation with Eastern Area Agency on Aging and the FTA provides limited free bus rides for seniors on a first come first served basis, including home pickup.

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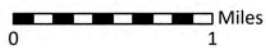
Marine and rail terminals

The seven-acre parcel, Henry Point, was purchased by the Town in 2018 to construct a working waterfront that will include a wharf, floats, hoist, and parking for commercial fishing vessels. Jonesport has been active in receiving funding for engineering and design and elevation of Campground Road through a Maine Coastal Program (MCP) grant and Congressionally Directed Spending, respectively. Jonesport continues to work with Land For Maine's Future (LMF). It is important to note that the Town has encountered several setbacks with LMF due to the unique characteristics of Henry Point as well as the intended usage as a working waterfront. The proposed working waterfront at Henry Point will help alleviate a substantial amount of traffic congestion in the Sawyer Square area and reduce the pressures on the Sawyer Cove Marina.

Implementation Strategies

Goal: Jonesport will encourage, promote, and develop efficient and safe transportation facilities that will accommodate anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Time Frame
The town will safely and efficiently preserve or improve the transportation system.	The town will develop a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Selectboard	On-going
	The town will investigate training from the MDOT Local Roads Center.	Selectboard	Short-term
	The town will collaborate and investigate a traffic circulation study with MDOT.	Selectboard	On-going
To meet the diverse transportation needs of residents – including children, the elderly and disabled, and through travelers - by providing a safe, efficient, and adequate transportation network for all types of uses (motor vehicles, pedestrians, and bicyclists).	The town will fully investigate the pressures on the downtown village area and how the Henry Point Working Waterfront will alleviate ped/bike/vehicular pressures.	Selectboard/ Planning Board	Short-term
To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	The town will participate actively in MDOT meetings and policy development for region 4 including heavy goods traffic through SR 187 (Jonesport, Columbia Falls, Jonesboro, and Addison).	Selectboard	On-going
To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.	The town will consider a local roads ordinance that harmonizes the access of driveways and entrances with the state access management regulations and make the new state regulations available at the town office.	Selectboard	On-going

<p>To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.</p>	<p>Maintain, enact, or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.</p>	<p>Selectboard</p>	<p>On-going</p>
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H. HOUSING

The largest investment for most individuals and families is housing. Housing, particularly affordable housing, is vital to the well-being of residents and the economic vitality of a community.

Goal

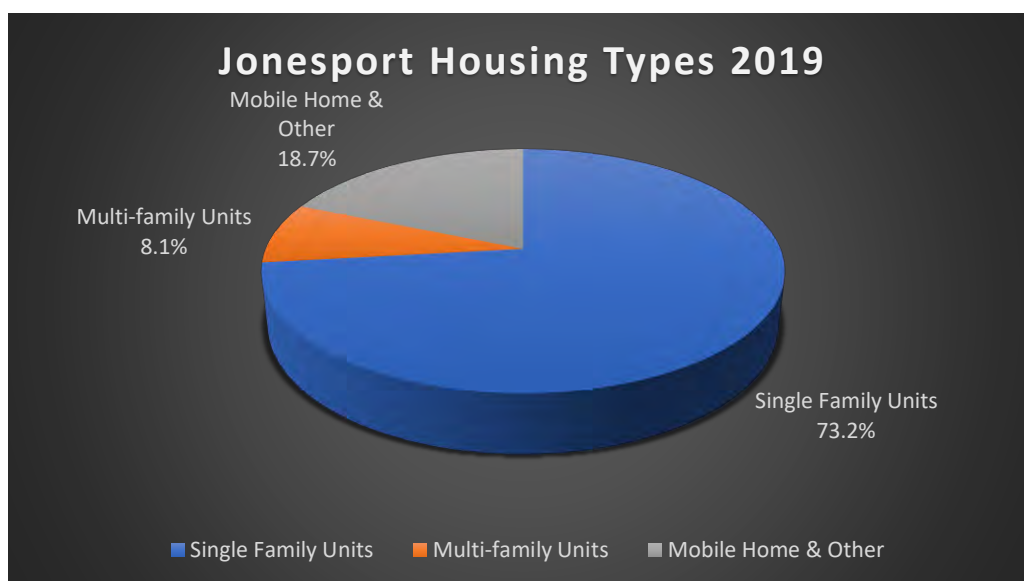
To encourage and promote affordable, decent housing opportunities for all Jonesport residents.

Housing Stock

In 2000, Jonesport had 881 housing units. By 2010, the town added 58 more units, bringing the total number of housing units to 939, a 6.6% increase. According to the 2019 American Community Survey (ACS), the number of housing units in Jonesport increased to 997 however it is important to note the margin of error is reported at +/-66, which is significant.

As indicated in the pie chart below, approximately 73% of all housing units in Jonesport are single family homes. Given this data, it is likely that the additional 58 housing units that were added to the town's housing stock were single family homes. The second most common housing type is mobile homes, representing nearly 19% of the town's housing stock while apartments in multi-unit structures represent approximately 8% of the housing stock in Jonesport.

Compared to the neighboring communities of Beals, Jonesboro and Addison, Jonesport had the highest number of housing units in 2000 and 2010. Jonesport experienced a 6.6% increase during that time, outpacing the 4.9% growth experienced in Washington County but falling short of the 10.7% growth that occurred in the state.



Source: U.S. Census Bureau

Regional Housing Growth 2000 – 2010				
Source: U.S. Census 2000; 2010				
	2000	2010	Net Change	
Jonesport	881	939	58	6.6%
Beals	365	361	-4	-1.09%
Addison	723	812	89	12.3%
Jonesboro	285	331	46	16.1%
Washington County	21,919	23,001	1,082	4.9%
Maine	651,901	721,830	69,929	10.7%

Residential Building Permits by Construction Type				
	New Homes (stick built)	Mobile Homes	Commercial and Industrial	Additions, decks, storage sheds, garages, entryways
2017	3	3	1	14
2018	2	3	1	16
2019	1	5	1	20
2020	4	2	1	27
2021	3	2	1	13

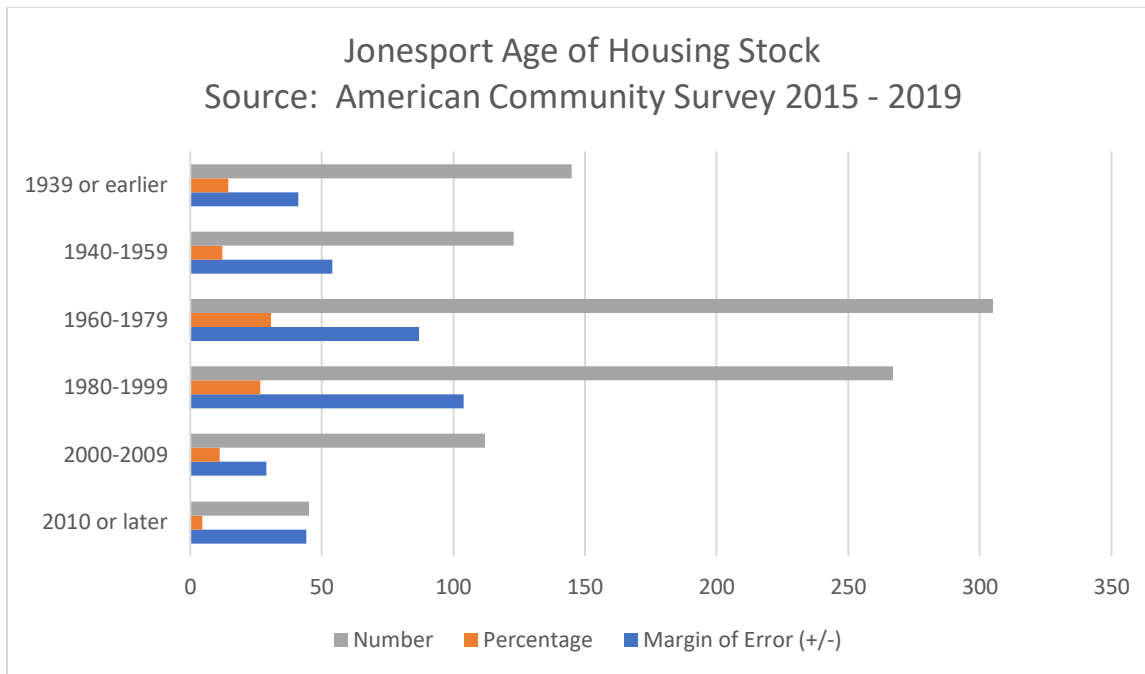
Source: Town of Jonesport

Maine's housing stock reflects the history and climate of the state. Nationwide, Maine ranks first in the proportion (24.1 %) of the housing stock built prior to 1940. The age of the housing stock in Jonesport is significantly lower than that in Washington County with 14.5% and 27.4% built before 1939, respectively. Nearly 73% of the housing stock in Jonesport was built before 1980. Many of these units are in substandard condition and in need of repair. Continued investment in renovations from newcomers and current residents will improve the habitability and value of many older structures.

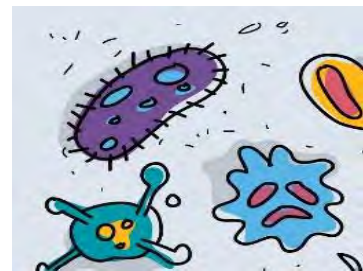
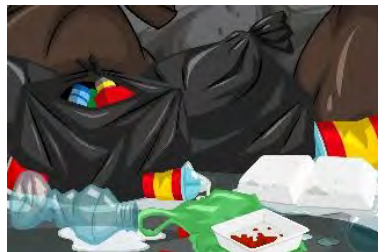
Photo: Maine Geological Survey, Department

of Agriculture & Forestry





Many older homes contain unhealthy materials such as lead paint, mold, and asbestos. From the 1930's until the 1980's many products containing asbestos were used in house construction. While asbestos is fire-retardant, and a thermal and acoustic insulator, exposure to asbestos can cause fibrotic lung disease, lung cancer, and harms respiratory function. The mold found in older homes can also affect respiration. Lead paint used in homes before 1980 can deteriorate into lead dust and paint chips, and cause brain damage when inhaled or swallowed, especially in children under the age of six.



images: www.vecteezy.com

UNHEALTHY HOUSING CAN LEAD TO DISEASE

Mold, dust, and animal dander/hair can cause asthma and other respiratory illness.

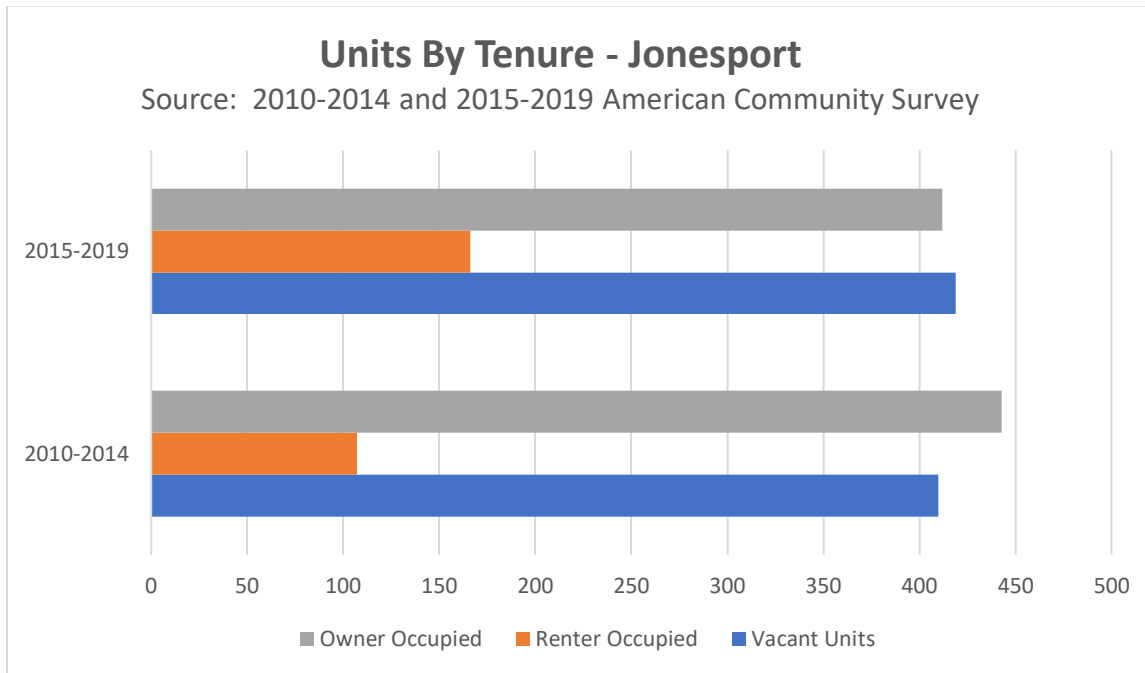
Holes in windows, walls and roof can invite pests causing bacterial infections, allergic reactions from stinging insects, and rabies.

Dust and chips from lead paint can cause brain damage when inhaled or swallowed.

HOUSING OCCUPANCY

Tenure

Home ownership is a good indicator of the overall standard of living in an area. One way to track home ownership over time is to compare owners and renters as a proportion of total owner-occupied housing.



Units By Tenure and Vacancy – Jonesport				
Source: 2010-2014 and 2015-2019 American Community Survey				
2010 - 2014		Percent	2015-2019	Percent
Total Units	960		997	
Occupied Units	550	57% of Total	578	58% of Total
Owner Occupied	443	81% of Occupied	412	71% of Occupied
Renter Occupied	107	19% of Occupied	166	29% of Occupied
Vacant Units	410	43% of Total	419	42% of Total
Vacant For Sale	16	3.5% of Vacant	5	1.2% of Vacant
Vacant For Rent	13	10.8% of Vacant	18	9.8% of Vacant
Vacant Seasonal	235	24% of Total	281	28% of Total

It is important to note the margin of error for data retrieved from the American Community Survey is as high as +/-65, which is considerable for a community the size of Jonesport. However, the fluctuations are not statistically significant per the Maine State Housing Authority.

HOUSING AFFORDABILITY

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

In the United States, housing affordability is determined by the percentage of an *individual's* income spent on housing. As defined by the U.S. Census Bureau and the U.S. Department of Housing and Urban Development (HUD), cost-burdened households are those that spend 30% or more of their income on housing costs. According to the Maine State Housing Authority, affordable housing is defined as housing whose *occupants* spend no more than 30% of their income on housing, including utilities.

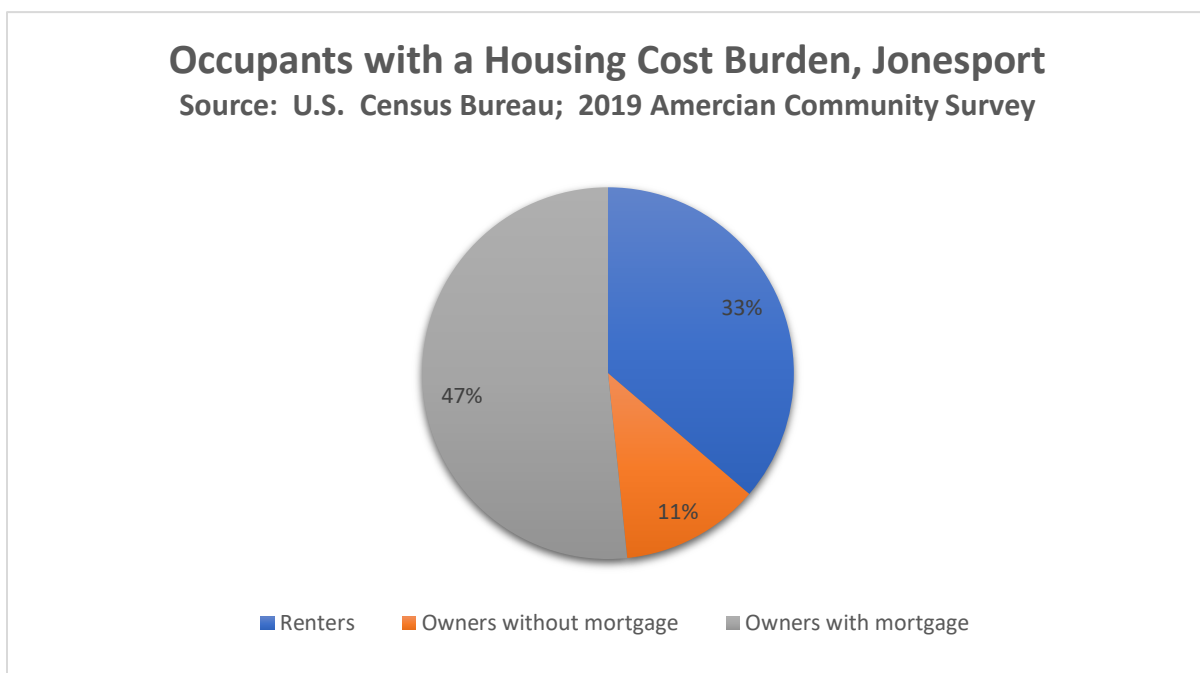
Affordable housing means decent, safe, and sanitary living accommodations that are affordable to very-low, low, and moderate-income people. The types of housing that are affordable at these income levels are often small homes on smaller lots and can also include manufactured housing, multi-family units, government-assisted housing, and group/foster care facilities.

The Growth Management Act requires that comprehensive plans show the “proportional make-up of housing units by affordability to very-low income, low income, and moderate-income households (municipality and region) for the most recent year for which information is available (est).” Gathering and analyzing this data is not as straightforward as it may seem, as multiple factors come into play:

- Data from the Census on housing values is not yet defined by the State categories of income levels (very low, low and moderate income), which the State sets for each county.
- U.S. Census provides only housing values of specified housing units, not the entirety of owner-occupied housing stock in Jonesport.
- The value of a house, based on tax assessment, does not always accurately reflect the true market value.
- Because at any given point in time most homes are not for sale, the value does not reflect availability for purchase.
- Municipalities do not assess value based on year-round or seasonal use, including camps and cottages that are not suitable for year-round occupancy. Many seasonal camps and cottages would require significant investment to make them year-round housing if environmental conditions would permit.

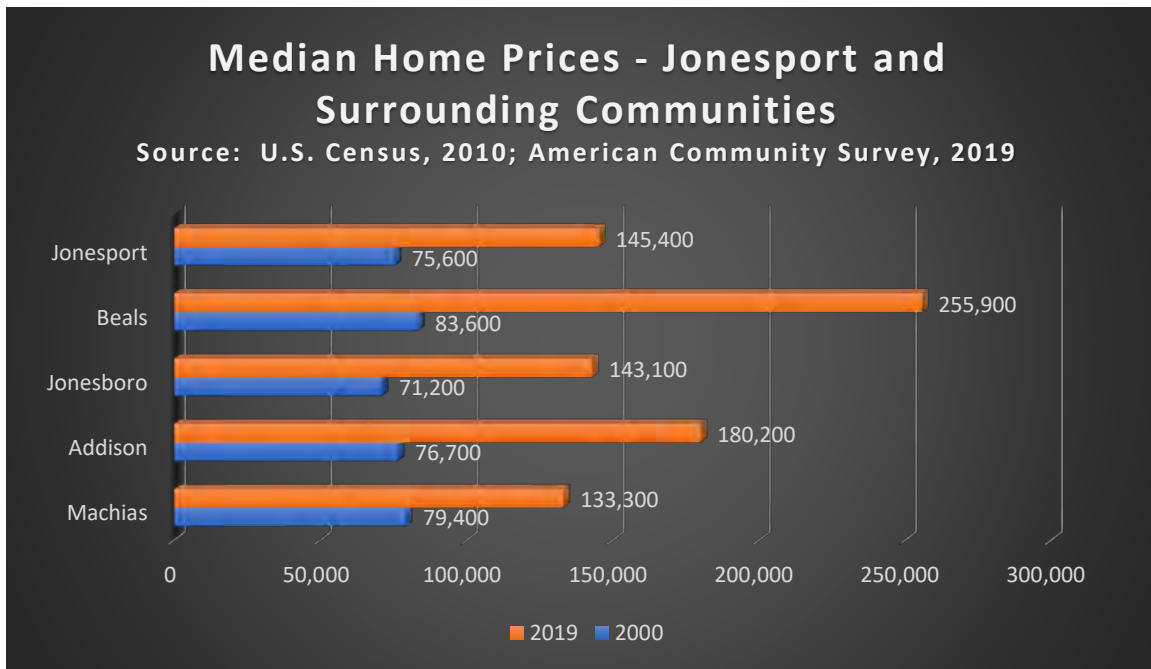
Given these data limitations, presented here are the percentages of households who pay more than 30% of their household income on housing based on Maine State Housing Authority (MSHA) affordability index data for the housing market to which Jonesport belongs.

As of 2019, various residents in Jonesport were cost-burdened when it came to their housing expenditures. Of the occupied units, 29% were occupied by renters. Of the total number of renters in Jonesport, over 33% were cost burdened. Owner-occupied housing units are those inhabited by owners who have a mortgage and owners who do not have a mortgage. Of the total population without a mortgage, nearly 11% were cost burdened. By comparison, over 47% of owners with a mortgage were considered cost-burdened due to housing and utility costs. Of the total percentage of occupants with a housing cost burden in Jonesport, 58% of homeowners are cost burdened.



Over time the median home price in Jonesport has increased. In 2000, the median home price in Jonesport was \$75,600, in 2014 the median price to \$122,200 and by 2019, the median home price had increased to \$145,400. In fact, over the course of two decades, the median home price in Jonesport nearly doubled. The same trend can be found in nearby communities as illustrated in the following graph which reflects the median home price in Beals, Jonesboro, Addison, and the service community of Machias.

Additional data on housing affordability is available from the Maine State Housing Authority (MSHA) for Jonesport and at the housing market level. Jonesport is part of the Machias Labor Market Area (LMA) Housing Market. MSHA reports that the housing affordability index for Jonesport in the Machias LMA Housing Market in 2021 was .88 and .95 respectively where under 1.00 equals unaffordable whereas over 1.00 equals affordable.



Homeownership Housing Facts and Affordability Index for Maine Cities and Towns, by Housing Market

Housing Market	Name	Year	FI	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price - Annual	Income Needed to Afford Median Home Price - Hourly	Home Price Affordable to Median Income
Machias, ME LMA	Addison	2021	0.82		\$205,000	\$45,362	\$55,656	\$26.76	\$167,083
	Cherryfield	2021	0.98		\$145,000	\$41,420	\$42,294	\$20.33	\$142,004
	Columbia F.	2021	1.40		\$130,000	\$49,821	\$35,601	\$17.12	\$181,923
	Cutler	2021	1.45		\$155,000	\$61,779	\$42,524	\$20.44	\$225,184
	East Machi.	2021	1.08		\$159,200	\$50,208	\$46,421	\$22.32	\$172,186
	Harrington	2021	0.81		\$225,000	\$49,797	\$61,620	\$29.62	\$181,830
	Jonesport	2021	0.88		\$194,750	\$47,353	\$54,027	\$25.97	\$170,691
	Lubec	2021	0.70		\$199,750	\$40,161	\$57,347	\$27.57	\$139,887
	Machias	2021	0.70		\$138,750	\$30,192	\$42,838	\$20.59	\$97,791
	Machiasport	2021	1.03		\$225,600	\$59,814	\$58,295	\$28.03	\$231,479
	Milbridge	2021	0.96		\$199,000	\$51,786	\$53,937	\$25.93	\$191,065
	Roque Bluffs	2021	0.51		\$402,500	\$50,417	\$98,278	\$47.25	\$206,484
	Whiting	2021	1.14		\$205,000	\$60,197	\$52,943	\$25.45	\$233,089

Source: Maine State Housing Authority, 2021

Homeownership Housing Facts and Affordability Index for Maine Cities and Towns, by Housing Market			Income Needed to Afford Median Home Price - Annual	Income Needed to Afford Median Home Price - Hourly	Home Price Affordable to Median Income	Households Unable to Afford Median Home (%)	Households Unable to Afford Median Home	Total Households
Housing Market	Name	Year						
Machias, ME LMA	Addison	2021	\$55,656	\$26.76	\$167,083	58.8%	316	537
	Cherryfield	2021	\$42,294	\$20.33	\$142,004	51.3%	299	583
	Columbia F..	2021	\$35,601	\$17.12	\$181,923	36.1%	88	243
	Cutler	2021	\$42,524	\$20.44	\$225,184	33.5%	70	209
	East Machi..	2021	\$46,421	\$22.32	\$172,186	46.4%	265	570
	Harrington	2021	\$61,620	\$29.62	\$181,830	61.3%	260	424
	Jonesport	2021	\$54,027	\$25.97	\$170,691	55.2%	329	596
	Lubec	2021	\$57,347	\$27.57	\$139,887	65.8%	431	655
	Machias	2021	\$42,838	\$20.59	\$97,791	61.1%	557	912
	Machiasport	2021	\$58,295	\$28.03	\$231,479	48.1%	184	383
	Milbridge	2021	\$53,937	\$25.93	\$191,065	51.7%	322	622
	Roque Bluffs	2021	\$98,278	\$47.25	\$206,484	74.4%	102	137
Whiting	2021	\$52,943	\$25.45	\$233,089	39.8%	78	197	

Source: Maine State Housing Authority, 2021.

Based on MSHA figures, in 2021 the median income needed to afford the Median Home in Jonesport was \$54,027 and \$49,422 in the Machias LMA Housing Market. MSHA estimates that 55.2% of households in Jonesport are unable to afford the Median Home price while 51.8% are unable to afford the Median Home price in the Machias LMA Housing Market. Market data from MSHA indicates that 61.4% of homes sold in Jonesport in 2021 were unattainable.

Unattainable Homes as a Percentage of Homes Sold			
Source: Maine State Housing Authority, 2021			
Location	Percentage of Unattainable Homes	Affordable Homes Sold	Unattainable Homes Sold
Addison	52.0%	12	13
Cherryfield	53.8%	12	14
Maine	64.8%	7,254	13,331
Columbia Falls	18.2%	9	2
Cutler	27.8%	13	5
Machias LMA	50%	189	189
East Machias	33.3%	12	6
Harrington	60.0%	6	9
Jonesport	61.4%	17	27
Lubec	68.6%	16	35
Machias	65.8%	13	25

Machiasport	50%	13	13
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Housing Selling Prices

Data from MSHA show that the median house price has steadily increased in the Machias LMA Housing Market following the “housing bubble” of 2007 and the economic depression of 2008. By 2017, median home prices outpaced median income resulting in 50% of homes sold having been unattainable for households in the Machias LMA Housing Market.



Source: Maine State Housing Authority, 2019 Housing Facts for Machias LMA Housing Market

Renter Occupied Housing Affordability

Data from MSHA related to renter occupied housing units describes an increasingly unaffordable rental market for those below median income. Only considered are year-round rentals as seasonal rentals are not reported. Rental rates are reported by tenants and consider the subsidies received in the form of Section 8 housing subsidies to low-income residents. As with



Homeowner Affordability Index, the Rental Affordability Index is the ratio of 2- Bedroom Rent Affordable at Median Renter Income to Average 2-Bedroom Rent. An index of less than 1 means the area is generally unaffordable – i.e., a renter household earning median renter income could not cover the cost of an average 2-bedroom apartment (including utilities) using no more than 30-percent of gross income.

Rental Affordability for the Machias LMA Housing Market is depicted on the following chart.

Rental Affordability Index						
Source: Maine State Housing Authority, 2017 Housing Facts for Machias LMA Housing Market						
Machias LMA Housing Market	Year	Index	Average 2-BR Rent with Utilities	Renter Household Median Income	Income Need to Afford Average 2-BR Rent	2-BR Rent Affordable to Median Income
	2012	0.66	\$820	\$21,806	\$32,810	\$545
	2013	0.71	\$826	\$23,444	\$33,056	\$586
	2014	0.74	\$801	\$23,611	\$32,021	\$590
	2015	0.77	\$827	\$25,328	\$33,091	\$633
	2016	0.61	\$1,037	\$25,379	\$41,485	\$634
	2017	0.63	\$1,048	\$26,285	\$41,930	\$657
	2020	0.86	\$835	\$28,873	\$33,397	\$722
Maine	2020	0.88	\$1,088	\$38,231	\$43,517	\$956

The lack of affordability in the Machias LMA Housing Market has persisted for the past two decades but MSHA statistics for 2020 depicts a sharp decline which may reflect state rental relief programs related to the Covid-19 pandemic and subsequent rental costs as reported by tenants.



3: The y-axis is an index defined as the ratio of the annual value to the year 2001 value.

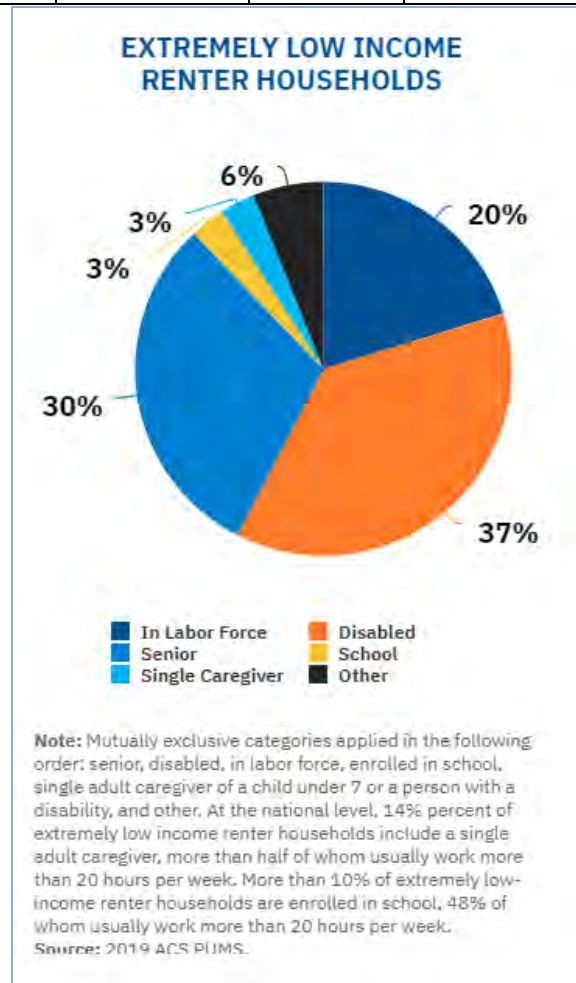
Source: Maine State Housing Authority, 2020 Housing Facts for Machias LMA Housing Market

Renter Households Unable to Afford Average 2-Bedroom Rent
 Source: Maine State Housing Authority, 2017 Housing Facts for Machias LMA Housing Market

Location	Households Unable to Afford Average 2 BR Rent		Total Renter Households	Average 2 BR Rent (with utilities)	Income Needed to Afford Average 2 BR Rent	
	Percent	Number	Households	Avg Rent	Annual	Hourly
Machias,ME LMA Housing Market	72.9%	906	1,278	\$1,024	\$40,963	\$19.70
Maine	59.6%	96,367	161,746	\$976	\$39,041	\$18.77

Severely cost-burdened households are more likely to forgo medical care and healthy foods in order to pay housing costs.

In Maine, 67% of extremely low-income renter households are the elderly and disabled.



Source: National Low Income Housing Coalition

“Maine”; <https://nlihc.org/housing-needs-by-state/maine>; Retrieved March 8, 2022.

Affordability and the Growth Management Act

The State of Maine Growth Management Act requires every municipality "...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." As shown in the table "Building Permits Issued" at the start of this chapter, during the five-year period from 2017-2021, 28 housing units were built. Thus, Jonesport would meet the requirement of the Act if the town sought to provide 1.6 low-income units in this period. Within this period, affordable housing meeting State guidelines was built in the form of modular/mobile housing as 15 such units were put in place.

Affordable Housing Remedies

While meeting the letter of the Growth Management Act has not proved difficult for Jonesport, there is a desire by residents to maintain and provide affordable housing, as needed, beyond the State minimums. The State offers traditional recommendations that towns consider ways to help meet this need. This can be very difficult for a small community like Jonesport because traditional recommendations may **not** apply, including:

- The relaxation of zoning ordinance and building code requirements tends to increase building costs. **Jonesport has no town-wide zoning or building code at present. If either is established, it will be sensitive to the need to lessen the potential costs imposed on low-income residents.**
- Take steps to allow mobile homes and modular homes in more areas. **At present the town does not limit the location of these types of units.**
- Provide town sewer, water, and roads to new parts of town thus "opening up" land for new homes. **The town does not have water or sewer systems at present and is currently studying ways and means of addressing current waste disposal problems that would allow further economic development in the downtown area and promote new development in the growth area.**

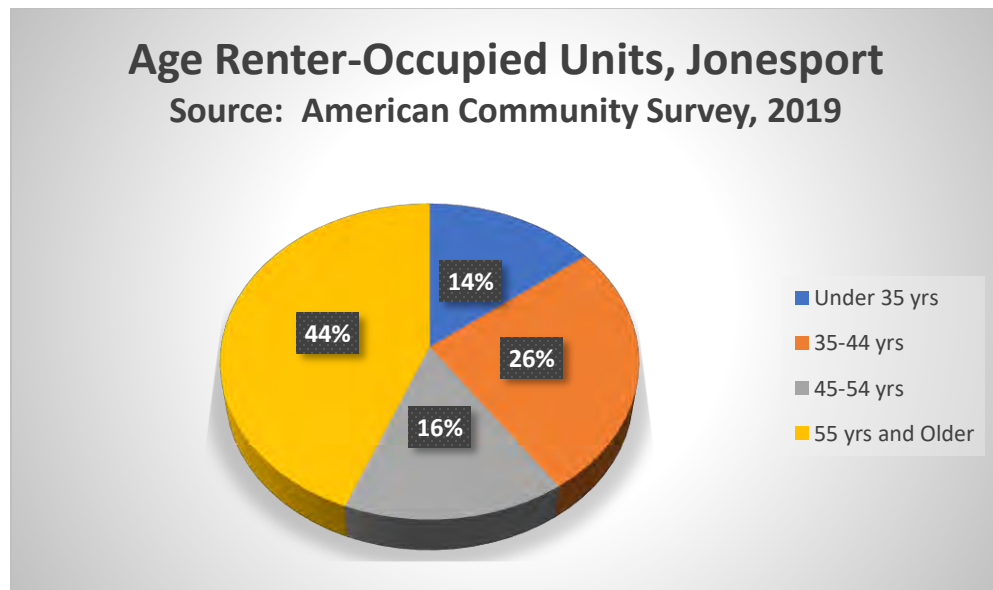
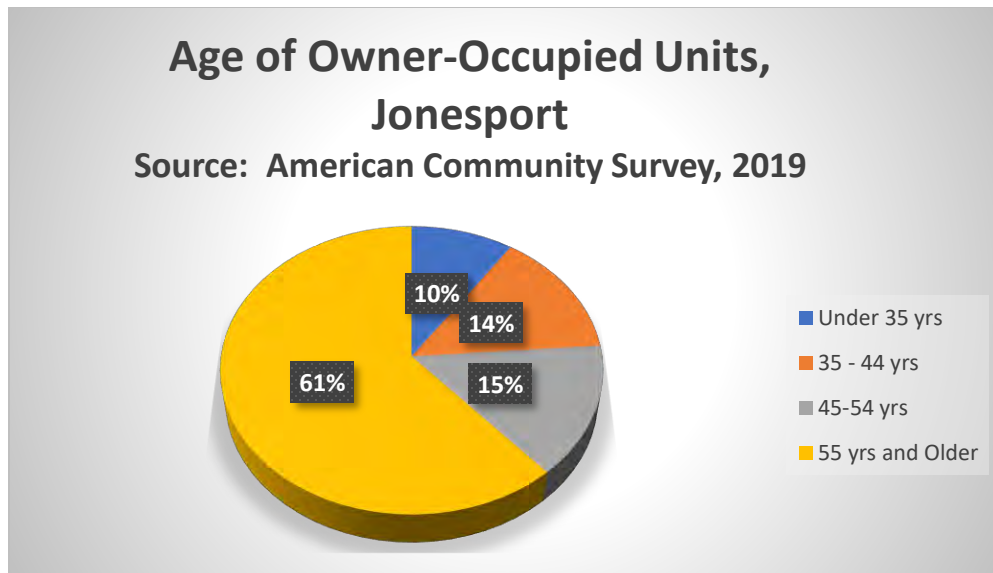
Housing Programs

Jonesport has one facility that serves low and moderate-income housing needs. Gaelic Square Apartments provide income-based rental for those 62 years of age and older or those with disabilities. Individuals may also seek income-based rental in surrounding towns as outlined below. (It is important to note that property management companies may have changed after the 2014 publication of this resource.)

Property Name and Address	Housing Type				Units	Type of Assistance ¹		Contact Information
	Elderly			Family/All	Accessible	Incomebased Rent	Rent Restricted Unit	
	55 and older	62 and older	With Disabilities					
Addison								
Riverbend Apts. West Side Road		•	•			•		Maine Development Associates (207) 947-6795 www.mainedevelopment.com
Columbia Falls								
Pleasant View Manor Pleasant View Circle		•	•			•		Fickett Property Management, LLC (207) 546-7800 www.fickettproperty.com
Jonesboro								
Jonesboro Heights Rt. 1 Bagley Road		•	•			•		Fickett Property Management, LLC (207) 546-7800 www.fickettproperty.com
Jonesport								
Gaelic Square Apts. 10 Gaelic Housing Way		•	•			•		Fickett Property Management, LLC (207) 546-7800 www.fickettproperty.com
Machias								
Jerrold's Place Apts. 2 Valley View Road				•		•		Hughes Associates (207) 561-4700 www.hughesrs.com
Louise Gardner Apts. 91 Court Street		•	•			•		C. S. Management (207) 498-8332
Ridgeview Apts. 9 Valley View Road		•	•		2-1 br	•		Hughes Assoc. (207) 561-4700 www.hughesrs.com
Riverside Apts. Riverside		•	•		2-1 br	•		Maine Development Associates (207) 947-6795 www.mainedevelopment.com

Housing and an Aging Population

As more fully described in Chapter D: Population & Demographics, the town recognizes that it has an aging population. According to 2019 American Community Survey estimates, nearly 42% of the population in Jonesport is 55 years of age and older. Of owner-occupied housing units, nearly 62% are composed of people over 55 years of age. Of renter-occupied housing units, 44% are composed of individuals over 55 years of age. Those over 65 years of age are more likely to be retired and on fixed incomes.



Analyses

- 1.) How many additional housing units (if any), including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?**

According to population projections, the population of Jonesport is expected to increase 5.3% by 2038, an increase of 70 people over 17 years. With 419 units (42%) of the town housing stock vacant/seasonal, additional housing to accommodate a forecasted population increase is

a lesser priority compared to the need for affordable housing and the desire to support seniors who wish to “age in place.” More than 91% of community survey respondents support subsidized housing for the elderly. The comprehensive plan committee will continue to review and assess these issues following adoption of the comprehensive plan.

2.) Are seasonal homes being converted to year-round use or vice versa? What impact does this have on the community?

While some seasonal homes are being converted to year-round use, the 42% of housing stock in Jonesport that is vacant/seasonal is reflective of the increasing seasonal population. The desire for coastal vacation homes by non-residents has raised the value, and assessment, of many properties in Jonesport. This creates a conflict as year-round residents overwhelmingly wish to retain the character and authenticity of a fishing village. Increasing home valuations are challenging to the families who are already cost burdened and by those families who earn their living in the fishing industry.

3.) Will additional low- and moderate-income family, senior, or assisted living housing be necessary to meet projected needs for the community? Will these needs be met locally or regionally?

Between 2010 and 2019, the 65-84 age group was the fastest growing age group in Jonesport. In 2019, those 65 – 69 years of age were the dominant age group while individuals most likely to be retired and living on fixed income in the 65 – 84+ years of age account for nearly 34% of the population in Jonesport. Respondents to the community-wide survey strongly support subsidized housing for the elderly and 85% of respondents believe Jonesport should encourage a nursing home/assisted living facility. If, in the future, assisted living and senior housing, including low- and moderate-income housing is inadequate, Jonesport will work with appropriate entities to satisfy any needed housing.

4.) Are there other major housing issues in the community, such as substandard housing?

Currently there are no major housing issues in Jonesport. Where substandard housing is apparent, the code enforcement officer and selectboard address and resolve these problems. In 2019, there were three housing units in Jonesport which lacked complete kitchen facilities and three which lacked complete plumbing facilities. In Washington County, 193 and 194 housing units lacked complete kitchen facilities and plumbing facilities, respectively.

5.) How do existing local regulations encourage or discourage the development of affordable/workforce housing?

Jonesport has no town-wide zoning or building code at present. Updates to the town Land Use Ordinance occurred in 2019. In late 2021, the Planning Board began a review of land use regulations for conformance with State and Federal rules which may apply. Any proposed amendments would not be adopted by the town until 2023 at soonest. Currently there are no regulations that discourage the development of affordable/workforce housing.

Conditions and Trends

1.) Information on existing local and regional affordable/workforce housing conditions or similar efforts.

Jonesport has actively encouraged affordable housing as witnessed by the allowance of affordable housing, including mobile/modular homes, with restrictions pertaining only to allowable lot size and the unit conformance with State code.

Jonesport works with Sunrise County Economic Council, a non-profit organization that provides community, business, and workforce development services. The town has a proven record of collaboration with local, regional, and state entities to provide safe, affordable, and decent housing such as Gaelic Square Apartments. Gaelic Square Apartments are located within the downtown area to accommodate residents of low- to moderate-income.

2.) A summary of local regulations that affect the development of affordable/workforce housing.

The Selectboard, Planning Board, and Code Enforcement Officer enforce and review regulations regularly. Jonesport allows mixed use and mixed income housing within residential/downtown area and the town remains dedicated to affordable/workforce housing to ensure the viability and affordability for families and individuals who wish to live in the community. In the coming years, Jonesport will continue to review the ways and means of adding public water/wastewater infrastructure.

Goals: To encourage and promote affordable, decent housing opportunities for all Jonesport residents.			
Policy	Implementation Strategy	Responsible Party	Timeline
Support development of workforce and other affordable housing, including rental and ownership options.	Pursue programs and grants that can assist ensuring that at least 10% of new residential development meet the definition of affordable housing.	Selectboard	Ongoing
Ensure that land use controls encourage the development of quality affordable housing – including rental units and mixed-use units.	Maintain, enact, or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	Planning Board	Short term - within 1 year
	Address any needed modifications to existing land use regulations as necessary.	Planning Board	Ongoing, will assess any current need swithin 1 year
	Consider initiatives to limit increases on the assessment of waterfront property for those who earn their livelihood from fishing.	Selectboard	Short term - within 1 year
Encourage and support regional efforts of regional housing coalitions in addressing affordable/workforce housing needs.	Participate in regional programs, grants, and projects to ensure sufficient, affordable housing options for seniors, those with disabilities, and veterans.	Selectboard	Immediate and ongoing
Address reported violations of local ordinances, State laws and regulations that affect health, safety, or community conditions.	Continue to consider the ways and means of providing public water and wastewater treatment options; provide residents with information related to State funding opportunities to replace failing septic systems.	Selectboard	Immediate and ongoing

I. RECREATION

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



Opportunities for Recreation

Jonesport has several indoor municipal recreational facilities and the town's vast natural resources provide numerous recreational opportunities for residents and visitors. Open space includes shore frontage, forestlands, wetlands, athletic fields, and a seasonal skating rink. Although much of the open space is not

accessible to the public, as the regional population rises, development pressures on all open space will certainly increase. Accessible open space including ball fields, wildlife refuges, and parks are outlined in this section.

Existing recreational facilities and programs in the community and region

Although the population of Jonesport is not expected to grow dramatically over the next 10 – 15 years, the town is anticipating a slight population increase related to the construction and operation of a land-based aquaculture facility that proposes to break ground in 2023/2024. This application is still under appeal, no permits have been issued. Jonesport recognizes that existing local recreational opportunities may not be sufficient to accommodate anticipated growth and the desires of current and future residents. Along with other Maine communities, Jonesport has seen a slight increase in population since the onset of the Covid-19 pandemic. Some new and long-term residents have restricted traditional access to lands and shorefronts and look to the town to provide bike/ped access and other amenities. Jonesport also recognizes that there are pressures on the Sawyer Cove marina to accommodate recreational and commercial use. The anticipated population increase due to the construction and operation of the aquaculture facility will only exacerbate these pressures and increase the demand for recreational opportunities. Improved bike/ped access, particularly along the Bold Coast Scenic Bikeway (Route 187) and a dedicated commercial waterfront are necessary in order to relieve conflicting pressures while encouraging tourism, recreation, and economic development.

Need for services, facilities, or upgrades

Jonesport has always been and remains a vital part of Maine's fishing economy. In 1972, a recreational boat ramp was installed at Sawyer Cove with funding provided by the former "State Parks and Recreation Commission" known as the Bureau of Parks and Lands. The facility received improvements over the years including floats, piles, gangways, and ramp extensions.

Commercial vessels also utilize the Sawyer Cove recreational ramp with the knowledge of the State, but such use causes congestion between recreational and commercial use and recreational use is the priority use type. Parking facilities are extremely limited and sometimes force drivers to use on-street parking in a residential neighborhood. Commercial trucks and trailers can impede passage of emergency vehicles and residential traffic and reduces the ability for recreational users to access the facilities to remove the conflict between recreational facilities and prevent closure of commercial use allowance. Jonesport is in dire need of a dedicated working waterfront and associated infrastructure. The town has begun work on a commercial pier at Henry Point, adjacent to the municipally owned campground.

Jonesport also recognizes the local and regional demand for bike/ped access along Route 187. Currently the shoulders are gravel and sand which prohibits safe access for bicyclists and pedestrians alike. The Bold Coast Scenic Bikeway runs along Route 187 and through downtown Jonesport. The Bikeway is increasingly promoted at a national level and is seeing increased use by traveling cyclists, setting up all road users for potentially dangerous conditions. The town is open to public-private partnership discussions with MDOT and funding entities regarding improvements to the shoulders on Route 187 to accommodate the Bold Coast Scenic Bikeway and other bike/ped access.

The town needs sidewalk improvements in the downtown and residential areas to ensure access to pedestrians.

Jonesport has undertaken an engineering study and plan to improve the town “ball diamond” which was a gift to the town in 1947. Although the town’s Recreation Committee stopped meeting due to Covid-19, in 2022 there are plans for the committee to resume work on improvements to the “ball diamond.”

These examples are reflective of current needs for both recreational and commercial opportunities.

Ownership of important tracts of open space

Jonesport offers a variety of opportunities for observing wildlife including moose, bobcats, wading birds, amphibians, and coyote on publicly owned lands. Jonesport schools open their gymnasiums for indoor recreation such as basketball and walking and the town actively supports use of publicly owned property to encourage ice skating, sledding, recreational boating, ball games, community events, and camping. Sandy River Beach and picnic area (further described below) is municipally owned and Great Wass Island Preserve in neighboring Beals is permanently conserved by The Nature Conservancy.

Mechanisms to acquire important open spaces and access sites

Jonesport recognizes the importance of open spaces and access sites and has moved independently to acquire sites of local importance.

In 2019 Jonesport purchased a seven-acre tract of land known as Henry Point (locally known as “the campground.”) For decades the site had been leased by the town to allow water access, recreational opportunities, and shorefront access for harvesters of sea worms, periwinkles, and quahogs. In consideration of the possible overuse of the Sawyer Cove recreational ramp and the need for a dedicated working waterfront, Jonesport purchased the Henry Point site with the intention of preserving recreational use and permanent accommodations for commercial fishing. The town is currently in the process of collaborating with Land for Maine’s Future to ensure Henry Point remains, in perpetuity, conserved for working waterfront. Jonesport also wishes to adapt Henry Point to ensure resiliency to climate change including, but not limited to sea level rise; erosion; protection of historic and archaeological resources; and open access recreational and traditional working waterfront activities. Jonesport is pleased to consider partnering with agencies with the same goals as the community and harvesters.

Public access to significant water bodies

Jonesport has diligently worked to preserve and create public access to surface waters although not all locations are easily accessible or safe for entry to beaches or shorefront. Sawyer Cove Marina is easily accessible and regularly maintained. There are nearly 100 moorings and slips for commercial and recreational boats.

In 2012, the town also purchased a lot across from Sandy River Beach (Chandler Bay) to accommodate parking for commercial harvesters and recreational beachgoers. The lot provides parking, a hand carry boat launch, picnic tables, barbecue grills, seasonal personal facilities, and direct access to the shorefront. It should be noted that Jonesport only owns a 50-foot right of way to the beach and the remainder of shore access is currently allowed by private landowners.

Jonesport includes several beautiful islands with beaches of various sizes and compositions. Some of the islands are managed by conservation groups and the state; some such as Head Harbor are open for picnicking and hiking.

Trail maintenance

Recreational trails are adequately maintained, however there is a need for sidewalk improvements to ensure safe pedestrian access. There are no significant conflicts currently.

Traditional access to private lands

While several landowners accept foot travel for those seeking shore and water access, knowledge of these areas are by word of mouth and the public is trusted in these cases to observe common courtesies relating to parking, treatment of the property and obtaining permission from the landowner. However, many private landowners increasingly restrict public access, especially as new residents move to the area, and there are landowners who dispute the ownership of some waterfront areas, but the locations are not conducive to shorefront access due to drop offs that can be as much as 30 feet.

Important public and private active recreation programs, recreation areas

Jonesport offers a variety of recreational opportunities that are funded and maintained by the town as well as a wide array of opportunities funded through the non-profit Peabody Memorial Library. The Town just approved money to support the 4th of July Summerfest, one of annual two festivals organized by volunteers and funded through donations.

Aside from boating and saltwater fishing, Jonesport has purchased land to accommodate those who wish to visit Sandy River Beach on Chandler Bay. Picnicking, recreational shellfish harvesting, a hand carry boat launch, ample parking, and the willingness of private landowners to allow additional beach access makes the location a site of significance. Jonesport has a seasonal ice-skating pond complete with a warming hut and lights for night skating. The town maintains an area for winter sledding. In warmer months, Jonesport provides camping at Henry Point where campers have access to shorefront, fire pits, and permanent bathroom facilities. Campers are asked for a donation to “pay as they are able.” The town purchased Henry Point with plans for a working waterfront and the intention of reserving approximately 40 % of the property for camping sites which has been a site of significance in Jonesport for nearly 100 years. For those who can visit Mistake Island, located five miles offshore, there are opportunities to explore the island as well as the opportunity to visit the historically significant Moose Peak lighthouse. The current tower was built in 1851 and is still in operation; travelers should know that Mistake Island is one of the foggiest areas in Maine.¹

Jonesport is and always will be a fishing village. Lobster, crab, quahogs, sea worms, and periwinkles are just a few of the options for recreational harvesters.

ATVs and snowmobiling are generally confined to sites with permission from landowners as there are no public trail systems located within Jonesport however cycling has taken on great local interest after the town served as a host community for BikeMaine in 2016. The community survey located in Appendix A bears witness to the local desire for bike/ped shoulders along Route 187 to provide safe access and encourage economic development.

Jonesport boasts tennis courts with evening lighting, sports fields, and basketball courts. The local schools open their playgrounds and gymnasiums to residents for recreation. It should be noted that the town recreation committee has been inactive due to the Covid-19 pandemic but there are plans to reconvene the committee in 2022.

Peabody Memorial Library sponsors activities for children, art and music programming, book clubs and “meet the author” series. The library supports a teen advisory group to encourage young adults to take a role in library offerings.

¹ <https://www.history.uscg.mil/Browse-by-Topic/Assets/Land/All/Article/1963410/moose-peak-light/>
Accessed December 27, 2021.

Jonesport hosts two festivals a year:

Summerfest which takes place over the July 4th holiday and “Winter Fest” which occurs in early December. Summerfest is committee run and is an all-American tribute to the birth of our nation complete with parades, fireworks, community lobster bake, horseshoe tournaments, public entertainment, lobster boat races, arm wrestling, and a “kids’ day” which is held at the town “ball diamond.” “Winter Fest”, also run by committee, celebrates the oncoming winter season with fireworks, parades, and a free community supper. The festivals have tremendous local support and are well attended by the community and residents from surrounding towns.

Jonesport is proud to be a part of the 147-mile Bold Coast National Scenic Byway and been a host community to BikeMaine

The 147-mile Bold Coast National Scenic Byway extends from Milbridge to Calais. The Byway runs along Route 187 through the heart of Jonesport and is widely promoted at the local, regional, state, and national level. The Byway brings travelers to experience the incredible natural, cultural, historic, and recreational assets of the region, including those described within this chapter and the entire document.

Program or Facility	Condition of Existing Facility	Description of Facility or Conditions
Volunteer Base	Some committees have been inactive since 2020 due to Covid-19	Plans to reactivate the recreation committee in 2023. Strong community engagement for recreational activities.
Community-wide Special Events	Strong community engagement and well received by the region	July 4 th (“Summerfest”) and “Winter Fest” Organized by committees with seasonal activities including parades, fireworks, community suppers, and entertainment.
Sawyer Cove Marina	Very good	The marina is a state-owned boat ramp for recreational users. Due to pressures related to commercial fishing, those utilizing the marina for recreational purposes may face extended wait times to launch their craft. Unmet Needs: technical assistance and infrastructure grants to help accommodate the proposed working waterfront at Henry Point.

Arts/Crafts/Music	Geared toward adults, teens, and younger children; well received by the community	Hosted by the Peabody Memorial Library. Non-profit (the Town contributes funds annually). Hosts a wide array of free public events including art, music, book clubs, and programming for teens and younger children. Unmet Needs: none currently but state funding is vital for the continuation of libraries and programming of the arts.
Multi-purpose field	Good condition	Soccer fields and ball diamonds are located behind the elementary and high schools and are maintained through appropriations at town meetings.
Tennis Courts	In need of upgrading	Has lighting for evening games and community support for upgrades. Engineering study performed. Unmet needs: tennis courts were installed through grants from the Land and Water Conservation Fund. Many of Maine's smallest communities utilized the grant funds during the 1990s but lack the financial capacity to maintain or replace the courts.
Ice skating/sledding	Fair to good condition	Town owns and maintains sledding area and seasonal skating pond which has lighting and a warming hut
Playgrounds	Excellent	The schools are consolidated between Jonesport and Beals Island. The communities regularly upgrade playground equipment. Facilities are open to the public outside of school hours
Indoor Facilities	Excellent	The elementary and high school offer indoor access for walking, basketball, weightlifting, and other indoor activities. Unmet needs: Jonesport is in dire need of accessible sidewalks to allow for bike/ped access. Route 187 lacks shoulders which prohibits safe routes for biking and pedestrians.
Auditorium	Excellent	Offers a stage and is used regularly for town meetings, budget hearings, and other public meetings. Available to rent for stage entertainment, private parties, and other special events.
Picnic/camping areas	Very good	Camping is available at Henry Point and includes permanent bathroom facilities. Picnicking, grilling, seasonal bathroom facilities, and ample parking is available at the town owned lot adjacent to Sandy River Beach. Private landowners allow extended beach access. Unmet needs: Sawyer Cove Marina was installed by the state for recreational boating. Jonesport has a very large

		<p>fleet of commercial fishing vessels and landings are among Maine’s highest for lobster. Currently commercial vessels cannot access water without the use of the recreational Marina. In response to increasing pressures, Jonesport has purchased a seven-acre property to create a dedicated working waterfront. In 2018 Jonesport engaged a firm for engineering a commercial boat launch and moorings for the commercial fleet. The town is currently in the process of working with Land for Maine’s Future to ensure the site remains, in perpetuity, designated for a working waterfront and recreational access.</p>
<p>Finance for operation and maintenance</p>		<p>Funds are raised in appropriations at the town meeting. Jonesport fully supports recreation and provides opportunities within the reach of taxpayers. Basic infrastructure such as shoulders along Route 187 as well as ADA compliant sidewalks are out of the reach of a community of approximately 1200 without state/federal assistance.</p>

Regional Recreational Opportunities

Regional recreation facilities accessible to Jonesport residents and to visitors include wildlife refuges, parks, golf courses, picnic areas, public access to surface waters, and hiking and snowmobile trails. Major regional recreational resources include:

Great Wass Island Preserve between Jonesport and Beals: 1576 acres of boreal forest, peat bogs, and coastline managed by the Nature Conservancy.

Cobscook Bay State Park in Edmunds: 888 acres; more than 100 campsites and shelters are on the water's edge; boating; hot showers; picnic area; hiking and groomed cross-country ski trails, hiking trails.

Cutler Coast Public Reserved Land, Bold Coast Trails: maintained by the State, contains ten miles of hiking trails and three walk-in campsites.

Ingersoll Point Preserve in Addison: 145 acres and 3.5 miles of trails and 1.6 miles of shoreline.

East Plummer Island Preserve (Addison) and the Mistake Island Preserve (Jonesport): both managed by the Nature Conservancy.

East Quoddy Lighthouse and Mulholland Lighthouse in Campobello, N.B.

Tibbett Island in Addison: accessible by small craft including kayaks; 23 acres of forest and open space.

Herring Cove Provincial Park, Campobello, N.B: golf course, campground, playground, beach, hiking trails.

Jonesboro Wildlife Management Area: 698 acres.

Jasper Beach in Buck's Harbor, Machiasport; more than 2600 feet of pebble beach backed by salt and freshwater lagoons and wetlands.



Great Wass Island Preserve. Photo: nature.org

Downeast Sunrise Trail: multi-use trail system runs from Ayers Junction to Ellsworth. Connects to East Coast Greenway stretching all the way to Florida.

Machias Seal Island, seabird nesting site with puffin colony, boat tours from Jonesport and Cutler.

Moosehorn National Wildlife Refuge: 16,000 acres west of Calais, 6,700 acres in Edmunds. Migratory birds, big game and 50 miles of trails.

Petit Manan National Wildlife Refuge in Steuben: 3,335 acres on the mainland with hiking trails, several islands, and a variety of birds.

Cobscook Shores in Lubec offers 15 waterfront parks with access to miles of hiking trails and shoreline, dozens of beaches, and campsites.

Quoddy Head State Park in Lubec: 532 acres, easternmost point in the U.S., high rocky cliffs with extensive walking trails and views of Canada. The park features 4.5 miles of hiking trails, extensive forests, two bogs, diverse habitat for rare plants, and the red-and-white striped lighthouse tower of West Quoddy Head Light.

Roque Bluffs State Park: 274 acres; 2300-foot beach, picnic tables, grills, six miles of trails and children's playground.

Public water access

Although there is adequate access to the surface waters in Jonesport, some private landowners dispute rights to some traditional/locally known shoreline rights of way. Because of safety reasons, the town does not wish to claim rights or allow public use due to the general inaccessibility related to drop-offs as high as 30 feet which could cause serious injury or death to those seeking to utilize access posted as public. The town does recognize that appropriate signage could direct users to public access points.

Local and regional trail systems

Jonesport does not have local trails for all-terrain vehicles (ATVs) or snowmobiles. Cross country skiing and snowshoeing are allowed on some privately owned lands with permission from the landowners. Within Washington County there are well maintained networks for off road use of both ATVs and snowmobiles including the Down East Sunrise Trail, which provides 87 miles of trails open to recreational vehicles and is also open to bicycles, cross-country skiing, snowshoeing, and horseback riding, and hikers. The Down East Sunrise Trail is the longest trail

on the East Coast Greenway which connects 15 states through over 3,000 miles of corridors stretching from Maine to Florida.

There are numerous trails in Washington County that are managed by local snowmobile and ATV clubs through partnerships with private landowners.

Publicly used open spaces and associated facilities

Jonesport-Beals schools provide recreational opportunities to the public including indoor gyms, sports fields, and playgrounds. Ample parking and permanent restroom facilities.



Sawyer Cove Marina offers a recreational boat ramp, limited parking, and seasonal restroom facilities.



Henry Point, a town-owned seven-acre parcel provides camping, shore access, ample parking, and year-round restroom facilities. Camping is offered for a “pay you are able” fee. Pending funding, Jonesport plans to use approximately 60% of the area for a commercial pier and maintain the remaining area as a campground.



Policies and Implementation Strategies

Policy	Implementation Strategy	Responsibility	Timeframe
Public Access			
Maintain and upgrade existing recreational facilities	Develop a plan to meet current and future recreational needs; explore ways to identify needs.	Planning Board, Select Board	Short Term (Within 2 – 5 years)
Upgrade existing facilities to accommodate for climate adaptation	Identify areas in need of protection from flooding and erosion and develop plans to minimize loss and damage	Select Board	Immediate
Continue to maintain and increase public access to surface waters	Work with agencies and regional partners to assist the town with funding commercial piers and landings	Select Board	Short Term Within 2 – 5 years)
Secure public access to traditional shellfish harvesting areas	Pursue the wide variety of available measures to secure such accesses including landowner negotiations, cooperating with local land trusts, accepting donations of easements or land, use of Land for Maine’s Future funds	Selectboard	Ongoing
Preserve Open Space	Continue to enforce major new residential developments to present recreational and open space areas in their plans	Selectboard, Planning Board	Ongoing
	Work with local conservation organizations to protect open space or recreational lands	Selectboard	Ongoing
Education	Develop educational materials describing uses and practices including issues such as shore access, hunting, working waterfront, commercial fishing, and community institutions.	Selectboard	Short Term (Within 2 – 5 years)
	Provide educational materials regarding benefits and protections for landowners allowing public recreational access on their property	Selectboard, Planning Board, Town Clerk	Short Term Within 2 – 5 years)



This sculpture pays homage to Jonesport's history inextricably tied to the sea.

J. Fiscal Capacity and Capital Improvement

Goal

To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development, without placing an enormous burden on the town's taxpayers.

Financing Future Growth

A significant component of planning for future growth is deciding which capital improvements area is most essential for achieving the community's vision. The next step is to consider sources for how the capital improvements will be funded, whether that be grants, donations, tax appropriation, etc. The community will be given preferential consideration when applying for state grant programs if they have a Comprehensive Plan that is found consistent with the Growth Management Act by the State of Maine. In turn this will assist the community in funding their capital improvement projects.

The primary funding source for municipal government is property tax revenue. To maintain a consistent mill rate year to year, town government must operate in a manner that is fiscally responsible. Large fluctuations in the tax rate can cause public outcry and can discourage economic development. Although priorities of the town may change from one election year to another, stable municipal finances are always a fundamental responsibility of town government. It is important for Jonesport to handle diligently all yearly expenditures while at the same time planning for the town's long-term objectives. As is the case with any business, the physical assets of Jonesport must be properly maintained through capital reserve accounts to protect the town's continued economic health.

Valuations

The town's primary revenue source is through the taxation of real and personal property as well as boat and vehicle excise taxes. These taxes are assessed to local property owners according to the fair market value of their property. This assessment is known as the municipal or town valuation and is determined by the local tax assessor.

State law provides for tax exemptions for certain types of property, such as charitable and benevolent, religious, literary and scientific, and governmental. Generally, the previous previously mentioned properties would be non-taxable by exemption. Partial exemptions also exist for veterans of foreign wars or their widows who have not remarried; individuals who are legally blind and homestead exemptions for the homeowner's primary residence. The state does provide some reimbursement to the municipalities for veteran and homestead exemptions.

The state also places a total valuation on the town. This value is known as the State Valuation. Every year, Maine Revenue Services Property Tax Division reviews all "arm's length sales" that

have occurred in each community. An arm's length sale is a sale that occurs between a willing seller and a willing buyer without any extenuating services. Examples of non-arm's length sales could be estate sales, interfamily transfers, foreclosure sales, and auctions. These sales are compared to the town's local assessed values to determine the assessment ratio of market value that the town is assessing. The state's valuation is used to determine the amount of revenue sharing the town will receive and the portion of the county tax that the municipality will pay.

According to Maine Revenue Services Property Tax Division, Jonesport's valuation increased from \$153,800,000 in 2017 to \$167,600,000 in 2021.

State Valuation – Jonesport 2017-2021				
Source: Maine Revenue Services Property Tax Division				
2021	2020	2019	2018	2017
\$167,600,000	\$160,800,000	\$156,050,000	\$154,100,000	\$153,800,000

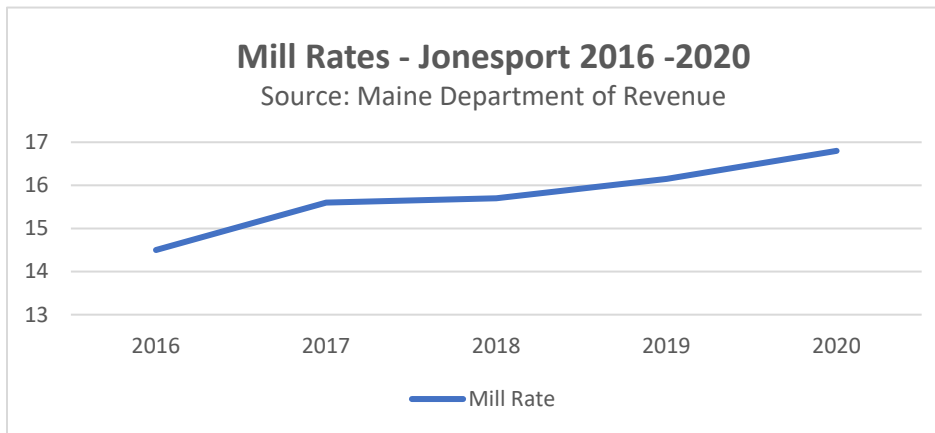
The assessor's records indicate that Jonesport has not had a total town-wide revaluation since 2010. The state indicates that a town should be revalued at least once in every 10-year period. However, they also indicate that a revaluation must be performed when the assessment ratio falls below 70% of market value. In 2020, Jonesport's state certified ratio was 100% of market value.

Mill Rate

Millage, or "Mill" Rate, gets its name from the Latin word, "millesimum," which means "thousandth part" (1/1000) and is the effective property tax rate.

After the town's budget has been approved and all applicable state and local revenues are deducted from the approved expenditures, the town arrives at the dollar amount that will be raised through tax revenues. This amount is called the net commitment or appropriation. The local assessor arrives at a valuation for each taxable property in town and the taxpayers are assessed their share of the tax burden through a mathematical calculation. The total appropriation is then divided by the total taxable or assessed of the town to arrive at the minimum tax rate. This rate is usually expressed in dollars per thousand dollars of valuation, or in decimal form, and is

commonly referred to as the mill rate. The difference between the amount that is committed to the treasurer and the total appropriation is called overlay. Overlay is commonly used to pay any tax abatements that are granted that year. Any overlay that remains at the end of the fiscal year is usually placed into the town general fund. The overlay cannot exceed 5 percent of the total appropriations. The mill rate in Jonesport was 14.50 in 2016, 15.60 in 2017, 15.70 in 2018, 16.15 in 2019, and 16.80 in 2020.



Municipal Revenues and Expenditures

The bulk of the revenue comes from property taxes. Other sources of revenue include excise taxes, State revenue

sharing, State school subsidy, interest, and State reimbursements for Homestead Exemptions, Veteran Exemptions, and other abatements.

As with revenues, the State Mandated Evaluation affects expenditures. This is because the Town's assessment for Washington County costs is computed as the ratio of the Town's mandated assessment to the total mandated assessment for all towns in the county. Also, the cost of insurance for fire protection is based upon the State Mandated Assessment. Jonesport revenues and Expenditures are described in more detail in the Condition and Trends section of this chapter.

Funding future capital improvements

Capital improvements refer to the expenditure of municipal funds of \$20,000 or more to purchase assets of land, machinery, equipment, or buildings. There are a variety of projects Jonesport has identified as potential future projects in their Capital Improvement Plan. Projects related to a working waterfront at Henry Point, road and sidewalk improvements, a youth recreation center, broadband improvements, and public water/wastewater have been identified as priorities for the community.

Borrowing capacity

Jonesport generally funds capital items and improvements with town reserve funds. At the present time, the town has approximately \$1 million in the General Fund with approximately \$800,000 accessible for capital improvements. When the town votes to

expend reserve capital, the town also votes to “repay” itself on an annual basis through tax appropriation. Currently Jonesport does not carry any outside debt.

Cost sharing with neighboring communities

Aside from mutual aid agreements, Jonesport and Beals share capital improvements relative to fire and ambulance services as well as to capital improvements to Jonesport-Beals High School. As a peninsular community encompassed by U.S Route 1 and state Route 187, capital improvements are generally incumbent upon the community.

Community revenues and expenditures by category for the last five (5) years

Revenues					
Year	2016	2017	2018	2019	2020
Property Taxes	\$2,229,887	\$2,325,283	\$2,419,367	\$2,445,451	\$2,471,534
Excise Taxes	\$273,614	\$287,479	\$277,028	\$301,798	\$273,745
Interest/costs on Delinquent Taxes	\$10,691	\$9,166	\$10,114	\$8,067	\$9,383
Payment in Lieu of Taxes	\$1,284	\$500	\$1,456	\$2543	\$1,177
Intergovernmental Revenues	\$224,402	\$63,643	\$77,025	\$99,121	\$96,016
Local Sources	\$34,562	\$35,237	\$38,932	\$85,599	\$91,941
Other Sources	\$90,515	\$85,000	\$95,000	\$40,000	\$103,000

Expenditures					
Year	2016	2017	2018	2019	2020
General Government	\$150,287	\$163,293	\$170,257	\$185,243	\$199,438
Public Works	\$222,200	\$217,200	\$218,000	\$212,700	\$203,700
Enforcement	\$25,000	\$9,000	\$9,000	\$7,000	-0-
Health & Sanitation	\$43,000	\$51,855	\$61,800	\$2,800	\$2,800
Cemetery	\$21,750	\$20,650	\$23,150	\$23,150	\$23,500
Protection	\$114,165	\$98,850	\$97,850	\$136,210	\$135,660
Leisure Services	\$39,000	35,500	\$43,000	\$39,000	\$39,000
Uncategorized	\$6,500	\$4,000	\$4,000	\$2,000	\$2,000
Debt Service	-0-	-0-	-0-	-0-	-0-
Capital Expenditures	\$42,640	\$42,640	\$42,500	\$42,500	\$62,500
County Tax	\$241,644	\$253,948	\$267,112	\$268,420	\$274,163

Education	\$1,717,989	\$1,908,378	\$1,964,729	\$2,105,629	\$2,161,589
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Source: Town of Jonesport

Between Fiscal Year 2016 and Fiscal year 2020, municipal revenues and expenditures generally increased while one line item, Health and Sanitation significantly decreased. In 2019, the town discontinued membership with Pleasant River Solid Waste Disposal and the reduction in expenditure is reflected in the Health & Sanitation line. Residents may take their household waste directly to Casella Waste Management at a cost of .08 cents per pound. Further information relative to household waste disposal and recycling are described in Chapter F - Public Facilities & Services

Jonesport expended the most capital on education. In the five years between 2016 and 2020, the net assessment committed to the Jonesport treasurer increased overall by 14.8%. Across the same five-year window, the expenditure for education increased by 25.8%.

Means of funding capital

Jonesport generally funds capital items and improvements with town reserve funds. At the present time, the town has approximately \$1 million in the General Fund with approximately \$800,000 accessible for capital improvements. When the town votes to expend reserve capital, the town also votes to “repay” itself on an annual basis through tax appropriation. Currently Jonesport does not carry any outside debt.

Aside from borrowing from town reserves, Jonesport utilizes other funding mechanisms such as state and federal grants, donations, private funders, and volunteer labor. Jonesport recognizes that low interest municipal loans are available. The items listed in the Capital Improvement Plan

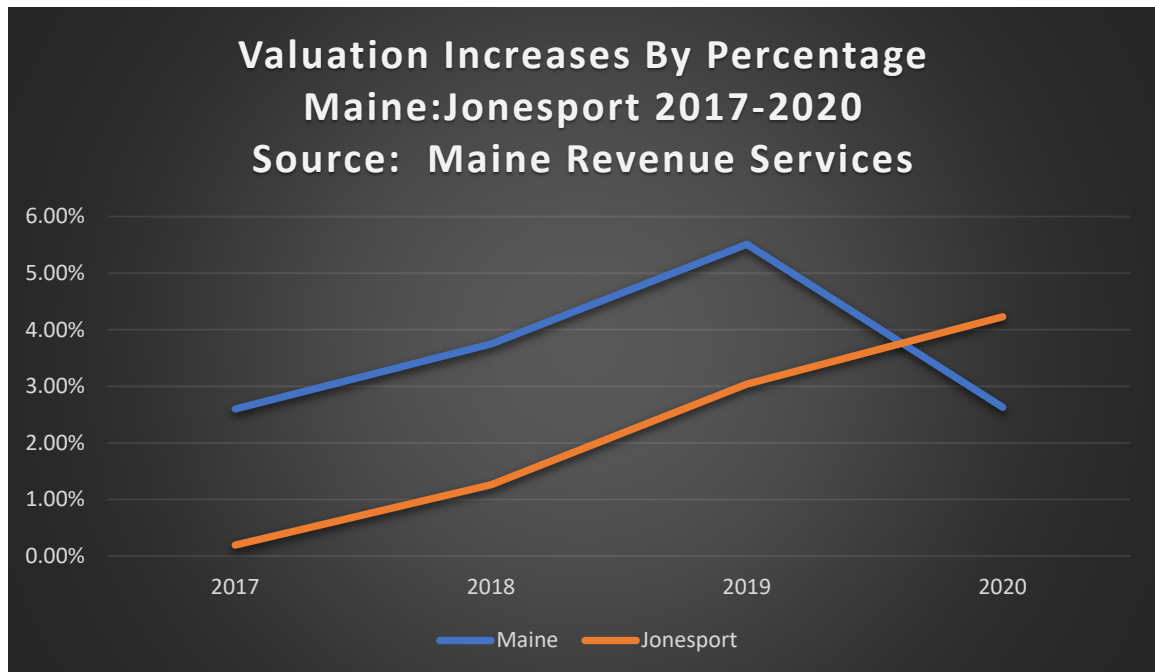
State Valuation – Jonesport 2017-2021				
Source: Maine Revenue Services Property Tax Division				
2021	2020	2019	2018	2017
\$167,600,000	\$160,800,000	\$156,050,000	\$154,100,000	\$153,800,000

below will be accomplished through an array of funding mechanisms.

Local and state valuations and local mill rates

As described in detail earlier in this chapter, the mill rate is the amount of tax levied per \$1,000 of assessed value. From 2016-2020 the mill rate in Jonesport rose by 15.8%. As previously noted, during the same five-year period, the expenditure for education increased by 25.8%.

Jonesport Mill Rates 2016 - 2020	
2016	14.50
2017	15.60
2018	15.70
2019	16.15
2020	16.80



The graph above shows that the total taxable municipal valuation of Jonesport followed an upward trajectory since 2017 with an increase of 4.23%. In comparison, the State of Maine’s valuation significantly dropped between 2019 and 2020 representing a decrease of 2.88%. Over the same timeframe, the valuation of Jonesport increased by 1.19%.

Total municipal debt

In accordance with the State of Maine the town is subject to a statutory limitation of its long-term debt equal to 15% of the State’s valuation of the town. Following the state’s valuation of Jonesport which totaled \$167,600,000, the allowable limit of debt would be \$25,140,000. As mentioned in the Public Facilities section of this document, in 2020, Jonesport invested \$10 million to upgrade ventilation, heating, insulation, new windows, and LED lighting in both schools. The project was completed in 2021. Jonesport Elementary School (JES) is responsible for a \$216,393.61 yearly lease payment for 15 years beginning in 2022. However, the first two years are paid for through federal funds, so there isn’t local budget outlay.

The Consolidated School District (CSD) will have payments of \$248,074.47 for 15 years with the first full year paid for through federal funds with no local budget outlay. Jonesport’s share of the \$248,074.47 is 76.53% or \$189,851 with Beals responsible for the remainder.

To avoid long-term capital debt and associated interest expense, Jonesport utilizes capital reserves to “self-fund” the capital investment and “repays” the debt though tax appropriation. In this way, Jonesport maintains nearly \$1 million in the General Fund with approximately

\$800,000 accessible for capital investments. In effect, Jonesport operates its own revolving loan fund.

Capital Improvement Plan

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

Capital improvements are investments in the repair, renewal, replacement or purchase of capital items that can include equipment and machinery, buildings, real property, utilities, and long-term contracts. Capital improvements are funded through the establishment of financial reserves. Capital improvements generally have an acquisition cost of \$20,000 or more, usually do not recur annually, have a useful life of 10 or more years, and result in fixed assets.

For this plan, the total costs have been recognized with an indication of the expected period for each item that is desired based on priority ratings.

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

- **A** – Immediate need. A capital improvement rated in this category would typically *remedy a danger to public health, safety, and welfare*.
- **B** – Necessary, to be accomplished within 2 to 5 years. A capital improvement rated in this category would typically *correct deficiencies in an existing facility or service*.
- **C** – Future improvement or replacement, to be accomplished within 5 to 10 years. A capital improvement in this category would *be desirable but is of no urgency*. Funding would be flexible and there would be no immediate problem.
- **D** – Desirable, but *not necessarily feasible within the 10-year time frame* of the current plan.

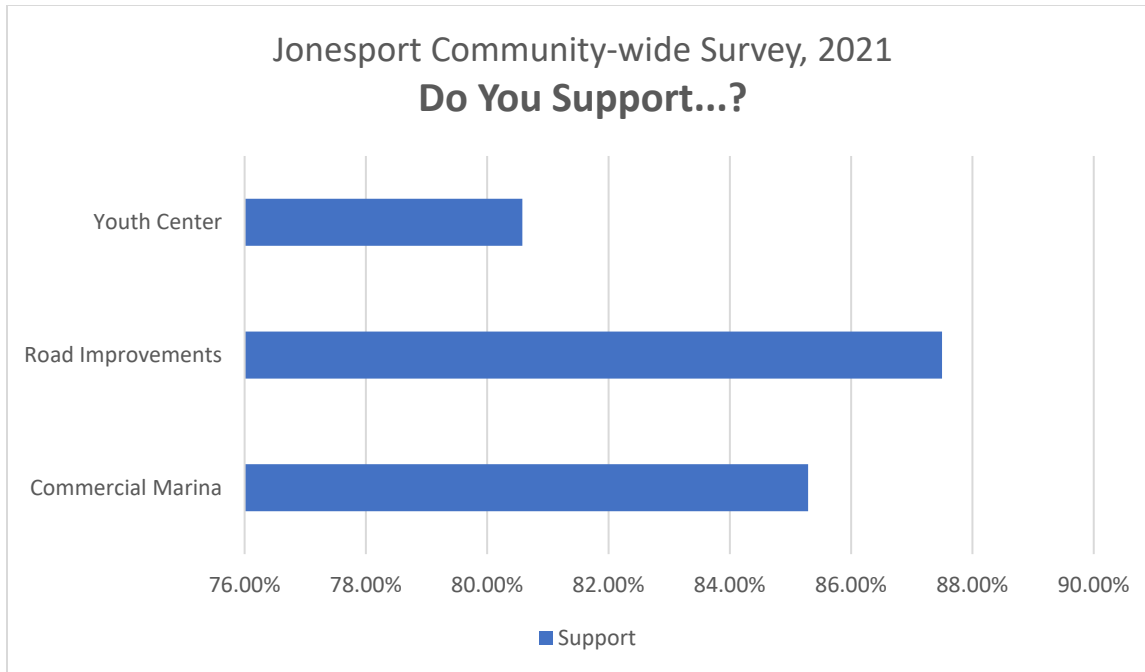
The following Capital Improvement Plan has been categorized by the town in response to community input through the community-wide survey (2021) and the public meeting for

enrollment in Community Resiliency Partnership through the Governor's Office of Policy Innovation & Future (GOPIF) in 2022.

Public Sewer/water (Community-wide Survey, 2021)

The town recognizes the need to continue to research the feasibility of public water/sewer.

open Also Jonesport sewer public water
system pay downtown drinking good allow water system
businesses sewer system Yes opportunities new
businesses town quality need increase tax well great new
business opportunities help Absolutely will public water system



As a result of public input, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. The town also recognizes the need to continue research into the feasibility of public water/sewer.

Capital Improvement Plan – Jonesport – 2022-2032				
Item	Cost	Priority	Responsibility	Funding Sources
Working Waterfront at Henry Point	\$17,000,000	B	Town	Grants, Reserve, Loans
Broadband Improvements	\$200,000	B	Town	ARPA funds, collaboration with incumbent ISPs, Grants, Loans
Paving Local Roads	To be determined based on need	C	Town	State Local Roads Assistance Program (LRAP), Loans, Taxation
Sidewalk Improvements	To be determined based on need	C	Town	LRAP, State/federal grants, Loans, Taxation

Youth Recreation Center	To be determined based on acquisition/renovation costs	C	Town	State/federal grants, Donations, Taxation, Private Investment
Public Sewer/Water	To be determined based on feasibility studies	D	Town	State and Federal Grants, Bank Loans, User Fees, Taxation

Policies

1. To finance existing and future facilities and services in a cost-effective manner.
2. Continue to explore grants available to assist in the funding of capital improvements within the community.
3. Adhere to the statutory limitation of the town's long-term debt equal to, or lower than, 15% of the State's valuation of the town.

Strategy – Implemented by the Selectboard on an on-going time frame.

1. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital improvements/investments to increase cost savings and efficiencies.

K. REGIONAL COORDINATION

Goal

To identify the issues, facilities, and services that lend themselves to regional cooperation. And to describe the extent to which Jonesport cooperates within the region, including opportunities to do more, particularly in ways that can save the Town revenues and support economic development.

Regional Coordination

A Comprehensive Plan must include a Regional Coordination Program summarizing regional coordination efforts to manage shared resources and facilities. These can include lakes, rivers, aquifers, and transportation facilities. The plan must identify any shared resources and facilities, describe any conflicts with neighboring communities' policies and strategies pertaining to shared resources and facilities, and describe what approaches the community will take to coordinate management of shared resources and facilities. In addition, the plan must include a summary of regional coordination efforts from all applicable topic areas.

Jonesport is a rural community situated 53 miles east of Ellsworth, 83 miles east of Bangor, 64 miles southeast of Calais, and 21 miles southeast of the Washington County seat of Machias. Jonesport is a peninsula and shares a border with the towns of Addison to the south and Jonesboro to the north, and Columbia Falls to the west. Connected by a bridge, Jonesport borders Beals to the east. More than half of employed residents work in Jonesport while other employed residents seek employment in the larger regional center of Machias.

Comprehensive planning recognizes the importance of regional cooperation, and that land uses in one community can impact another community, particularly when that land use is located near municipal boundaries. In 2007, Addison undertook a Comprehensive Plan, but it was not completed. Jonesboro updated its Comprehensive Plan in 2009 and was found consistent with state law. Roque Bluffs, which does not directly border Jonesport began updating its 2001 Comprehensive Plan in 2014, but it was not completed. Beals is currently in the process of updating its Comprehensive Plan.

Jonesport cooperates with multiple towns in the region and will continue to develop compatible regional coordination policies with nearby communities. Jonesport should investigate additional opportunities to develop and expand regional planning, coordination, and funding partnerships.

Jonesport has included analyses of applicable regional issues covering:

- Transportation
- Economic Development
- Energy Use and Production
- Housing
- Public Facilities
- Natural Resources Management
- Healthy Communities
- Climate Adaption and Resiliency

REGIONAL TRANSPORTATION ISSUES

Roads

Jonesport is a peninsular community with limited services and employment. The main artery in Jonesport, Route 187, serves as a pass-through for freight and commuters as well as a “Main Street” for the town. Route 187 joins U.S. Route 1 in Columbia Falls and in Jonesboro. To the north, U.S. Route 1 runs through the service center of Machias and continues to Calais. For Jonesporters, U.S. Route 1 south is the most direct route to the service center of Ellsworth.

Route 187 and downtown Jonesport are important sections of the Bold Coast National Scenic Byway, a 147-mile transportation route between Milbridge and Calais. The Scenic Byway program intends to encourage travel that provides economic benefit to the communities through which it runs. Jonesport is promoted as part of the Byway and is featured in the Scenic Byway Corridor Management Plan, completed in 2015. The Corridor Management Plan will be updated in 2023, including assessment and recommendations for the Jonesport/Route 187 section.

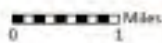
In 2008/2009, and again in 2014, the Washington County Council of Governments and Hancock County Planning Commission developed a Corridor Management Plan for the Down East Coastal Corridor, which moves people and goods between eastern Washington County and Bangor/Ellsworth. The Downeast Coastal Corridor includes Route 1, Route 9, and connector routes between them – it does not include Route 187, which serves only Jonesport. The plan includes all modes of transportation that move people and goods within and along the corridor (roads, freight, transit, trails, air, port facilities, et cetera). The volume of trucking, commuter, tourism, and bicycle traffic on Route 187 has increased since then and is affected by the significant increases of travel on Route 1; the Coastal Corridor Management Plan should be updated and should include Route 187, especially as new and potentially significant private enterprises are proposed for Jonesport and surrounding communities.

Route 187 is predominantly light residential density until approaching the downtown village area. As with most coastal communities, the density of residential units and businesses increases exponentially in the downtown waterfront area. Medium density residential and light

commercial development occur in this area of Jonesport; however, the traffic congestion increases significantly in Sawyer Square as commercial fishers access Sawyer Cove Marina and wholesalers of lobster and other mollusks.

The map below shows the Annual Average Daily Traffic (AADT) volume for Jonesport. The highest concentration of traffic is centered around the marina and associated maritime-related businesses. Traffic volume, residential density, and traffic congestion due to inadequate parking and access for commercial fishers has led Jonesport to purchase the seven-acre tract, “Henry Point” for development as a working waterfront. The development of Henry Point will re-route a substantial amount of traffic from the highlighted area in the congested village downtown area of Jonesport to Campground Road, provide commercial harvesters in neighboring communities a commercial facility, and relieve pressures on the recreational boat launch, Sawyer Cove Marina, which is also used recreationally by people from nearby communities and by tourists.

Once Henry Point is developed, commercial harvesters residing in Jonesport, Addison, Beals, Jonesboro, and other regional communities will have the opportunity to access a permanent commercial facility without interfering with residential, emergency, and recreational traffic in the downtown village area. Commercial harvesters will pay a pre-determined fee for seasonal or year-round usage of Henry Point. Fees generated will provide a revenue stream to provide for a full-time and part-time harbor master – and just as importantly – user fees will provide revenues for maintenance and improvements to the infrastructure.



Map prepared by Silas Mohlar, Amy Dowley
University of Maine at Machias GIS Laboratory & Service Center, 2022
Data Source: MEGIS, USGS
Projection: NAD 1983 UTM, Zone 18N

Trails And Recreation

Bold Coast Scenic Bikeway – this 211 mile on-road cycling route connects Gouldsboro to Calais along a network of State, State-Aid, and local roads. The route was developed in partnership with Maine DOT and the Bicycle Coalition of Maine, and in cooperation with all municipalities through which the route and accompanying signage runs. The route requires continued cooperation between all parties to increase road safety, educate road users, maintain signage, expand bicycling infrastructure along the route, and promote local businesses.

Public & Workforce Transportation

Public transportation is a significant regional problem. The rural geography and low ridership relative to the cost of operation make new transit solutions difficult at best, and impossible in the foreseeable future.

Downeast Community Partners (DCP) offers limited public transportation between specific communities but does not come into Jonesport. The Four Corners in Columbia is the closest pick-up location and provides service between Machias and Milbridge Monday through Friday. DCP Rides in cooperation with Eastern Area Agency on Aging and the FTA provides limited free bus rides for seniors on a first come first served basis, including home pickup.

Transportation service for MaineCare covered reimbursement and rides is available but must be arranged through the broker service. DCP provides transportation to supervised visits for those who are referred by the Maine Department of Health and Human Services. DCP offers safe and appropriate transportation to family reunification meetings and services. DCP provides transportation to Sheltered Workshops for MaineCare recipients.

West's Bus Service operates a route between Jonesport and Beals and Ellsworth on Mondays with stops in 10 communities, and between Jonesport and Machias on Tuesdays with stops in 9 communities. West's Bus Service and Coastal Connection provides daily services with stops in 14 communities between Calais and the airport and Concord Trailways in Bangor, but service to Bangor and Calais is not available from Jonesport – the closest bus stops for the Bangor to Calais route are in Jonesboro and Columbia.

The sporadic nature of demand-response service eliminates public transit as an option for rural workers with inflexible hours, shift workers, and those with on-call or overtime work responsibilities. Fixed-route transit service is a much more predictable and reliable mode of transportation for rural workers. Certainly, many workers would be willing to spend an hour or more of commute time in return for predictable and reliable daily transportation. However, West's current fixed bus routes and schedules are too limited to accommodate the average 8:00

to 5:00 workers, let alone those on shift work or non-standard work schedules. As currently configured, neither DCP's "DCP Rides" service nor West's Transportation's fixed-route service adequately meets the needs of the rural workforce in Washington County.

Transit Improvements

Innovative strategies and practices could greatly enhance the current level of service delivery for all transit operations in Washington County, particularly in their capacity to serve working-aged adults. The current emphasis on agency-contracted clients can be attributed to a chronically inadequate transit funding formula, offset by fairly generous contract reimbursement incentives that help to ensure the availability of rides for social service agency clients.

At present, the "public" best served by the rural public transportation system is a very narrow subset of the total population. This is true all over the United States, not just in Washington County. However, other transit agencies have found ways of increasing their efficiency and ridership that might work in Washington County – if the agencies delivering transit services are willing to undergo changes to their current operations in return for potential increases in ridership and efficiency. Several alternative service ideas from other places are summarized below. They all have some potential to expand access to public transportation and workforce development in Washington County.

- "Fixed-schedule" service combines the convenience of demand-response service with a published daily schedule, making it more predictable and reliable for the general public riders
- Immediate response "Dial-A-Ride" service which works best as a community-based system in relatively compact population centers, with a strong local volunteer base (if volunteer drivers are used)
- Establish transit stops at formal and informal "Park and Ride" lots
- Ride-sharing and vanpooling programs, often using GIS (Geographic Information Systems) to match drivers to riders; some vanpool programs are "self-organized" by a group of employees living in the same general area
- Innovative use of transit scheduling software
- Child-oriented transit services hire a transit attendant to escort young children on rides to daycare/school/appointments, thus allowing the parent(s) to work
- Dues-paying 24/7 non-profit ride service with incentives for pre-scheduling, flexible scheduling, and shared rides (e.g., <https://gomaine.org/>)
- Provide easy-load bike racks on ALL vehicles in the public transit fleet.
- Develop Bike Share programs in downtowns for both visitors and residents to use.

At this time, Jonesport is not coordinating with other communities on public transit issues, and

no nearby communities are actively working on public transportation issues.

Railroad Facilities and Rail Services

Abandoned rail lines across Washington County are generally in poor condition as passenger services ended 50 years ago and freight service stopped in the mid-1980's. The 87.9-mile Downeast Sunrise Trail is now located on the exempt Calais Branch line from Ellsworth to Ayers Junction. Although it was removed to construct the train, the Management Plan for the Calais Branch specifies that if rail becomes a feasible use of the corridor, then the Downeast Sunrise Trail will no longer be the primary use of the corridor.

An organized petition was submitted to the Maine Legislature in 2019 to complete development of the Down East Sunrise Trail to downtown Calais, but this was delayed. In 2022, the City of Calais requested that the MaineDOT create a Rail Corridor Use Advisory Committee to consider future use of the Calais Branch as a multi-use "trail-until-rail" corridor. The request was approved by MaineDOT and a Council will be formed as soon as possible for the Sunrise Trail, and for at least 5 other trails across the state. To the extent that Jonesport residents use the Sunrise Trail, the Town will support participation in the Down East Sunrise Trail Coalition.

Efforts to expand freight rail service in Washington County are not over, particularly in the Calais and Eastport areas, which have connections to the (formerly) PanAM railroad lines that cross into Canada and back into Maine to reach the western part of the state. In fact, the image below shows the interest in future rail opportunities for communities near the Canadian border. In 2017, Maine designated Baileyville, Whiting, Dennysville, Pembroke, Baring, and Meddybemps as "Economic Opportunity Zones."¹

¹ Maine Economic Opportunity Zones. https://www.maine.gov/decd/sites/maine.gov/decd/files/inline-files/Opportunity-Zones-Map_0.pdf Retrieved September 26, 2022



REGIONAL ECONOMIC DEVELOPMENT ISSUES

Jonesport is tied into the regional economy of Washington County and, to some extent, Hancock County. Jonesport residents obtain goods and services from service center communities like Machias and Ellsworth. Residents also rely on these centers for employment; thus, their wellbeing is tied to fluctuations in the economy of the entire region.

As noted in Chapter E - Employment and Economy, data from the 2019 American Community Survey (ACS) reveals that 59.8% of employed Jonesport residents remain in Jonesport for work. For residents who work outside of the community, 57% have a commuting time of 14 minutes or less. In addition, a new economy is developing around individuals who work remotely. The community-wide survey reveals that over 55% of respondents use the internet to work remotely. Jonesport has always been and will remain a fishing community and as such, it is unsurprising that over 40% of the employed population of Jonesport is dependent on natural resources.

Brownfields Assessment and Redevelopment

The Washington County Brownfields Assessment Program, an important regional driver of economic renewal, has operated since 2009 with a regional advisory committee and USEPA Brownfields Assessment funds through the Washington County Council of Governments. (<http://www.wccogbrownfields.com/>). Brownfields are defined as real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Since 2009, the Washington County Brownfields Program had conducted site assessments on more than 30 properties throughout Washington County. Redevelopment/reuse is complete on almost all these properties with some still under active development. There is a pending inventory of at least 50 sites.

In 2020, the WCCOG became inactive and without a regional planning organization or council of governments, Washington County was unable to receive Brownfields funding. It is important to note that at the time of this document, the Washington County Council of Governments is in the process of reorganization in collaboration with Sunrise County Economic Council. SCEC is currently providing the services once provided by WCCOG, to the extent that SCEC is provided funding and staff support from State and Town governments.

Community Economic Development Strategy (CEDS)

To better represent development of natural economies, Washington and Aroostook Counties are combined as one Economic Development District, called the Aroostook Washington Economic Development District (AWEDD). Northern Maine Development Commission is the federally designated planning and economic development nonprofit agency that creates the 5-year Comprehensive Economic Development Strategy (CEDS) that is required for all EDDs.

The most recent CEDS, 2018-2023, can be found here: <https://www.nmdc.org/wp-content/uploads/2020/04/5-year-AWEDD-CEDS-1.pdf>.

The previous CEDS can be found here: <https://www.nmdc.org/wp-content/uploads/2019/07/AWEDD-CEDS-2016-17.pdf>.

The AWEDD has great potential to leverage its natural resource base and environment, its hardworking people, its proximity to Canada and Europe, and its inherent economic resiliency; and its regional leaders are committed to the momentum of the counties, including retention of the young adult population. Aroostook and Washington counties have continued a downward trend in population, median age, median household income and percentage of total population in

the workforce for the past four decades. All these issues are directly related to the out-migration of young, working aged people (20 – 44 years of age) from the region that results in 1) loss of business due to recruitment issues, 2) less entrepreneurship, 3) loss of services (healthcare and schools, most directly). Immediate action must be taken to retain our young people and attract others to the region, and it must be an initiative that includes and engages all aspects of all our communities across the region – business, educational, and governmental.

Other challenges facing AWEDD are increasing energy costs, lack of high speed and reliable broadband, and encouraging expansion of natural resources. The 2018-2023 CEDS outlines

Demographics

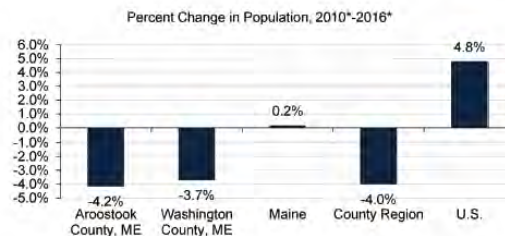
AWEDD

Population

	Aroostook County, ME	Washington County, ME	Maine	County Region	U.S.
Population (2016*)	69,405	31,925	1,329,923	101,330	318,558,162
Population (2010*)	72,412	33,154	1,327,865	105,566	303,965,272
Population Change (2010*-2016*)	-3,007	-1,229	2,258	-4,236	14,592,890
Population Pct. Change (2010*-2016*)	-4.2%	-3.7%	0.2%	-4.0%	4.8%

* From 2010* to 2016*, County Region had the smallest estimated absolute change in population (-4,236).

* From 2010* to 2016*, U.S. had the largest estimated relative change in population (4.8%), and Aroostook County, ME had the smallest (-4.2%).



* ACS 5-year estimates used. 2016 represents average characteristics from 2012-2016; 2010 represents 2006-2010.

Data Sources: U.S. Department of Commerce, 2017; Census Bureau, American Community Survey Office, Washington, D.C.

Partnership, which leads the MNM process, is an organization that only serves Aroostook County.

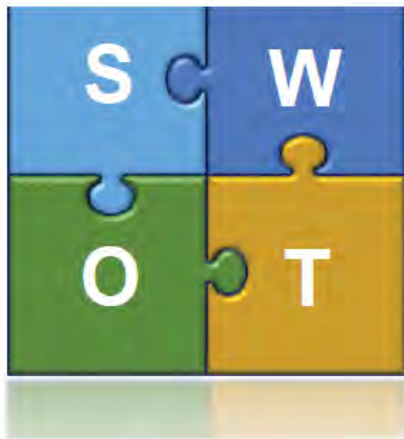
Business, municipal, and nonprofit leaders have the capacity to lead economic change if it is based on regional assets that are in our control. The 2018-2023 CEDS for the AWEDD has identified economic sectors that offer the best opportunity and business activities within those sectors that will improve wages and create new jobs to achieve the goals of the strategy.

AWEDD's priority sectors are:

- Alternative Energy
- Manufacturing and Specialty Processing
- Diversified Agriculture
- Forest Resources
- Tourism
- Marine Resources

goals and strategies for the region utilizing Mobilize Northern Maine, an asset-based strategic planning process. Mobilize Northern Maine (MNM) offers an effective process for accomplishing positive change by local and regional business leaders to establish measurable goals that are linked to assets (natural, business, and human resources), job creation, and business expansion within the region. The Aroostook

A S.W.O.T analysis identified Strengths, Weaknesses, Opportunities, and Threats for the AWEDD as depicted below.



Strengths

- Natural resources.
- Coastline.
- Geography close to Canada and Europe.
- Loring Commerce Centre.
- Bilingual population St. John Valley.
- Access to outdoor recreation.
- Quality of place.
- Low crime.
- NMDC, SCEC, WCCOG, Aroostook Partnership
- Post-Secondary Education

Weaknesses

- Energy costs.
- Broadband availability/access to high speed internet.
- Deteriorating road conditions.
- Outmigration/Declining Workforce.
- Opiate abuse.
- Lower than state average wages.
- Distance to large markets.
- Inability to capture more tourism visitors.
- Negative mindset and aversion to risk-taking/trying something new.
- Lack of rail infrastructure connection to Port of Eastport.
- Access to Canadian market.

Opportunities

- Available (and increasing) tillable cropland, much of it suitable for organic use.
- Expanding and diversifying value-added wood products.
- Utilization of our renewable and alternative energy resources in wind, tidal, biomass and solar.
- Expanding value-added processing of crop and marine resources.

- Very active international border with Canada that offers significant economic opportunity for business expansion and more meaningful cross-cultural engagement.
- Expanded shipping opportunities at the Port of Eastport (deepest port on the U.S. east coast).
- Potential of mining in northern Maine.
- Growing entrepreneurial opportunities.
- Light manufacturing at former Cutler Naval Station.
- Local foods.
- Regional tourism efforts.

Threats

- Workforce/Population decline.
- Climate change (rising ocean temps).
- Biomass energy plant closures.
- Lack of work ready skills.
- Drug abuse.
- Business relocation out of region.
- Limited number of landowners.

Image: 2020 AWEDD

Tourism

Jonesport is directly tied to the tourism economy of the entire region, and the Town will support regional and local efforts to build, support, and sustain regional efforts. Jonesport is an important aspect of the maritime heritage story of Washington County. Washington County and Hancock County together comprise DownEast Acadia tourism region, one of 8 Maine tourism regions identified by the Maine Office of Tourism and supported by MOT with financial and technical assistance. Jonesport is also part of the Downeast Maine National Heritage Area, which also includes both Washington and Hancock Counties and highlights the maritime and fisheries heritage which Jonesport fully embodies. Jonesport has opportunities to participate directly in these efforts by serving on advisory, planning, and marketing committees of DownEast Acadia Regional Tourism, the destination marketing agency for Washington and Hancock Counties, and the National Heritage Area. Success for other parts of Washington

County will also lead to success in Jonesport as an increase in visitors could help drive the establishment of new dining services, much desired by Jonesport residents as well. Jonesport faces the same challenges in their tourism economy as most other towns do, which is a lack of dining and establishments and a shortage of workforce and family housing. Currently there are 98 properties listed on vrbo.com, with an average of 3 bedrooms each. Jonesport should work with other communities to address these challenges to the regional tourism economy, especially workforce housing.

REGIONAL ENERGY ISSUES – USE, PRODUCTION, AND CLIMATE CHANGE

Energy use and production are intimately tied to the economic health of the region and the state as the effects of climate change are increasingly felt. AWEDD identified three strategies to realize 200 jobs in the renewable energy economy by 2023:

- Capitalize on new technologies (biofuel, biomass, less expensive solar panels, wind, tidal and other power generation) to generate green technology jobs and lessen dependence on fossil fuels. Develop relationships with producers who wish to expand or continue to conduct business in the AWEDD.
- Focus on and evaluate a wide variety of alternative energy sources to reduce the heat energy cost burden in Northern and Eastern Maine by \$10 million per year by 2023.
- Encourage connection to ISO New England (<https://www.iso-ne.com/>) to realize multibillion dollar investments in wind generation in Aroostook County and to work with producers to encourage responsible development in the AWEDD.

In 2020, the Maine Climate Council published "Maine Won't Wait: A Four-Year Plan for Climate Action." (https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf) in conjunction with Maine Governor's Policy of Innovation and the Future (GOPIF) began to lay the foundation of resiliency and climate adaptation based on community needs through the Community Resiliency Partnership (CRP) <https://www.maine.gov/future/climate/community-resilience-partnership/>

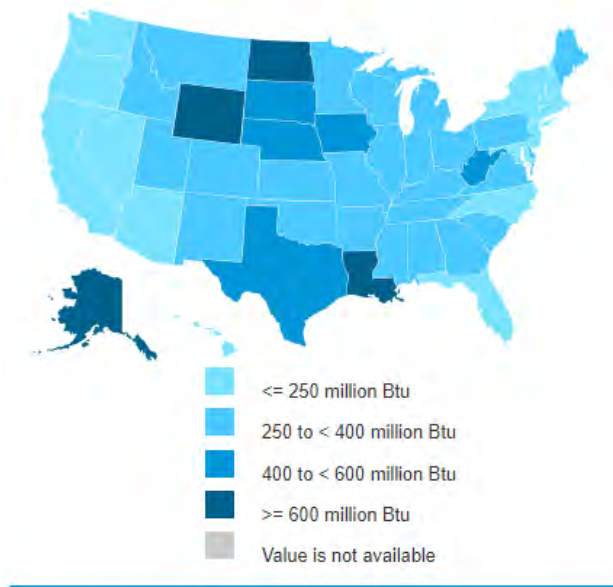
The CRP provides grants and direct support to municipal and tribal governments as well as unorganized territories to undertake priority projects to reduce energy use and costs, transition to clean energy, and make Maine commuting more resilient to climate change. Jonesport has enrolled in the CRP and works with Sunrise County Economic Council to achieve its goals.

Associated with production of renewable energy is the issue of affordable heat for low-income households. In 2020, Maine's overall energy consumption was 28th in the nation at 268 M BTU per capita annually, but the cost of that energy ranked much higher at 13th in the country at

approximately \$3,586 per capita. Maine ranks 12th in the nation for Energy Expenditures as Percent of Current-Dollar GDP.²

Since Maine residents have household incomes generally well below the national average, this data paints a painful and frustrating picture. Those with lower incomes spend more per unit of energy. Maine's reliance on heating oil contributes to energy insecurity, exposes consumers to price volatility, wastes resources on long-distance fuel transport, and constitutes a large annual net export of wealth out of the state.

Jonesport, like many other communities in Washington County, is faced with increasing pressure for wind and solar farms, which creates challenges for preserving important scenic vistas and farmland. Jonesport could work with other communities to identify development and design standards that would facilitate responsible and compatible location of wind and solar infrastructure that could provide a regional benefit.



REGIONAL HOUSING ISSUES

Housing challenges in Washington County are related to the age of the housing stock as well as the age and income of the population. Most often it is more cost effective and preferred by elders to remain in their homes. However, over 57% of the housing stock in Jonesport is pre-1979. These homes are often very large with insufficient thermal heating and insulation. These

² US EIA Maine state profile based on 2020 data. <https://www.eia.gov/state/rankings/?sid=ME#series/12>
Retrieved October 6, 2022.

homes are often in disrepair and may contain unhealthy materials such as lead paint, mold, and asbestos. Rental housing is not affordable for low-income people, especially young families who pay a disproportionate percentage of their income in rent.

There is a “Catch-22” in relation to subsidized housing. There are an insufficient number of vouchers in relation to need and those that are available can expire due to a common inability to find adequate housing that meets the standard for a voucher given the 30-day timeframe to find a rental. In fact, U.S. Housing and Urban Development states, “Since the demand for housing assistance often exceeds the limited resources available to HUD and the local housing agencies, long waiting periods are common. In fact, a PHA may close its waiting list when it has more families on the list than can be assisted in the near future.”

Many landlords decide not to accept the vouchers because of the requirements to upgrade the housing which is also related to the age of the housing stock. If housing is found, there is often a mismatch between its location and that of the tenants’ place of employment. Low-income persons do not often have a reliable vehicle for a long commute, and as previously noted in this chapter, the sporadic nature of demand-response service eliminates public transit as an option for rural workers with inflexible hours, shift workers, and those with on-call or overtime work responsibilities.

Homelessness is known on an anecdotal basis, but existing measures do not adequately document those who “couch surf,” double up with families that live in homes meant for single family occupancy or live in substandard structures such as seasonal camps and mobile campers.

Housing is primarily an issue measured and planned for on a town-by-town basis. However, the needs of certain populations like seniors and those who may need an institutional setting, are often served on a regional scale. For a detailed list of options that could be applied to Jonesport, visit the sustainable housing page of the GroWashington Aroostook website at: <http://gro-wa.org/sustainable-housing.htm#.Y0WsR3bMK00>.

As an example, the Community Development Block Grant (CDBG) Housing Assistance Grant (HA) Program provides funding to address housing problems of low-and moderate-income persons. Housing Assistance Program (HA) funds are distributed through an annual grant application selection process. The CDBG program requires applicants for HA funds to demonstrate that they have the capacity to administer the program either through municipal staff that are certified/qualified as general/rehab administrator or through a completed procurement process. To reach this threshold, small communities must often work together as a region or work through an organization that does have the capacity and qualified personnel. Funds for home weatherization and repair are often channeled through Community Action agencies like Downeast Community Partners (DCP).

Although Jonesport is not currently coordinating with other communities on regional housing issues, the Town would be well served to do so. Housing that is established in Jonesport or nearby communities is critical to the entire region's capacity to attract families and workers.

REGIONAL NATURAL RESOURCE ISSUES

Overuse of recreation areas is becoming a problem across coastal Washington County. Coastal soils are thin and quickly erode as foot traffic kills vegetation, displaces soil, and exposes tree roots. Increasing frequency and intensity of rain events further exacerbates the problem, and well-worn trails become drainage ways that wash out in heavy rains. Jonesport does not contain public trails that receive much use outside of year-round and summer residents. However, the Great Wass Island Preserve on Beals, used by Jonesport residents, and managed by The Nature Conservancy, is experiencing significant overuse.

The water quality surrounding Jonesport is affected by land uses in Jonesport and in the surrounding towns of Beals, Addison, and Jonesboro. Anything that can be transported by water will eventually reach and impact the quality of a water body. All wetlands in Jonesport drain through Indian River Stream. Neighboring areas of Jonesboro, Chandler Bay, and Mason Bay contain large areas of blueberry lands that release fertilizer and pesticides into the waters of Jonesport.

The Maine Geological Survey has identified one large sand and gravel aquifer within Jonesport that extends into the neighboring communities of Addison and Jonesboro. The Town should coordinate with Beals, Addison, and Jonesboro to collectively address point source and non-point source pollutants, and to protect their shared aquifer from development that would compromise the groundwater.

These same communities should coordinate to protect critical natural areas that support the natural systems all four communities depend upon for their economies. Neighboring Addison contains the Wohoa Bay Focus Area, which includes expansive eelgrass beds and tidal mudflats that are highly productive for fish and shellfish and provide high quality habitat for wading birds and waterfowl as well as shorebirds. The Great Wass archipelago in neighboring Beals contains unique habitats which support a high concentration of rare sub-arctic plant and animal species and an outstanding diversity of mosses and lichens, and the area has been identified as one of the richest intertidal marine systems in the state.

REGIONAL EMERGENCY PLANNING

Washington County Emergency Management operates under the Maine and Federal Emergency Management Agencies – MEMA and FEMA - and is also under the authority of the county commissioners. Emergency Management offers Washington County communities a central source for emergency preparedness information and training. Emergency Management works with each community’s local emergency management director to help deliver vital services in the event of a large-scale emergency. Although Jonesport does provide some basic emergency information to the public, the town relies on the County EMA to assist citizens with immediate or long-range emergency management tactics.

REGIONAL LAND USES

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near municipal boundaries. At this time, Jonesport does not coordinate with other communities on regional land use issues. However, several large developments currently proposed in and near Jonesport would have dramatic effects on the resources of many neighboring communities related to housing, transportation, workforce, schools, emergency services, visitor services, solid waste management, and so much more. Washington County communities have raised the issue of regional land use planning. Jonesport should support and participate in these discussions.

REGIONAL PUBLIC FACILITIES

Jonesport has a public safety department with services provided by contractual agreement with the Washington County Sheriff’s Office. Washington County Sheriff’s Office provides dispatching services for emergency services.

The fire department consists of three stations as previously described under municipal buildings. The main Jonesport Fire Station is located near the entrance to the Jonesport-Beals Bridge on Main Street. The department includes 20 volunteers, including the Fire Chief, with no full-time members. Jonesport has mutual aid agreements with the surrounding towns of Beals, Jonesboro, and Addison.

Jonesport and Beals have a combined ambulance service, Moosabec Ambulance Services (MAS). MAS has two stations located at 138 and 140 Main Street in Jonesport. There are 14 employees consisting of five Emergency Medical Technicians (EMTs), one paramedic, and eight

ambulance drivers. MAS provides 24-hour coverage available for residents of both Jonesport and Beals. Given the costs of ambulance services and the low and dispersed population of Jonesport and the region, it is recognized that regional cooperation is essential to ensure adequate coverage to community members. MAS has mutual aid agreements with Pleasant River Ambulance Service (Columbia) and Machias Ambulance Service. Calls for service are received through the dispatch center at Washington County Regional Communications Center (RCC).

Jonesport does not have a highway/public works department but provides plowing and road maintenance by contracting for these services.

Jonesport does not have public water or wastewater.

The United States Coast Guard (USCG) maintains a search and rescue station at 9 Bridge Street in Jonesport. The USCG contributes to community events and annually hosts “Commercial Fishing Vessel Safety Examinations” to ensure safety and stability of fishing vessels.

The town contracts with Casella Waste Management, in Columbia, for trash removal. Residents may take their household waste directly to Casella at a cost of .08 cents per pound. An additional option for residents is the Pleasant River Solid Waste Disposal District (PRSWDD), located in Columbia Falls. Limited recycling is available. For more information, please refer to the Chapter F - Public Facilities & Services

Jonesport is a member of the Moosabec Community School District and School Union 103 that includes the Towns of Jonesport and Beals. Youth in Jonesport attend Jonesport Elementary School and Jonesport-Beals High School.

A range of nearby outpatient healthcare services are available to Jonesport. Locally available is the Arnold Memorial Medical Center (AMMC), located at 70 Snare Creek Road and constructed in the mid-1990s. Arnold Memorial Medical Center is a community-based facility which offers family practice, women’s health, obstetrics and gynecology, and pediatric services. AMMC is part of the Down East Community Hospital Network.

REGIONAL PUBLIC HEALTH

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

Desired outcomes are summarized as follows:

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

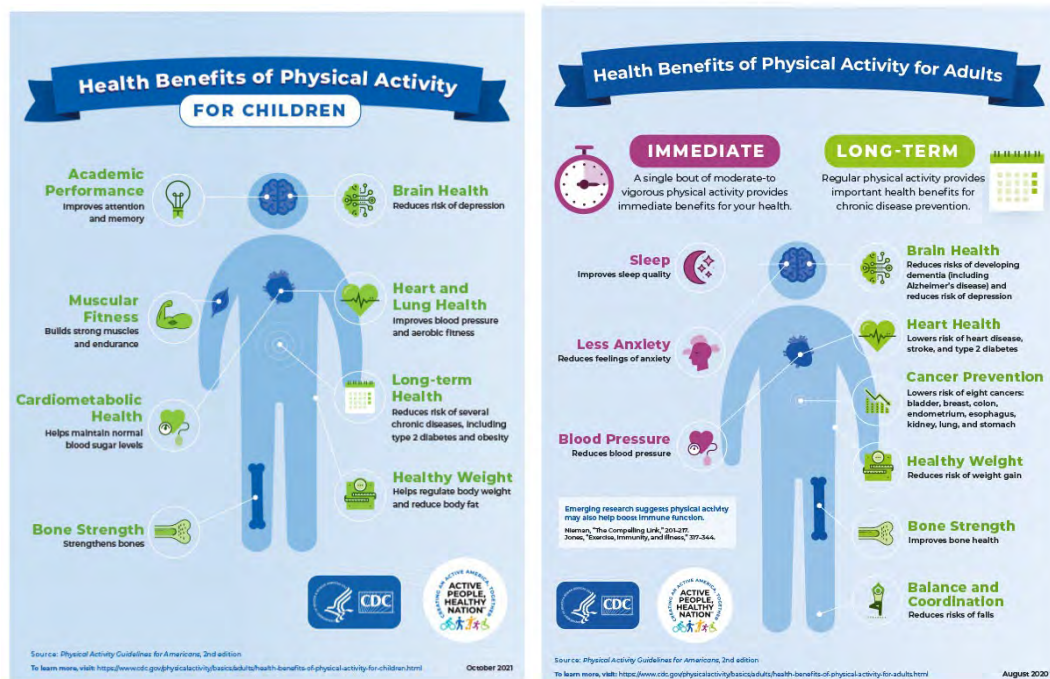
Additional public health for the Healthy Maine Partnership serving the region include:

- Reduce, prevent, and manage substance abuse; increase awareness of its impacts and provide healthy alternatives.
- Improve access to the full continuum of affordable health care services.

Initiatives to achieve these solutions currently underway in Washington County include several areas of focus; access to physical activity, access to transportation, access to healthy foods as well as a wide range of outreach programs provided by Healthy Acadia for the lifelong wellbeing of all residents.

Active Communities

Regular physical activity is an essential part of improving health and wellbeing. Those who are moderately or vigorously active lower their risk of high blood pressure, heart disease, stroke, Type 2 diabetes, colon and breast cancer and osteoporosis. Regular physical activity can also reduce symptoms of anxiety, depression, help us sleep better, improve balance, and sharpen thinking, learning and judgement skills.



Source: US Centers for Disease Control. Retrieved October 27, 2022. <https://www.cdc.gov/physicalactivity/basics/adults/health-benefits-of-physical-activity-for-children.html>

Fewer than one half of all Americans get the physical activity they need to provide health benefits and 25% of adults are not active at all in their leisure time.³ In Maine, less than 1 in 4 youth get their recommended level of exercise of 60 minutes per day. Only 56% of Maine adults get their recommended levels of physical activity (30 minutes, 5 times per week).⁴

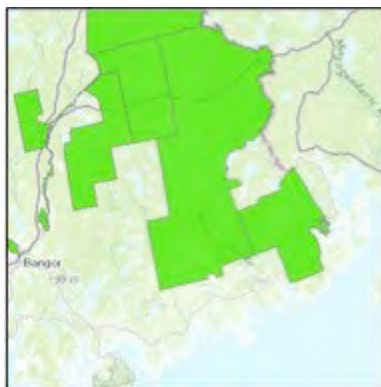
Physical activity does not have to be strenuous or highly time-consuming. As an example, for adults, walking 30 minutes five times per week can benefit health and wellbeing. For youth, participation in school sports, engaging in afterschool activities, or walking to school can provide the recommended exercise to promote health and wellbeing.

Transportation for Health

Access to transportation is a significant challenge in rural communities. Lack of transportation can be a barrier to reaching needed health and social service appointments, employment opportunities, and access to healthy food choices. Significantly more detail is found within the Transportation Chapter of this document. It is important to consider the importance of reliable and affordable internet access which provides opportunities for telehealth appointments, employment opportunities, and access to information and services.

Local Food Systems

Washington County is described by the US Department of Agriculture (USDA) as a “food desert,” a term that comes from the Food Access Research Atlas of the USDA (<https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas/>). In a food



desert “those with low incomes have limited access to supermarkets, supercenters, grocery stores or other sources of healthy and affordable food.” The two census tracts (9551, 9559 and depicted in green on the left) in Washington County where these criteria are met include the large, yet minimally populated areas and account for 18% of the total population.⁵

It is indisputable that countywide, there is a significant number of low-income and elderly households, many without adequate transportation that limits access to fresh foods. The more rural

³ US Centers for Disease Control. <https://www.cdc.gov/physicalactivity/data/inactivity-prevalence-maps/index.html> Retrieved October 27, 2022.

⁴ Healthy Acadia. <https://www.healthyacadia.org/active-and-healthy-environments> Retrieved October 27, 2022.

⁵ Washington County, Food Desert or Not? <http://gro-wa.org/food-desert-or-not.htm#.Y1rW23ZKi00> Retrieved October 27, 2022.

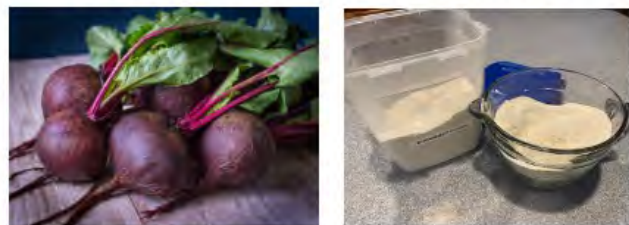
Washington County residents can expect travel for an hour or more (roundtrip) to access fresh, affordable foods, a herculean feat without adequate transportation. However, 82% of the population reside in the census tracts not deemed as a “food desert” and 56% of low-income households reside in the service centers where existing supermarkets, supercenters, and grocery stores are located. More compact and densely populated coastal communities often lack the land space for backyard or community gardens, further compounding the issue of affordable and fresh food.

Food pantries often fill the void of fresh fruits, vegetables, and nonperishable foodstuffs. Food pantries report that demand outstrips supply, contributing to food insecurity. Many lack the knowledge and experience of preparing whole fresh foods for consumption. In response, Healthy Acadia and many food pantries offer classes on whole food cooking.

In addition to increased health, building the local foods infrastructure has powerful economic implications. Not only do local dollars stay in the economy, but new dollars also arrive and bring jobs and business opportunities, providing the resources for equal access to all. Healthy Maine Partnership Programming is offered by Healthy Acadia and spans the spectrum of public health. Programs are provided at a regional scale as well as to individual municipalities and schools; they include:

- Tobacco Cessation and Substance Abuse Prevention – tobacco-free and tobacco cessation programs work to reduce exposure of children to secondhand smoke, raise awareness of prevention assistance programs, provide tobacco-free policies for public events, and increase the number of retailers adhering to the “NO BUTS!” program that limits tobacco sales to minors. Likewise, businesses and law enforcement collaborate on strategies to reduce underage drinking; schools, parents, and businesses support open discussions of risks associated with under-age and/or binge drinking.
- Farm and Food programs – The Farm to School program allows an increasing number of schools to source food locally and provides complementary educational activities. Farm to Food ensures children receive healthy meals at school while supporting local economies and Maine’s enduring agricultural traditions.
- Nutrition programs – programs targeted to cooking with whole foods are available for elders, families, and youth. SNAP-Ed (Supplemental Nutritional Assistance Program)

2022 Farm to School Cook-off



2022 challenge ingredients were....Beets and Buckwheat Flour

Image: Maine Department of Education.

<https://www.maine.gov/doe/schools/nutrition/programs/localfoods>

provides cooking classes for residents receiving SNAP benefits;”Let’s Go 5-2-1-0” to encourage youth and families to eat five servings of fruits and vegetables, two hours or less of recreational “screen time,” one hour or more of physical activity, and 0 sugary drinks.

- Living Well programs – worksite wellness; Keep ME Well health assessment tool; Washington County Thriving in Place Initiative; Tobacco-Free Pledge resources; Healthy Homes information on lead exposure, household pests, asthma, and carbon monoxide poisoning; information on hiking/biking/recreational trails in the region.
- Youth programs – Downeast Teen Leadership Camp for students entering grades 7, 8, and 9; Downeast Youth Action Team, and Downeast Rainbow Discord Server.
- School and Community programs – Service agencies provide a plethora of programs for residents of all ages including elder care, infants and youth, and community members in recovery; a wide variety of programs to increase food and heat security through local fund-raising efforts.

REGIONAL CLIMATE CHANGE

Climate change, defined as, “[A] long-term change in the average weather patterns that have come to define Earth’s local, regional and global climates.”⁶ Not everyone agrees on the causes of climate change, or even if climate change is occurring, but climate change is well documented by more frequent and stronger storms events, higher tides, hotter summers and drought conditions, shifting ranges of plant and animal species,⁷ expanded ranges of warm weather pests and diseases, rising sea levels and acidification of the waters in the Gulf of Maine.

The short and long-term impacts associated with climate change are significant and far-reaching.

- Storm severity has, and will, continue to cause flooding, erosion, and property damage.
- Sea-levels will rise at an accelerated rate and threaten coastal infrastructure including roads, rail, working waterfronts, water and wastewater treatment plants, and many downtown business centers.

⁶ “Global Climate Change: Vital Signs of the Planet”; NASA: <https://climate.nasa.gov/global-warming-vs-climate-change/> Retrieved November 1, 2022.

⁷ “Study Finds Fast Warming in the Gulf of Maine Region.” National Oceanic and Atmospheric Administration;: <https://www.ncei.noaa.gov/news/study-finds-fast-warming-gulf-maine-region> Retrieved November 1, 2022.

Image: National Audubon Society

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- The temperature and salinity of the Gulf of Maine is introducing species not traditionally found in the Gulf of Maine which is reducing the productivity of the aquatic food chain as well as affecting sea birds such as puffins whose chicks are unable to swallow larger sized species such as butterfish.⁸
- Pest species like Lyme disease-bearing ticks are reaching further north as winters become milder.
- Agricultural production is threatened with both drought and extreme precipitation as well as new pests and pathogens with expanded ranges and survival.
- The forest products industry might benefit from higher growth rates for some species. However, a longer mud season and shorter periods of hard freeze will reduce harvesting opportunities and large shifts in species composition (from insects, disease, or dieback) could ripple across the forest products industry.
- Public health impacts are also a concern, particularly for the elderly and those with chronic health conditions.
- Natural systems also face loss of wetlands and wildlife become exposed to exotic species, pests such as black legged ticks, and temperature-related stress.
- Coastal flooding may result in isolation from services or emergency response for residents. A larger version of this map, created by UMM GIS Lab may be found in Chapter L - Natural Resources.



Increases in average and extreme temperatures and heat waves are expected to lead to more heat illnesses and deaths among vulnerable groups, including older adults. Temperature extremes can worsen some medical conditions, such as heat and respiratory disease and diabetes. -U.S. Environmental Protection Agency, 2022.

Climate Vulnerability Assessment

Climate Vulnerability Assessment (CVA) is a collection of tools and analyses used to understand how we are vulnerable or resilient in terms of impacts on people, infrastructure, public health, natural systems, and the economy. CVA demonstrates what systems, species, populations, entities, facilities, and infrastructure are most vulnerable to expected climatic changes, often depending on factors such as exposure, sensitivity, and adaptive capacity. Geographic

⁸ “The Survival Rate of Puffin Chicks Plunged This Summer.” National Public Radio. <https://www.npr.org/2021/10/05/1043458033/the-survival-rate-of-puffin-chicks-in-maine-plunged-this-summer> Retrieved November 1, 2022.

Information Systems (GIS) mapping tools are a powerful means of:

- Visualizing our vulnerability
- Recognizing the gaps in our understanding of our vulnerability, and
- Focusing efforts on gathering necessary information to prepare for risk and change.

In 2013, the Washington County Council of Governments, working in partnership with the University of Maine at Machias GIS Service Center, presented a series of town and bay specific climate vulnerability assessments (CVA) to anticipate a variety of storm impact scenarios. The GIS Service Center adapted the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model, a computerized numerical model developed by the National Weather Service (NWS) to estimate storm surge heights resulting from historical, hypothetical, or predicted hurricanes by considering atmospheric pressure, size, forward speed, and track data.⁹ The SLOSH model is applied to a certain locale's shoreline, incorporating the unique bay and river configurations, water depths, bridges, roads, levees, and other physical features. SLOSH model output of a hypothetical but entirely plausible hurricane can be an effective tool in planning for community resiliency.

As a coastal community, Jonesport recognizes the importance and value of planning for climate resilience. An early adopter of the Community Resilience Partnership through Maine Governor's Office of Policy Innovation and the Future (GOPIF), Jonesport has focused on a wide variety of initiatives including solar, electric vehicle (EV) charging stations, and resilient marine infrastructure for the working waterfront located at Henry Point.

⁹ "Sea, Lake, and Overland Surges from Hurricanes (SLOSH) Model". <https://www.nhc.noaa.gov/surge/slosh.php#:~:text=The%20Sea%2C%20Lake%20and%20Overland,%2C%20size%2C%20forward%20speed%2C%20and> Retrieved November 4, 2022.

In 2022, as an integral part of comprehensive planning and future development, Jonesport collaborated with the University of Maine Machias (UMM) GIS Lab to ascertain potential sea level/storm surge scenarios. UMM GIS produced sea level rise/storm surge scenarios for the community and another specific focus for Henry Point. The full-sized map may be found in Chapter L - Natural Resources.





The UMM GIS Lab met with the Working Waterfront Committee to review the seal level rise (SLR) projections and discuss infrastructure resiliency planning for Henry Point and the information has been included in planning activities and will be included in future funding applications.

Adaption to Climate Change Impacts

There is a range of adaptation responses that landowners, businesses, and municipalities can take to limit exposure to vulnerabilities. These include:

Storm adaptation

- Evacuation and shelter planning in real time
- Establish communications protocol between UMM-GIS and County EMA Director to ensure real time scenario development in the event of an actual predicted hurricane in the Gulf of Maine
- Pre-position equipment to areas that may be cut off during a storm
- Map home-bound and elderly residents

Roads, bridges, and transportation

- Inventory transportation infrastructure

- Update culvert mapping inventory
- Maintain salt and sand inventories above flood levels
- Improve stormwater capacity through enlarged culverts and increased number of catch basins
- Evaluate substructure of roadways most vulnerable to inundation and upgrade where necessary
- Engage with Maine DOT for state owned roads for climate vulnerability assessments and improvements
- Plan for shoreline erosion through utilization of living shorelines

Municipal officials

- Limit building in flood prone areas
- Adopt construction codes for coastal properties
- Maintain or mitigate wetlands and floodplains to absorb flood waters
- Train town personnel in emergency management
- Always document ALL impacts from severe storms including human casualties, financial expenditures, property loss, and use of heavy machinery and personnel/ EMA/volunteers to ensure County EMA officials may assemble full documentation to reach Federal Disaster Relief /Declaration thresholds.

Public Health

- Plan for heat emergencies such as power outages
- Distribute educational materials related to pest-borne illness, especially Lyme disease and translate health advisories for the entire community regardless of language.
- Assist elders and low-income households with air conditioning/cooling.

POLICIES AND IMPLEMENTATION STRATEGIES

REGIONAL COORDINATION			
Goal: Contribute to the regional connection and health of Washington County by cooperating on the delivery of regional services and endeavoring to achieve economies of scale where feasible.			
Policy	Implementation Strategy	Responsibility	Timeframe
Cooperate on the delivery of regional services and endeavor to achieve economies of scale where	Cooperate with nearby towns on the delivery of emergency services, waste disposal, salt/sand, and other services as applicable.	Select Board	On-going

feasible.			
	Seek out cooperative means of reducing regional administrative costs for the school district and delivery of public services	Select Board, School Board	On-going
Participate in regional organizations that provide technical assistance and information about business support and regional economic development opportunities.	Continue to work with the Sunrise County Economic Council and DownEast Acadia Regional Tourism.	Select Board	On-going
Coordinate land use strategies with other local and regional planning efforts.	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies	Select Board, Planning Board	On-going
Cooperate with neighboring communities and regional/local advocacy groups to protect important natural resources.	Initiate and/or participate in inter-local and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources	Select Board	Ongoing
	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality	Select Board	Ongoing
	Pursue public/private partnerships to protect critical and important natural resources such as purchase of land or easements from willing sellers	Select Board	Ongoing
	Include commercial marine harvesting, agriculture, commercial forestry operations, and land conservation that supports them in	Select Board, Planning Board	Ongoing

	regional economic development plans		
	Participate in regional economic development planning efforts	Select Board	Ongoing
	Participate in regional affordable and workforce housing efforts	Select Board	On-going
	Initiate/participate in local and/or regional efforts to promote tourism in the region	Select Board	On-going
Coordinate with regional development agencies and surrounding towns as necessary to support desired economic development.	Support local and regional affordable/workforce housing and transportation development, work with Sunrise County Economic Council.	Select Board	On-going
Cooperate in the development of regional land use and transportation policy.	Continue to support regional transportation goals and needs as identified by Maine DOT and regional organizations	Select Board	On-going
	Coordinate land use strategies with other local and regional land use planning efforts and coordinate land use designations and regulatory and non-regulatory strategies	Select Board, Planning Board	On-going

L. NATURAL RESOURCES

Goal

To protect and preserve the natural resources on which its economy and quality of life depend.

Abundant Natural Resources

The natural resources of Jonesport are diverse and abundant. As a large peninsula surrounded by Englishman Bay to the east, Beals Island to the south and the Indian River estuary, the town has many extraordinarily scenic water views. The coastline and outer islands support coastal and wading waterfowl, several productive fisheries and many unique species including bald eagles, peregrine falcon, and razorbill. Northern inland areas produce an abundant crop of wild blueberries, and the cool and humid marine climate supports unique forest associations, coastal raised bogs, and many rare species. These resources provide open spaces and are essential for the continued strength of commercial fishing to the regional economy. They also support the tourism sector by providing recreational opportunities such as fishing, boating, hunting, kayaking, and hiking.

Development Pressure and Overuse of Critical Natural Resources

Because natural systems are critical to the economy, environment, and quality of life for people in Jonesport, climate change is the biggest threat to the natural resources. Over 40% of the employed population in Jonesport works in some type of Natural Resources occupation (see Chapter E – Employment & Economy), most of whom rely on the harvest of natural resources such as lobster, shellfish, forest products, and agricultural products.

In 2022, 385 types of harvester licenses were issued to Jonesport residents. Many individuals hold licenses for multiple marine resources (lobster, shellfish, etc). It is clear that a large number of individuals, families, suppliers, and other retailers in Jonesport and nearby service area depend upon fisheries for some portion of their income. The Gulf of Maine is the fastest warming water body on the planet. Crustaceans and shellfish are sensitive to changes in water temperature and consumers are sensitive to supply and demand. Between 2011 and 2020, fluctuations in the price of shellfish were in direct correlation with the temperatures in the Gulf of Maine.

Overuse of recreation areas is becoming a problem across coastal Washington County. Coastal soils are thin and quickly erode as foot traffic kills vegetation, displaces soil, and exposes tree roots. Increasing frequency and intensity of rain events further exacerbates the problem, and well-worn trails become drainage ways that wash out in heavy rains. Jonesport does not contain public trails that receive much use outside of year-round and summer residents. However, the Great Wass Island Preserve on Beals, used by Jonesport residents, and managed by The Nature Conservancy, is experiencing significant overuse.

LOCATION AND TOPOGRAPHY

The town of Jonesport encompasses approximately 18,250 acres with an additional 46,200 acres of water. Jonesport is a large peninsula surrounded by several bays (Mason, Englishman, Chandler), the estuary and bay of Indian River, and two shipping passages (Seguin Passage and Moosabec Reach).

Jonesport also includes several coastal islands across Moosabec Reach to the south and to the east of the complex of coastal islands that make up the town of Beals. There are four large islands, Roque and Great Spruce in Englishman Bay and Head Harbor and Steele Harbor to the east of Beals, and numerous other smaller islands as described in the table below. The large and small islands protect the mainland and experience extensive marine exposure. The waters of the Gulf of Maine and the Bay of Fundy meet here and mix to produce a cool humid oceanic climate which support several plants and natural communities that are rare not only in Maine, but throughout the United States.

ISLANDS WITHIN THE TOWN OF JONESPORT

Name	Acres	Notes
Middle Hardwood Island	7.2	
Mouse Island	0.5	
Spar Island	1	
Dunn's Island	83	
Roque Island	1243	Tree Growth
Great Spruce Island	353	Tree Growth
Little Spruce Island	86	Tree Growth
Mink Island	1	
Bar Island	1	
Halifax Island	75	Public. IFW submits a yearly payment in lieu of taxes
Mark Island	41	Open Space 41A
Sequin Island	22	
Head Harbor Island	1100	Tree Growth
Little Head Point	32.35	Open Space 2.5A
Hardwood Island	1	
Big Sheep Island	1	
Little Sheep Island	1	
Inner Hardwood Island	0.5	
Marsh Island	45	Tree Growth
Bar Island	28	Tree Growth
Lakeman Island	47	Tree Growth
Anguilla Island	25	Tree Growth

Shag Rock	1	
Double Shot Island	22	Tree Growth
Little Peabody Island	1	
Big Peabody Island	1	
Treasure Island	1	
Inner & Outer Man Islands	15	Os 15
Marsh Island	31	
Devil's Island	0.5	
Black Island	10	Open Space 1A
Money Island	1	
Steel's Harbor Island	440	Tree Growth
Crow Island	1	
Little Hardwood Island	10	
Hall's Island	8	
Calf Island	2	
Green Island	5	
Knight's Island	35	Open Space 34A
Water Island	7	
Mistake Island	21	

GEOLOGY

Jonesport is in a region of massive granite intrusion that was glaciated in the Wisconsin age. The glacier caused till (unsorted, poorly drained soil) to be deposited over the entire region. This poorly drained till formed bogs and ponds and altered the drainage pattern. The underlying granite caused the till to be more thickly deposited on the northwest sides of ridges: on the southeast sides boulders were "plucked" and transported further south. Thick till deposits are found in bedrock "valleys" and depressions. The weight of the ice (in some places a mile thick) caused the land to be depressed in relation to the level of the sea. Marine sediments (silts and clays) were deposited in valleys and more sheltered locations. The release of pressure due to the melting allowed the land to rise slowly. In some areas, isolated deposits of sand and gravel (ice contact and glacial outwash) can be found.

LAND SUITABILITY FOR DEVELOPMENT

Soils

Soils in Jonesport are of several types: glacial till thinly deposited in the uplands; thick glacial till on northwest slopes and in bedrock depressions; marine silts and clays in the valleys and more sheltered locations, and glacial outwash or ice contact sands and gravels. Prominent soil types in Jonesport include Hermon-Brayton-Mondadnock (ME027), Lyman-Lamoine-Scantic (ME037), Scantic-Lamoine-Dixfield (ME032), and Schoodic-Rock Outcrop-Naskeag (ME055) associations.

These soils are not particularly well suited to septic sewage disposal. Some are well suited to forestry, farming, and wild blueberry cultivation. See Map: Farmland Soil Classification and Map: Drainage Soil Classification.

Jonesport has no public sewage or water facilities. Development depends on the private provision and maintenance of safe and adequate septic systems and wells. Septic systems should always be designed and constructed carefully, but this is especially crucial when such systems are placed in areas with poorly drained soils, shallow bedrock soils, and soils with high water tables.

Development on poorly suited soils is the underlying cause of many environmental and economic problems. A community pays for improper land use through water pollution, high mitigation and maintenance costs on individual wells and public services, closure of shell fishing areas, and destruction of existing wildlife and scenic areas.

Very few areas of Jonesport have large tracts of land that are ideal for intense development. However, most areas of Jonesport and the surrounding region contain many smaller tracts of land suitable for low density residential and light commercial development. These types of development are consistent with existing and in line with future patterns of development deemed important by the community.

Highly Erodible Soils

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

Most development and intensive land use can and should take place on areas with slopes of less than 15 percent (representing an average drop of 15 feet or less in 100 feet horizontal distance). On slopes greater than 15 percent, the costs of roads, foundations and septic, sewer and other utility systems rise rapidly. Map: Landcover identifies the location of steep slopes in Jonesport. There are very few areas in Jonesport with slopes greater than 15%; these are located in the northwest part of town stretching from Sandy River Beach to Gage Mountain, and between Steel Mountain Brook and the Cross Road.

FARM AND FOREST LAND

Soils in Jonesport are not generally suitable for many agricultural uses. Many Jonesport residents have home gardens, but there is only 1 commercial farm in Jonesport. However, a large area of Jonesport soils are very well suited for wild blueberry production and are identified as farmland of statewide importance (see Map: Farmland Soil Classification). Wild blueberry production continues to provide employment in Jonesport. Approximately 1,500 acres are under cultivation for blueberries, few of which are irrigated. Most blueberry production occurs in the northeastern section of Jonesport.

Maine's forests and forest industry still play a vital role in the state's economy, especially in Northern and Eastern Maine. Forested areas provide abundant and diverse wildlife habitat for both game and non-game species and contribute to many recreational and aesthetic experiences. Excluding the marine area, about eighty per cent of Jonesport is forested (see Map: Landcover) with a maritime spruce forest that also includes patches dominated by fir, heart-leaved paper birch and mountain ash and extensive areas of forested wetlands. A black spruce woodland occurs in cool and moist microclimates with an open canopy on bare rock, very thin soil over rock, or excessively drained gravelly deposits.

Soils rated with a woodland productivity of medium or above are qualified as prime forestland soils. These soils are rated only for productivity and exclude management problems such as erosion hazard, equipment limitations or seedling mortality. In Jonesport the forestlands range from medium to high and very high woodland productivity ratings according to the Washington County Area Soil Survey and Subpart C – Ordination System, National Forestry Manual.

The amount of timber harvesting conducted in Jonesport has risen exponentially over the past 24 years. In 1999, a total of 163 acres of timber was harvested from four harvests (per Maine Forest Service data). In 2022, a total of 4,759 acres were harvested - the number of individual harvests is not known (data provided by Jonesport’s tax Assessor).

TIMBER HARVEST INFORMATION

1999 - acres harvested	Selection Harvest acres	Shelterwood Harvest acres	Clearcut Harvest acres	Total Harvest acres
	163	-	-	163
2022 - acres harvested	Softwood	Hardwood	Mixed Forest	Other Timber
	2,326	240	1079	1,114
2022 - Harvest Value	\$293,076	\$166,305	\$29,280	\$961,774

Source: Year End Landowner Reports to Maine Forest Service, 2003; Jonesport Tax Assessor, 2022

WATER RESOURCES

Watersheds

A watershed is the land area in which runoff from precipitation drains into a body of water. There are several small rivers and streams in Jonesport, the Indian River estuary forms the western boundary with the town of Jonesport, the Steele Meadow Brook rises in the center of the peninsula and drains to the Indian River estuary and there are several smaller unnamed streams that drain all the coves and bays around the peninsula. There are extensive upland wetlands associated with Steele Meadow Brook and the drainages at the southern end of Jonesport. There are two small freshwater ponds in Jonesport, Cromwell Pond on Loon Point and Gaelic Pond north of Cross Cove Creek, but there are no lakes or great ponds within the town.

The water quality surrounding Jonesport is affected by land uses in Jonesport and in the surrounding towns of Beals, Addison, and Jonesboro. Anything that can be transported by water will eventually reach and impact the quality of a water body. Activity anywhere in the watershed, even several miles away, has the potential to impact water quality. All wetlands in Jonesport drain through Indian River Stream. Neighboring areas of Jonesboro, Chandler Bay, and Mason Bay contain large areas of blueberry lands that release fertilizer and pesticides into the waters of Jonesport.

The Maine Department of Environmental Protection (MDEP) uses bacteriological, dissolved oxygen, and aquatic life criteria to assess what portion of Maine's rivers, streams, and brooks meet the goal of the Clean Water Act. All river waters are classified into one of four categories: Class AA, A, B, and C, with Class AA being the highest classification with outstanding quality and high levels of protection. Class C, on the other end of the spectrum, is suitable for recreation and fishing yet has higher levels of bacteria and lower levels of oxygen.

All streams within Jonesport are classified as Class B by MDEP, including waters draining directly or indirectly into tidal waters of Washington County, including impoundments of the Pennamaquan River, except for the Dennys River Basin, the East Machias River Basin, the Machias River Basin, the Narraguagus River Basin, and the Pleasant River Basin. MDEP defines Class B as being suitable as a drinking water supply, for recreation in and on the water, fishing, as an industrial process and cooling water supply, for hydroelectric power generation, navigation, and as unimpaired habitat for fish and other aquatic life.

Threats to water quality of these waterways come from point and non-point discharges. Jonesport does not currently have any significant sources of non-point pollution from erosion, sedimentation, animal waste, or hazardous substances. Point source pollution is discharged directly from a specific site such as a municipal sewage treatment plant or an industrial outfall pipe. Point sources are also any pipe that discharges to surface water, including the few remaining licensed Overboard Discharge Permits within the town of Jonesport. The remaining OBDs are inspected at least once a year by Maine DEP. Until the majority of the town shows interest in getting town water/sewer, these property owners hope to continue licensing their OBD systems. No signs of OBD system malfunction have been reported.

Shorelands and Floodplains

Shorelands are environmentally important areas because of their relationship to water quality, their value as wildlife habitat and travel, and their function as floodplains. Development and the removal of vegetation in shoreland areas can increase runoff and sedimentation leading to an increase in the amount of nutrients and other pollutants that reach surface water. This can lead to algal blooms and closure of shell fishing areas. Steep slopes and highly erodible soils are particularly susceptible to erosion.

Floodplains serve to accommodate high levels and large volumes of water and to dissipate the force of

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

Jonesport's Shoreland Zoning Ordinance, adopted in 1991 and last updated in March 2022, regulates land use within the following Districts:

1. Resource Protection
2. Limited Residential
3. Limited Commercial
4. General Development I & II
5. Commercial Fisheries/Maritime Activities
6. Stream Protection

Jonesport adopted a Floodplain Management Ordinance with new flood plain maps in 1996 that includes construction standards to minimize flood damage within the 200-year floodplain. This Ordinance is currently being updated to comply with minimum State and Federal standards.

All communities surrounding Jonesport utilize the minimum State and Federal shoreland, floodplain, and subdivision regulations and are consistent with standards placed on shorelands in Jonesport.

Wetlands

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

Wetlands are important to public health, safety, and welfare because they act as a filter, absorb excess water, serve as aquifer discharge areas, and provide critical habitats for a wide range of fish and wildlife. They are fragile natural resources. Vernal pools are significant wetland resources that are not often protected under general wetland regulations due to their small size. Riparian areas offer habitat for many plants and animals and can also serve as wildlife travel corridors. Some wetlands have important recreational and educational value providing opportunities for fishing, boating, hunting, and environmental education. Planning efforts should take into account the constraints of these areas.

The Maine DEP has identified extensive wetlands located within Jonesport, as illustrated on Map: Critical Habitat. These wetlands were identified as wetlands by aerial photo interpretation. Interpretations were confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The MDEP has

jurisdiction over freshwater wetlands and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act. The Mandatory Shoreland Zoning Law provides protection to mapped non-forested wetlands.

Groundwater - Sand and Gravel Aquifers

Aquifers may be of two types: bedrock aquifers and sand and gravel aquifers. A bedrock aquifer is adequate for small yields. A sand and gravel aquifer is a deposit of coarse-grained surface materials that, in all probability, can supply large volumes of groundwater. Recharge to these specific aquifers is likely to occur over a more extensive area than the aquifer itself. The Maine Geological Survey has identified one large sand and gravel aquifer within Jonesport that extends into the neighboring communities of Addison and Jonesboro, as shown on Map: Drainage Soil Classification. This map can be used to identify surface sites that are unfavorable for storage or disposal of wastes or toxic hazardous materials.

PUBLIC WATER SUPPLIES IN JONESPORT

Public Water System	System Type	Source
Jonesport Elementary/JBHS	NTNC	WELL – 250' Bedrock
Gaelic Square Housing	COM	WELL – 150' Drilled (1 GPM)
US Coast Guard Station	COM	SPRING – Groundwater Under Influence
Arnold Memorial Medical Building	NC	WELL – 250' Drilled (5 GPM)

The Maine Rules Relating to Drinking Water (Chapter 231) define a "public water system" as any publicly or privately owned system of pipes or other constructed conveyances, structures and facilities through which water is obtained for or sold, furnished, or distributed to the public for human consumption, if such a system has at least 15 service connections, regularly serves an average of at least 25 individuals daily at least 60 days out of the year or bottles water for sale.

1. **COM** (Community Water System): A public water system which serves at least fifteen service connections used by year-round residents or regularly serves at least twenty-five year-round residents.
2. Non-Community Water System: A public water system that is not a community water system. There are two types of Non-Community Water Systems. These are:
 - a) **NC** (Transient Non-Community Water Systems): A Non-Community water system that serves at least 25 persons, but not necessarily the same persons, for at least 60 days per year.
 - b) **NTNC** (Non-Transient, Non-Community Water Systems): A Non-Community water system that serves at least 25 of the same persons for six months or more per year.

Clean groundwater is essential to a healthy community and needs to be protected from pollution and depletion. Once groundwater is contaminated, it is difficult or even impossible to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Towns can take measures to prevent contamination before it occurs. Most aquifer and surface water contamination comes from non-point sources including faulty septic systems and road salt leaching into the ground.

Known problem areas include several older homes along Feeney Street located in low, flat areas with little drainage. A few potentially problematic systems remain that were not addressed during a cleanup funded by Community Development Block Grant funds. Some overboard discharge systems have been cleaned up, and some continue to be licensed. Clam digging is now open from Henry Point east, but Moosabec Reach is closed.

Nearly 82% of respondents to the Community Survey stated they have a leach field while just over 16% reported having a chambered system or a holding tank. Over 90% of respondents reported that their septic system “works well” while nearly 5% stated that they were “unsure” of the condition of their septic system, almost 3% are aware that their system “has a problem.” The survey revealed that 1.92% of respondents declared their sewer system consists of “overboard discharge” and the same percentage of respondents reported that their septic system “needs replacement.” This does not mean that those who noted needing replacement are also those with OBD systems, nor does it mean that the OBD systems are failing. Direct outreach by the Town to residents with OBD systems will help clarify if there are any connections between the two survey question responses. Resources could also be facilitated by the Town with Maine DEP and owners of OBD systems to provide information about proper maintenance techniques and explore ways to provide financial help with purchasing the required chlorine tablets.

MARINE WATERS AND RESOURCES

Jonesport contains expanses of tidal waters ranging from a deep-water passage – Moosabec Reach - to secluded coves. The town’s tidal waters are of critical importance to a wide variety of interests including traditional fishermen, aquaculturists, recreational boaters, wildlife tour operators, and those who enjoy the view. The potential for conflict among the various interests may be avoided with reasonable controls planned out in advance.

Jonesport was founded on and continues as a commercial fishing community dependent on the ocean’s resources. Map: Marine Resources depicts the location of Molluscan shellfish habitat, commercially harvested marine worm habitat, aquaculture lease locations and limited purpose aquaculture sites, and rockweed and eelgrass areas.

Marine Water Quality

The Maine Department of Environmental Protection (DEP) classifies surface waters according to their

desired use and water quality necessary to support that use. All the tidal waters in Jonesport are classified Class SB. Quality in these waters should be suitable for recreation in or on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation, and as the habitat for fish and other estuarine and marine life. Discharges of pollutants to Class SB waters are regulated by state DEP wastewater permitting process.

Commercial Fishing

Commercial fishing in Jonesport is of tremendous significance to the local economy compared to other Washington County communities. Jonesport ranks highly in Maine for the most annual lobster landings.

MARINE LICENSE HOLDERS IN JONESPORT

Year	1998	2002	2022
Residents Holding Marine Resource Licenses - Dealers	21	46	54
Residents Holding Marine Resource Licenses - Harvesters	421	469	440
Lobster Traps Fished by Residents – Total Trap Tags	59,080	76,980	46,896 commercial, 70 non- commercial.

The diversity of target species indicates that year-round income comes from a variety of sources for individual harvesters and the industry as a whole. The number of fishing licenses held in Jonesport, and the types of fisheries have fluctuated between 1998 and 2022. Although the number of licenses has increased for some fisheries and decreased in others, the number of registered vessels has increased by two and commercial fishing remains an important source of income to residents.

TYPE & NUMBER OF MARINE LICENSES HELD IN JONESPORT

(Categories not included in reports are indicated with “-“ symbol)

Year	1998	2002	2022
Bulk Tagging	-	-	2
Commercial Shrimp, Crew	0	6	0
Commercial Fishing, Crew	22	44	28
Commercial Fishing, Single Operator	52	66	65
Commercial Pelagic and Anadromous Crew	-	0	3
Commercial Shellfish	122	86	-
Elver Dealer	-	-	1
Elver Dealer Supplemental	-	-	1
Elver Dip Net	10	4	0
Elver Dip Net Crew	0	0	1

Year	1998	2002	2022
Elver Dip Net 1 Fyke	0	0	1
Elver 1 Fyke Net	0	0	3
Elver 1 Fyke Net Crew	0	0	3
Elver 2 Fyke Net	0	2	0
Lobster Transportation	-	-	1
Lobster/Crab Apprentice	14	40	6
Lobster/Crab Apprentice Under age 18	6	4	-
Lobster/Crab Class 1	162	100	27
Lobster/Crab Class 11	56	132	71
Lobster/Crab Class 11 Over age 70	-	-	6
Lobster/Crab Class 111	4	12	31
Lobster/Crab 111 Over age 70	-	-	1
Lobster/Crab Over age 70	32	30	6
Lobster/Crab Non-Commercial	10	52	24
Lobster/Crab Student	18	28	37
Lobster Transportation (Out of State)	0	2	1
Lobster/Crab Under age 18	10	2	1
Menhaden Commercial	-	-	6
Menhaden Non-Commercial	-	-	2
Marine Worm Dealer	2	2	1
Marine Worm Dealer Supplemental			3
Marine Worm Digging	118	94	-
Marine Worms, Supplemental	0	6	-
Mic Lob/Crab Class 3	-	-	1
Mic Scallop Dragger	64	78	1
Mussel-Dragger	4	8	4
Non-Federal Halibut Single	-	-	1
Pass Elver 1 Fyke	-	-	4
Quahog (Mahogany)	22	38	-
Recreational Saltwater Fishing Operator	-	-	3
Recreational Saltwater Registry	-	-	5
Retail Seafood	10	12	1
Scallop-Diver	20	10	-
Scallop-Dragger	64	78	29

Year	1998	2002	2022
Scallop, Non-Commercial	8	8	2
Sea Urchin-Diver	28	26	1
Sea Urchin-Dragger	24	28	5
Sea Urchin/Scallop Tender	22	18	-
Seaweed	4	2	6
Shellfish Transportation (Out-of-State)	0	4	-
Shellstock Shipper	-	-	3
Shucker/Packer	-	-	1
Wet Storage - Flow Through	-	-	1
Wholesale Seafood, No Lobsters	12	10	8
Tender	-	-	1
Wholesale Seafood, No Lobsters, Supplemental	10	2	21
Wholesale Seafood, With Lobsters	14	18	5
Wholesale Seafood, With Lobsters, Supplemental	10	38	5
Total Licenses	954	1090	440

Source: Department of Marine Resources, 2022; Jonesport Comp Plan 2004

Number of Vessels Registered in Jonesport by Length		
Length - feet	2019	2021
6	0	1
10	1	0
11	1	0
12	1	0
13	1	0
14	3	5
15	5	2
16	11	12
17	2	3
18	14	12
19	8	8
20	21	19

Number of Vessels Registered in Jonesport by Length		
Length - feet	2019	2021
21	3	7
22	15	8
23	4	7
24	4	4
25	5	5
26	6	2
27	7	4
28	15	14
29	6	8
30	5	7
31	6	11
32	12	14
33	10	8
34	22	21
35	16	15
36	20	19
37	0	1
38	20	20
39	1	0
40	23	26
41	9	5
42	12	15
44	3	9
45	3	5
46	7	7
49	3	3
56	2	2
Total Vessels	307	309

Source: Department of Marine Resources, 2022

Aquaculture

Aquaculture is not yet a significant player in the Jonesport commercial fishing economy, however, Jonesport, and many other communities in Washington and Hancock Counties, are facing increasing pressure to accommodate both offshore and land-based aquaculture facilities.

In 2023, there is one lease site off Head Harbor and Steel Harbor Islands, and a limited purpose aquaculture site in Shorey Cove. The neighboring town of Beals contains four aquaculture leases and several smaller limited purpose aquaculture sites. See Map: Marine Resources for further information.

In 2021 an international aquaculture firm received approval from the State to construct a land-based aquaculture facility on a 94-acre site on Chandler Bay in Jonesport. The proposed \$110M facility would produce yellowtail kingfish (*Seriola lalandi*) under the operation of the largest producer of yellowtail kingfish in the European Union. The estimated annual production, once the facility is fully operational, is approximately 8,500 tons of fish. Anticipated water consumption is 43,000 gallons of fresh water per day and would be drawn from 4 different wells at the development site (28 million gallons of salt water would be taken in daily).

Access to the Marine Resource

The town of Jonesport has more than 110 miles of coastline and is home to approximately 264 commercial fishermen. Access to the waterfront for Jonesport commercial fishermen is provided at 8 commercial waterfront facilities, a huge loss from 14 in 2003. Of the three public access facilities, only one, Henry Point, is dedicated to commercial fishing use (this access point is still under development). Sawyers Cove, a State-owned recreation boating facility, provides access for half of the commercial fishermen in town. The public access sites are depicted on Map: Marine Resources. Most of the current access is provided through privately-owned piers and wharves.

Like many of its neighboring coastal communities, Jonesport could face serious problems with commercial fishing access in the future because waterfront properties are the most sought-after real estate and prices for these properties have risen dramatically in recent years. This trend threatens access for the town's commercial fishermen because of the tendency of new owners of waterfront property to close off traditional public and commercial access.

A study conducted in January 2003 by the Sunrise County Economic Council with the Maine Coastal Program showed that Jonesport's vulnerability to losing commercial fishing access was somewhat low. The Paths and Piers study analyzed the following factors:

- Commercial fishing access as a community priority
- Municipal ordinances protecting access

- Dedicated public commercial fishing pier
- Number of harvesters
- Degree of development pressures

Today, Jonesport and all of Washington and neighboring Hancock Counties are feeling significant development pressure. The rising costs of all residential real estate, especially coastal properties, and a sudden increase in sales, along with rising property taxes, is increasing Jonesport’s vulnerability risk. The value of coastal properties is well beyond the financial reach of many commercial fishing families, who are increasingly losing commercial water and shore side access.

Jonesport residents are concerned that changes in landownership and an increased numbers of residents could displace the needs and services that support traditional industries. A commercial fishing village includes the sound of boat engines, commercial trucks, traps deposited on beaches, transportation of boats, boat repair and construction, refrigeration units and vehicle traffic at all hours. A commercial fishing community also needs adequate access to the shore, including parking. Shellfish harvesters need access to the intertidal zone by private land.

Commercial fisheries activities in Jonesport are protected by a variety of measures including the following in order of priority:

- Continued local designation of maritime districts in the town’s Shoreland Zoning and Land Use Ordinances.
- An active program of securing formal and informal access to the water. For example, landowners have deeded Rights of Way to the Town for clamdiggers to access Mason Bay.
- A procedure for conflict mediation among residents and users of the resources. Mediations come to the Selectman, Planning Board, and Board of Appeals. For example, the Town entered into an agreement with property owners on Sandy River Beach to not promote access, and let the public know it is a privilege to use it.

TOWN OF JONESPORT BOAT ACCESS & WATERFRONT FACILITIES DATA

Miles of Coastline	110.53
Total Commercial resource harvesters	264+/-
Boat Access	
Total current boat access (moorings, berthing, slips, tie ups) commercial & recreational	275
Percent of total current boat access used by commercial fishermen	75%
Number of Vessels (DMR data)	
2019	307

2021	309
Facilities	
Commercial private & public waterfront facilities in 2022	8
Commercial private & public waterfront facilities dedicated to commercial fishing use	6
Percent of commercial fishing access achieved through private residence (pier/wharfs) owned or leased by fishermen.	+85%
"Other" access points (beaches, land, property crossing) not actual facilities.	17

CRITICAL NATURAL RESOURCES

Beginning with Habitat

The Beginning with Habitat Program of the Maine Department of Inland Fisheries and Wildlife is responsible for documenting areas that support rare, threatened, or endangered plant species and rare or exemplary natural communities. Several botanical rarities grow in the wetlands and on the exposed headlands of Jonesport. These plants must be tolerant of extremes conditions: constant wind, salt spray and a cool summer growing season. This program has documented the rare plants, animals, and natural communities within Jonesport shown in the following table.

RARE PLANTS, ANIMALS, AND HABITATS IN JONESPORT

STATE RANK	GLOBAL RANK	NAME	STATUS
S3	G5T5	Crowberry Blue	Species of Special Concern
S2S3N	G4	Harlequin Duck	Threatened Species
S1S2N	G4	Peregrine Falcon	Endangered Species
S4S5N	G5	Purple Sandpiper	Species of Special Concern
S2B	G5	Razorbill	Threatened Species
S3B	G5	Upland Sandpiper	Threatened Species
S3	G4	Black Spruce Woodland	Rare/Exemplary Natural Community
S3	GNR	Coastal Plateau Bog Ecosystem	Rare/Exemplary Natural Community
S2	GNR	Downeast Maritime Shrubland	Rare/Exemplary Natural Community

S3	G3G5	Maritime Huckleberry Bog	Rare/Exemplary Natural Community
S2	G3G5	Maritime Slope Bog	Rare/Exemplary Natural Community
S4	G4G5	Maritime Spruce-Fir Forest	Rare/Exemplary Natural Community
S3	G5	Salt-Hay Saltmarsh	Rare/Exemplary Natural Community
S2	G5	Blinks	Plant Species of Special Concern
S2	G5	Bird's-eye Primrose	Plant Species of Special Concern
S1	G5	Marsh Felworth	Threatened Plant Species

Focus Areas of Statewide Significance

Beginning with Habitat (BwH) Focus Areas are natural areas of statewide ecological significance that contain unusually rich concentrations of at-risk species and habitats. These areas support rare plants, animals, and natural communities, high quality common natural communities; significant wildlife habitats; and their intersections with large blocks of undeveloped habitat. BwH Focus Area boundaries are drawn based on the species and natural communities that occur within them and the supporting landscape conditions that contribute to the long-term viability of the species, habitats, and community types. These areas are researched and identified by biologists from agencies such as the Maine Natural Areas Program, Maine Department of Inland Fisheries and Wildlife, Maine Department of Marine Resources, U.S. Fish and Wildlife Service, The Nature Conservancy, Maine Audubon, the University of Maine, and Maine Coast Heritage Trust.

Jonesport contains three Focus Areas of Statewide Significance:

Jonesport Heath - The Jonesport peninsula supports some of the largest and most interesting coastal plateau bogs in Maine. The three most significant plateau bog systems include Jonesport Heath, Kelley Point Heath and West Jonesport Heath. The Jonesport Heaths provide valuable wading bird and waterfowl habitat, as well as habitat for the rare crowberry blue butterfly.

Great Wass Archipelago - The islands of Head Harbor and Steel Harbor (along with Great Wass in Beals) contain one of the state's finest assemblages of coastal plateau bogs, Maine's two largest jack pine woodlands, as well as pristine open headlands, black spruce rocky woodlands, and maritime spruce-fir-larch forests. The archipelago's unique habitats support a high concentration of rare sub-arctic plant and animal species and an outstanding diversity of mosses and lichens, and the area has been identified as one of the richest intertidal marine systems in the state.

Wohoa Bay – The area reaches up the Indian River dividing Jonesport and Addison and includes expansive eelgrass beds and tidal mudflats that are highly productive for fish and shellfish and provide

high quality habitat for wading birds and waterfowl as well as shorebirds. The focus area features a coastal plateau bog ecosystem, a peatland type that is found nowhere else in North America except for a narrow region along the eastern coast of Maine. Three rare animal species have been documented in the area, including the crowberry blue butterfly, which is restricted to coastal heathlands.

Wildlife Habitats

Conserving an array of habitats and their associated wildlife species helps maintain biological diversity and ensures that wildlife and human populations remain healthy. Unplanned development can result in the deterioration of habitats and diversity through habitat fragmentation and loss of open space and essential travel corridors.

Wildlife is plentiful in Jonesport and its coastal islands. Bald eagles are plentiful and nest on several islands. The Jonesport peninsula supports some of the largest coastal plateau bogs in Maine, the three most significant of which include the Jonesport Heath, Kelley Point Heath and West Jonesport Heath.

In the intertidal zone, large numbers of shorebirds feed and roost in protected bays along with tidal and inland waterfowl and wading birds nearby. On the ledges off the outer islands large numbers of harbor seals frequently haul out to bask in the sun.

Essential Wildlife Habitats - Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened Species in Maine and with may require special management considerations". These sites are identified by the Maine Department of Inland Fisheries and Wildlife (MDIFW). Any project within the Essential Habitat that requires a state or municipal permit, or uses public funding, requires MDIFW review.

Significant Wildlife Habitat – protection of Significant Wildlife Habitat, as defined by Maine’s Natural Resources Protection Act is intended to prevent further degradation of certain natural resources of state significance. Significant Wildlife Habitats in Jonesport are illustrated on Map: Critical Habitat and include habitat for shorebirds, tidal and inland waterfowl/wading birds, and seabird nesting habitat.

Rare Animals – Maine’s Department of Inland Fisheries and Wildlife tracks the status, life history, conservation needs, and occurrences for species that are endangered, threatened or otherwise rare. Jonesport supports habitat for four species that are threatened, endangered or of special concern in Maine including the Upland Sandpiper, Purple Sandpiper, Peregrine Falcon, Crowberry Blue Butterfly (only found in Washington County bogs), Harlequin duck and the Razorbill. The location of these animals and their associated habitat is mapped on Map: Critical Habitat.

STATE PARKS AND PUBLIC RESERVED LANDS

Jonesport contains over 1,200 acres that are owned for public access or conservation purposes. There are no state parks in Jonesport. Halifax Island (75 acres) is managed for conservation by the Department of Inland Fisheries and Wildlife. The Nature Conservancy owns 129.5 acres on several small islands around Head Harbor Island and Steele Harbor Island. Another 1,357 acres on Head and Steele Harbor Island are restricted by 6 conservation easements.

The Town of Jonesport owns three important parcels of land:

- 7-acre Henry Point, purchased by the Town for the creation of a working waterfront.
- 1/5 subdivided interest in wetlands off Kelley Point Road, with potential to be used as mitigation for development of commercial fishing access at Henry Point.
- Access to Sandy River Beach and a lot across the street with parking for commercial harvesters, paddlers, and beachgoers.

NATURAL RESOURCE PROTECTION

A variety of laws and legal incentives that protect the natural resources in Jonesport. Those of greatest significance include:

Federal and State Laws

- Maine Natural Resources Protection Act – regulates activities in, on, over or adjacent to natural resources such as lakes, wetlands, streams, rivers, fragile mountain areas, and sand dune systems. Standards focus on the possible impacts to the resources and to existing uses.
- Maine Storm Water Management – regulates certain activities that create impervious or disturbed areas to reduce their potential to negatively affect water quality. This law requires quantity standards for storm water to be met in some areas, and both quantity and quality standards to be met in others.
- Maine Site Location of Development Law – regulates developments that may have a substantial impact on the environment (i.e., large subdivisions and/or structures, larger developments, and metallic mineral mining operations). Standards address a range of environmental impacts.
- Maine Minimum Lot Size Law – regulates subsurface waste disposal through requirements for minimum lot size and minimum frontage on a water body. The requirements for multi-family and other uses are based on the amount of sewage generated.
- Maine Endangered Species Act – regulates the designation and protection of endangered species including disallowing municipal action from superseding protection under the Act.
- The Forest Practices Act - regulates the practice of clear-cutting by setting regeneration and clear-cut size requirements.

Local Laws: Jonesport has adopted minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act. Surface waters in Jonesport are also protected through the Plumbing Code and local Subdivision Regulations. Jonesport adopted Subdivision Regulations in January 1988 which were “re-written” in May 2012. A Floodplain Management Ordinance (which includes a section on subdivisions) with new flood plain maps was adopted in 1996 but has not been updated since then. Subdivision, Shoreland, and Floodplain regulations are being updated to match current State and Federal standards.

State Tax Incentive Programs

The State of Maine has four "current use" programs that offer the property owner a reduction in assessed value: Farmland, Open Space, Tree Growth, and Working Waterfront. The programs establish valuation of property at its current use, rather than at market value. All four programs are available to property owners through an application process with the local municipality. Applications must be filed on or before April 1 of the year the reduced valuation is first requested. Property must meet certain criteria to qualify for each program and any future change in the use of the land will cause disqualification resulting in a penalty. In 2022, Jonesport had 4,759 acres enrolled in the tree growth program, up from 3,916 acres in 2003.

PUBLIC OPINION

At front and center of desired natural resources conservation and preservation efforts are the coastline, scenic resources, and harbor restoration. Respondents to the Community Survey show strong support for preserving the fishing industry and support of maritime-related activities. They also note the need for diversification in the types of businesses and industries in Jonesport relative to the warming waters of the Gulf of Maine and the impact it will have on commercial fishing. Groundwater along the coast and on the islands of Jonesport is limited in quantity and saltwater intrusion problems occur during periods of low rainfall and heavy usage in the summer months. Residents note that education about conservation practices and proper storage of contaminants is called for as growth occurs.

The Community Visioning Session (see Chapter A - Community Vision), yielded a list of priorities for the people of Jonesport related to natural resource conservation.

- Protect both fresh water and saltwater resources.
- Retain existing and acquire new shore access and boat launch areas.
- Preserve and protect beaches, and all natural/marine life.
- Prepare for storm surge and sea level rise.
- Clean up trash on beaches and in other areas of town.
- Ensure that natural resource industries/infrastructure, such as renewable energy, are properly sited and contribute to the regional economy.

People shared their hopes for Jonesport’s regional role:

- Become known as a leader in environmental protection.
- Become a hub for commercial fishing and related activities-including wholesale buyers for all marine products; return lobster processing to the region.
- Work with neighboring communities to become a destination location for experiential tourism and ecotourism by highlighting our shared natural resources.
- Contribute to food sovereignty with community gardens, greenhouses, farm markets, and farms.

Jonesport Youth expressed desire for education about climate change, and to clean up trash on beaches and around town (See Appendix B - Youth Voice).

NATURAL RESOURCES POLICIES AND IMPLEMENTATION STRATEGIES

The people of Jonesport value the natural resources around Jonesport that sustain the fisheries economy and coastal landscape. The importance of commercial fisheries to Jonesport cannot be overestimated. Protecting public shore and water access and maintaining a healthy balance of industry and natural beauty is crucial especially in light of the rate of coastal development. The town will seek to ensure that traditional use of lands and access to water are protected as development pressures increase over the planning period.

Jonesport currently offers protection to its natural resources with locally adopted shoreland zoning regulations, land use and subdivision regulations. The town will continue to update local land use regulations to maintain consistency with local and State of Maine requirements, and has developed the following policies and implementation strategies to help guide future efforts to protect and preserve natural resources:

Natural Resources			
Goal: Jonesport will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
Water Resources			
Protect current and potential drinking water sources.	Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program	Planning Board	Short term, 1-2 years; ongoing
Protect significant surface water resources from pollution and improve water quality where needed.	Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Medium term, 3-5 years
Protect water resources in growth areas while promoting more intensive development in those areas.	Develop an impaired stream watershed management plan to encourage development without stream degradation.	Town committees, in partnership with SCEC	Medium term, 3-5 years
Minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.	Maintain and strengthen public wellhead and aquifer recharge area protection mechanisms, as necessary.	Planning Board	Ongoing, medium term, 3-5 years
	Investigate the status of the aquifer by assessing the flow and quality of private wells.	Select Board	Medium Term, 2-3 years

Natural Resources			
Goal: Jonesport will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Resolve known problem areas and potentially problematic septic systems, for example along Feeney Street where septic systems are located in low, flat areas with poor drainage.	Select Board	Medium term, 2-5 years
Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	Refresh display of information at the municipal office that includes info on water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.	Assistant to the Select Board/Town Clerk	Ongoing
	Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Select Board, Planning Board	1-2 years
	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Planning Board, Select Board, Department of Marine Resources	
Critical Natural Resources			
Conserve critical natural resources in the community.	Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Planning Board	Near term, 1-2 years; ongoing

Natural Resources			
Goal: Jonesport will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Ensure that local land use ordinances require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site. Update ordinances as necessary to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning Board	Ongoing
	Include consideration of pertinent Beginning with Habitat maps and information regarding critical natural resources as part of the regular land use review process.	Planning board	Ongoing
	Participate in the Community Resiliency Partnership and other initiatives for interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Select Board, Planning Board, Sunrise County Economic Council	Immediate; ongoing
	Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Selectboard	Ongoing
	Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	Assistant to the Select Board/Town Clerk	Ongoing

Natural Resources			
Goal: Jonesport will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Work with land trusts and community groups to preserve the peat bogs with a bog boardwalk in the Heaths.	Select Board	Long term, 5-10 years
Agricultural and Forest Resources			
Safeguard lands identified as prime farmland or capable of supporting commercial forestry.	Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	Planning Board	As needed
Support farming and forestry and encourage their economic viability.	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	As needed
	Amend land use ordinances to require commercial or subdivision developments in critical natural areas to maintain areas with prime farmland soils as open space to the greatest extent practicable.	Planning Board	Medium term, 1-3 years
	Limit non-residential development in critical natural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Planning Board	Medium term, 1-3 years
	Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Select Board, Assistants to Board of Selectmen	Ongoing

Natural Resources			
Goal: Jonesport will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
	Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.	Planning Board	Ongoing
	Include land conservation that supports agriculture, commercial forestry operations, and land conservation in local or regional economic development plans.	Select Board, Planning Board	Ongoing
	Support & encourage food sovereignty through community gardens, greenhouses, farmer's markets, and farms.	Selectboard, Healthy Acadia, Friends of the Library, volunteers group	Near term, 1-3 years; ongoing
Marine Resources			
Protect, maintain and, where warranted, improve marine habitat and water quality.	Identify needs for additional recreational access; complete development of Henry Point.	Select Board, Planning Board	Immediate; near term, 1-3 years
Foster water-dependent land uses and balance them with other complementary land uses.	Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Harbor Committee	Ongoing
Maintain and improve harbor management and facilities.	Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	Assistants to Board of Selectmen	Ongoing

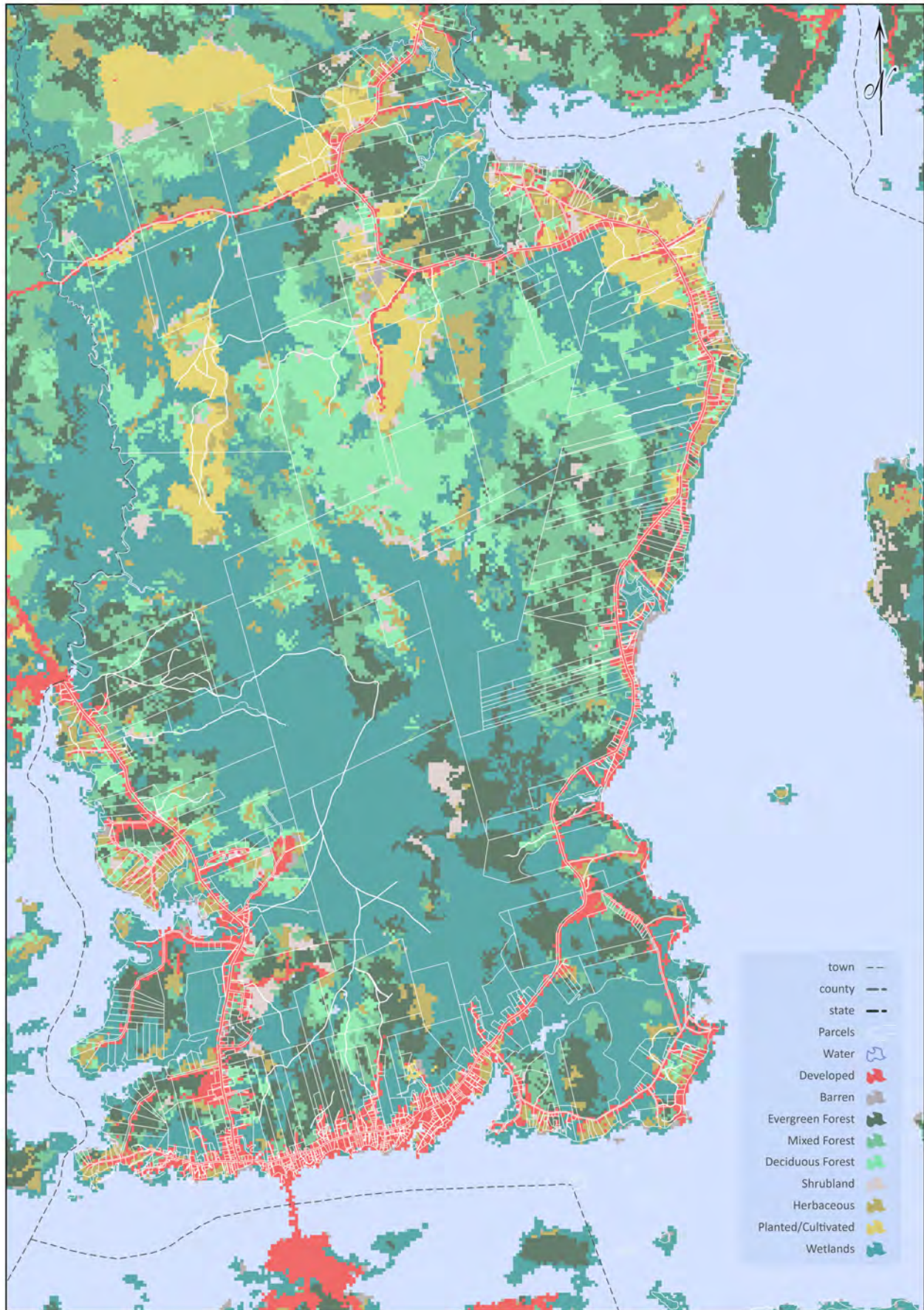
Natural Resources			
Goal: Jonesport will protect and preserve the natural resources on which its economy and quality of life depend.			
Policy	Implementation Strategy	Responsibility	Timeframe
Protect, maintain, and improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.	Implement and support local and regional harbor and bay management plans.	Select Board	Ongoing
	Provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	Select Board	Ongoing
	Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks. Retain/acquire boat launch areas and shore access. Highlight boat building heritage.	Select Board Select Board	Ongoing Ongoing

Education and Traditional Use			
Policy	Implementation Strategy	Responsibility	Timeframe
Educate landowners about saltwater intrusion and water quality issues on the peninsula and outer islands.	Include information about water conservation practices and proper storage of contaminants in educational materials about life on Jonesport.	Selectmen or designated committee	Near term, 1-2 years

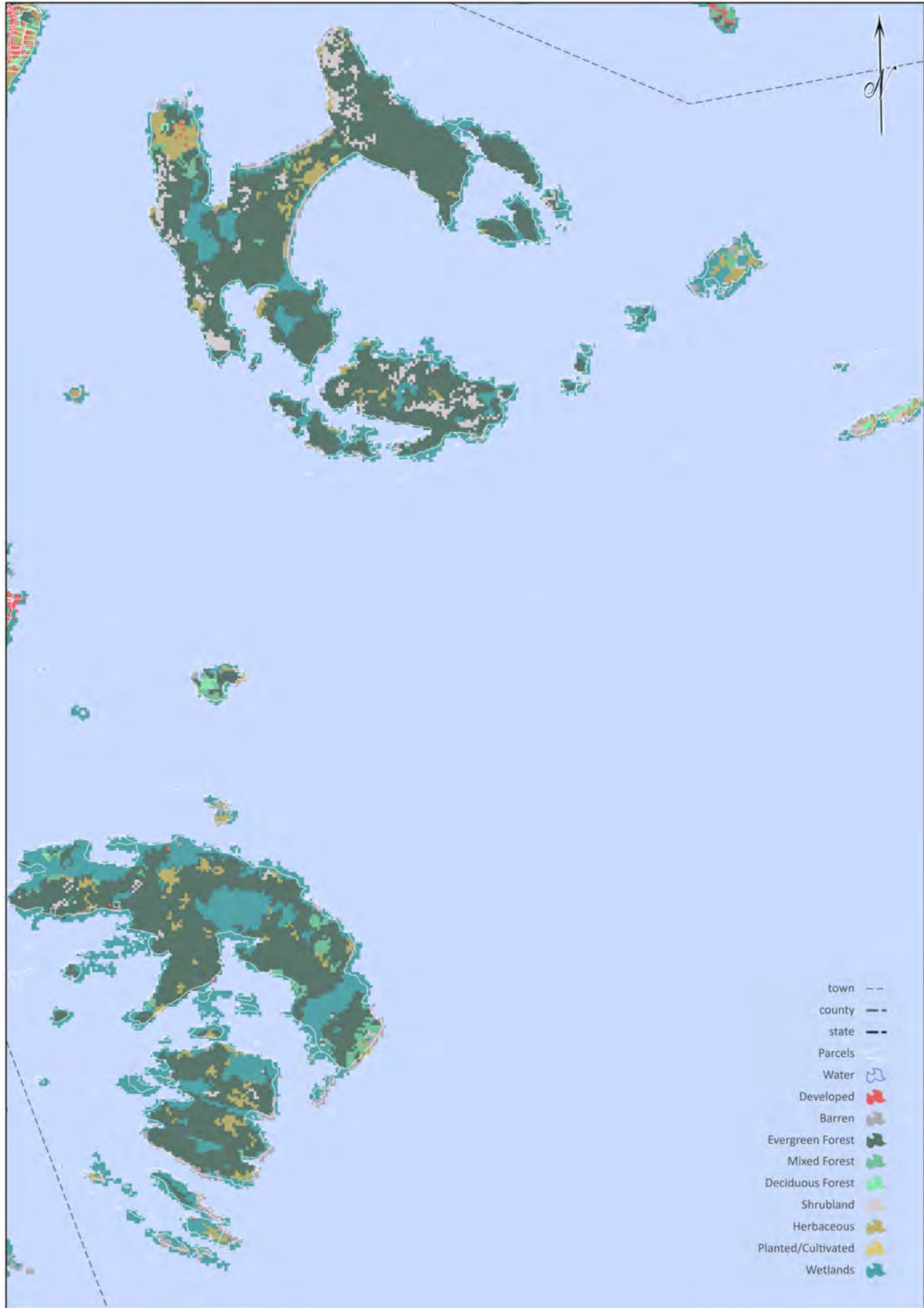
Promote harmony and understanding among newcomers and existing residents over traditional uses of land and water.	Develop educational materials describing traditional uses and practices including issues such as shore access, hunting, working waterfront and commercial fishing, and community institutions. Also, to recognize and understand that activities (noise, traffic, odor, visual sights) associated with commercial marine uses occur at all hours, especially early in the morning. Reprint and distribute the existing Moosabec guide to the working waterfront (created by WCCOG for the Town).	Selectmen or designated committee	Immediate; ongoing
	Distribute these materials at town offices, schools and local businesses including real estate firms.	Selectmen or their designee	Near term, 1-2 years
Ensure that traditional use of lands and access to water are protected as development pressures increase.	Seek resources to research existing models and to develop an arbitration/mediation procedure for conflict resolution among residents and users of the resources on Jonesport	Selectmen	Near term, 1-2 years
	Refine the existing inventory (on a map and listed by property location) of all existing roads, trails and traditional access points to the water.	Selectmen; Planning Board	Near term, 1-2 years
	The town has identified the Indian River estuary as an area where public access is needed for commercial fishing activities and the town will seek to acquire access in this area.	Selectmen	Near term, 1-2 years
	Use this inventory to seek protection of these features when reviewing proposals for subdivision or development.	Selectmen; Planning Board	Near term, 1-2 years

	<p>Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private landowners to secure these accesses will include:</p> <ul style="list-style-type: none"> • Acknowledgement/celebration of landowners who continue the centuries old practice of allowing public use of their lands; • Informal agreements allowing public use of lands; • More formal agreements allowing public use of lands until and unless problems arise from disrespectful use of private land (eg. Leaving gates open, littering, vandalism); • Providing property tax incentives to property owners who grant written, revocable rights of access across their property; • Purchasing rights of first refusal for access points or property of critical importance to the fishery; <p>Purchasing permanent easements or fee title to access points or property of critical importance to the fishery.</p>	Selectmen; Planning Board	Near term, 1-2 years
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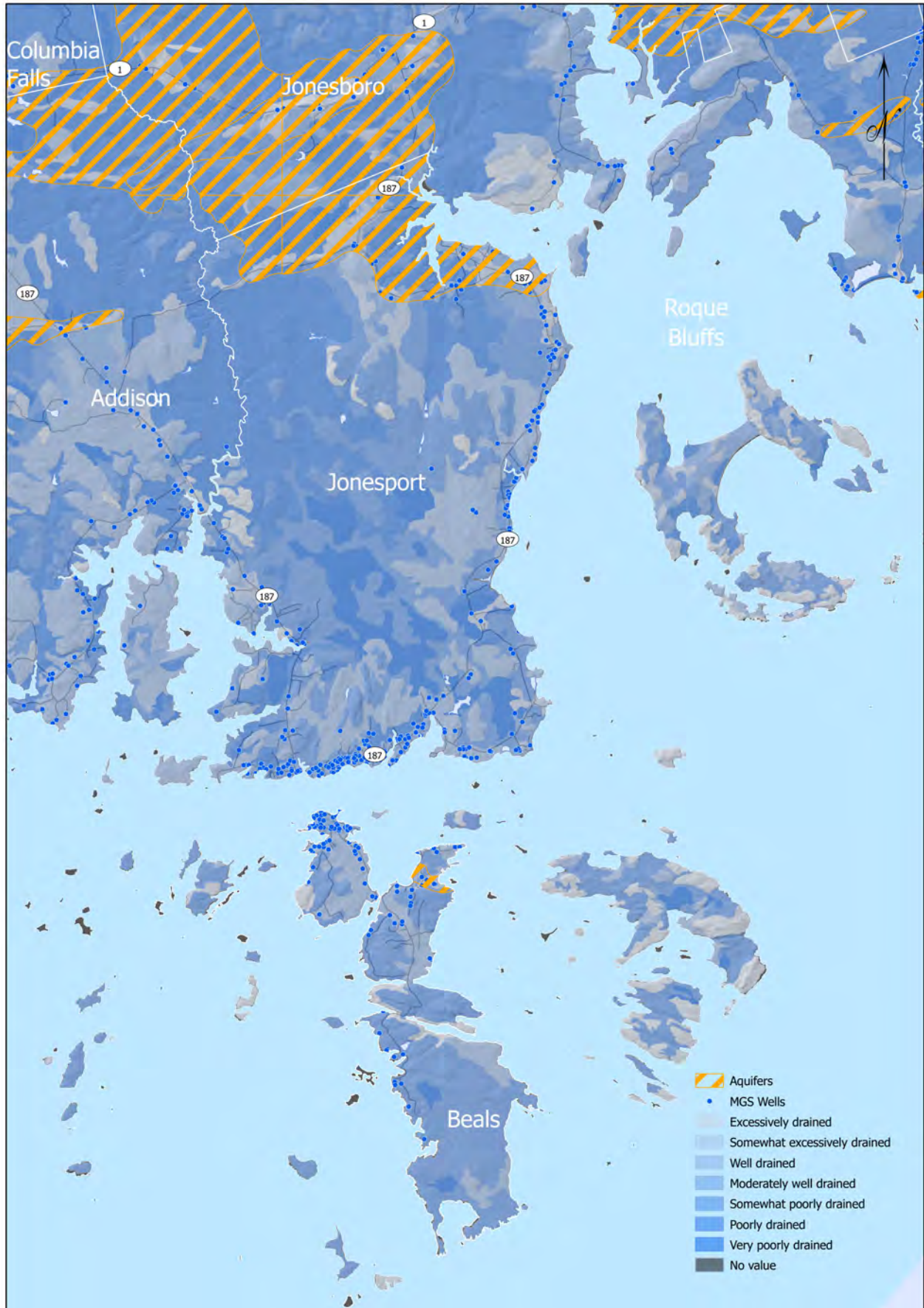
	Work with neighboring communities to become a destination location highlighting its natural resources and show visitors “real Maine”.		Immediate; ongoing
Climate Resiliency	Monitor climate change effects on the fishery and seek assistance to mitigate reduction in harvest. This pilot project closely aligns with Jonesport’s enrollment in Maine’s Community Resilience Partnership.		Near term, 1-2 years; ongoing
	Storm surge and sea level rise preparedness.		Near term, 1-2 years; ongoing
	Work with youth to develop climate change/resiliency education and opportunities for youth to engage in adaptation planning.	School district with Healthy Acadia and Sunrise County Economic Council	Near term, 1-2 years; ongoing



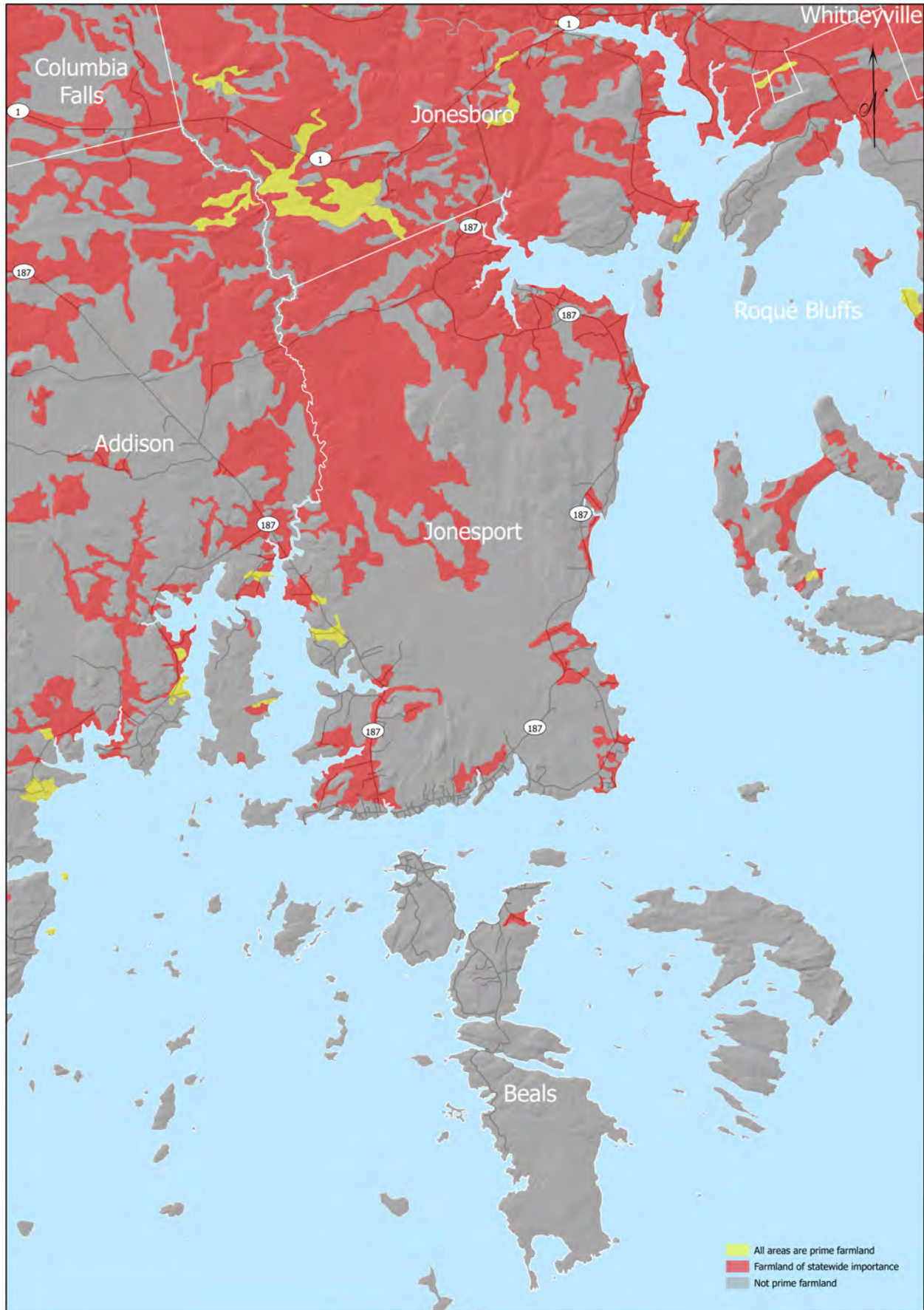
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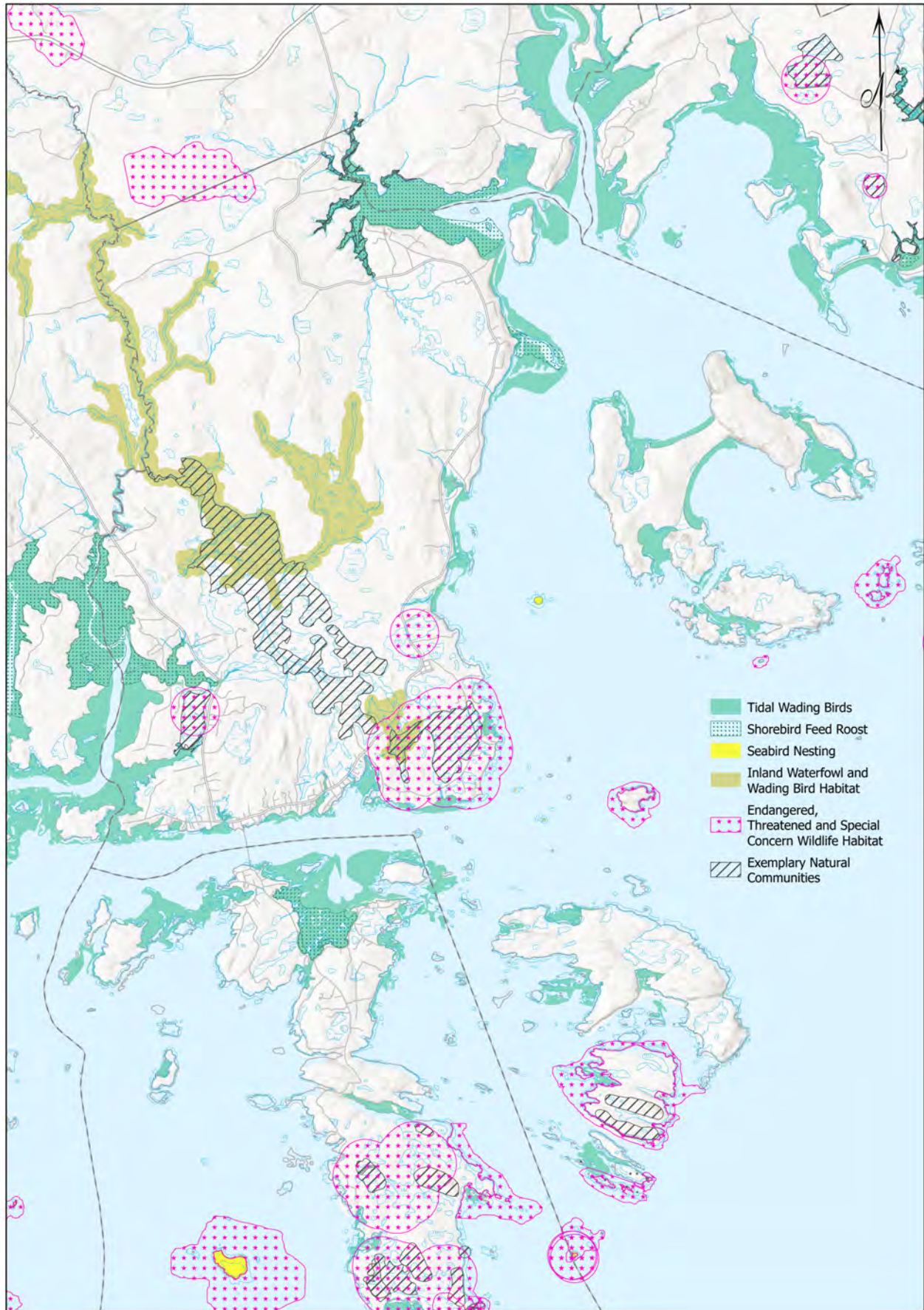
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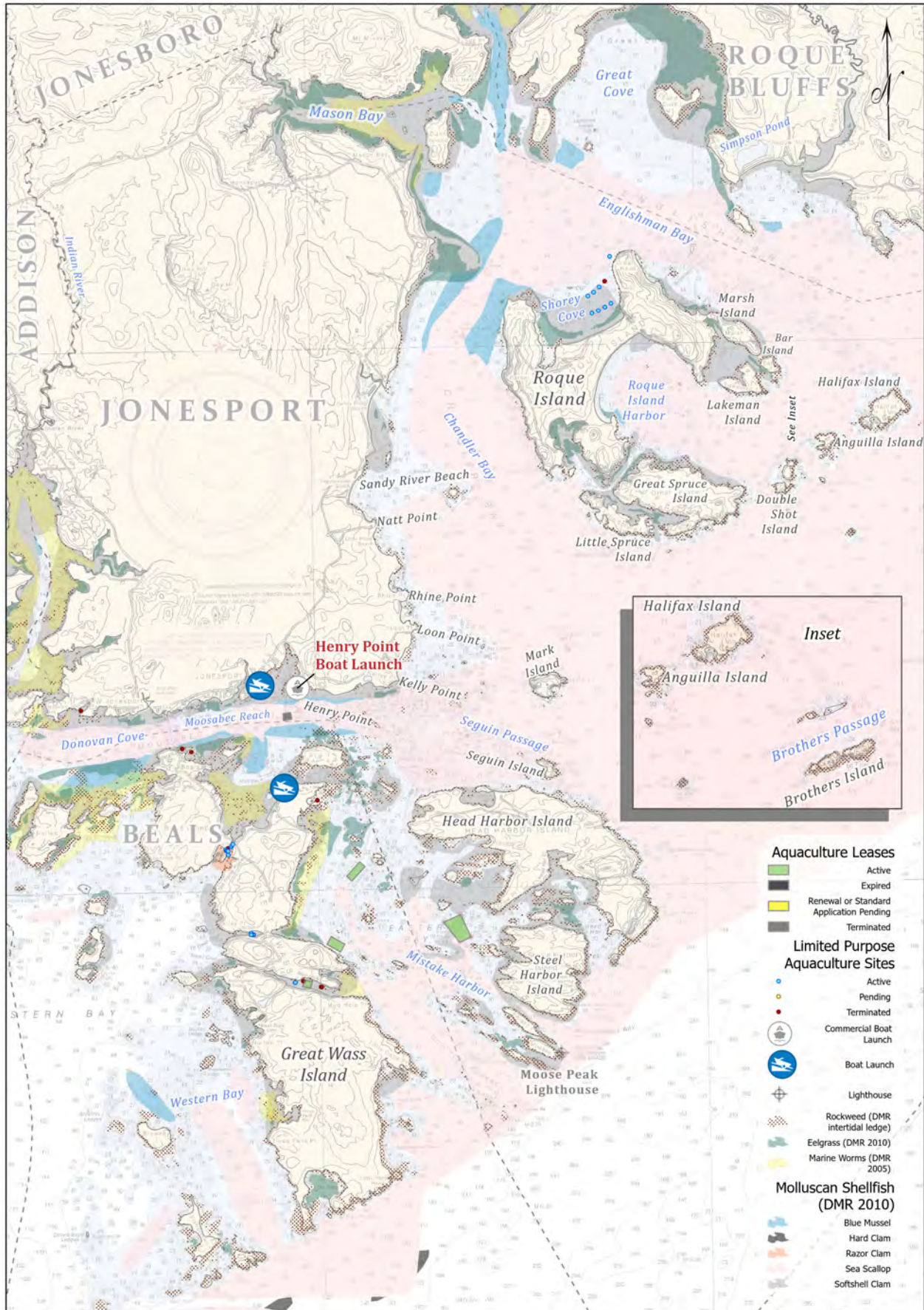
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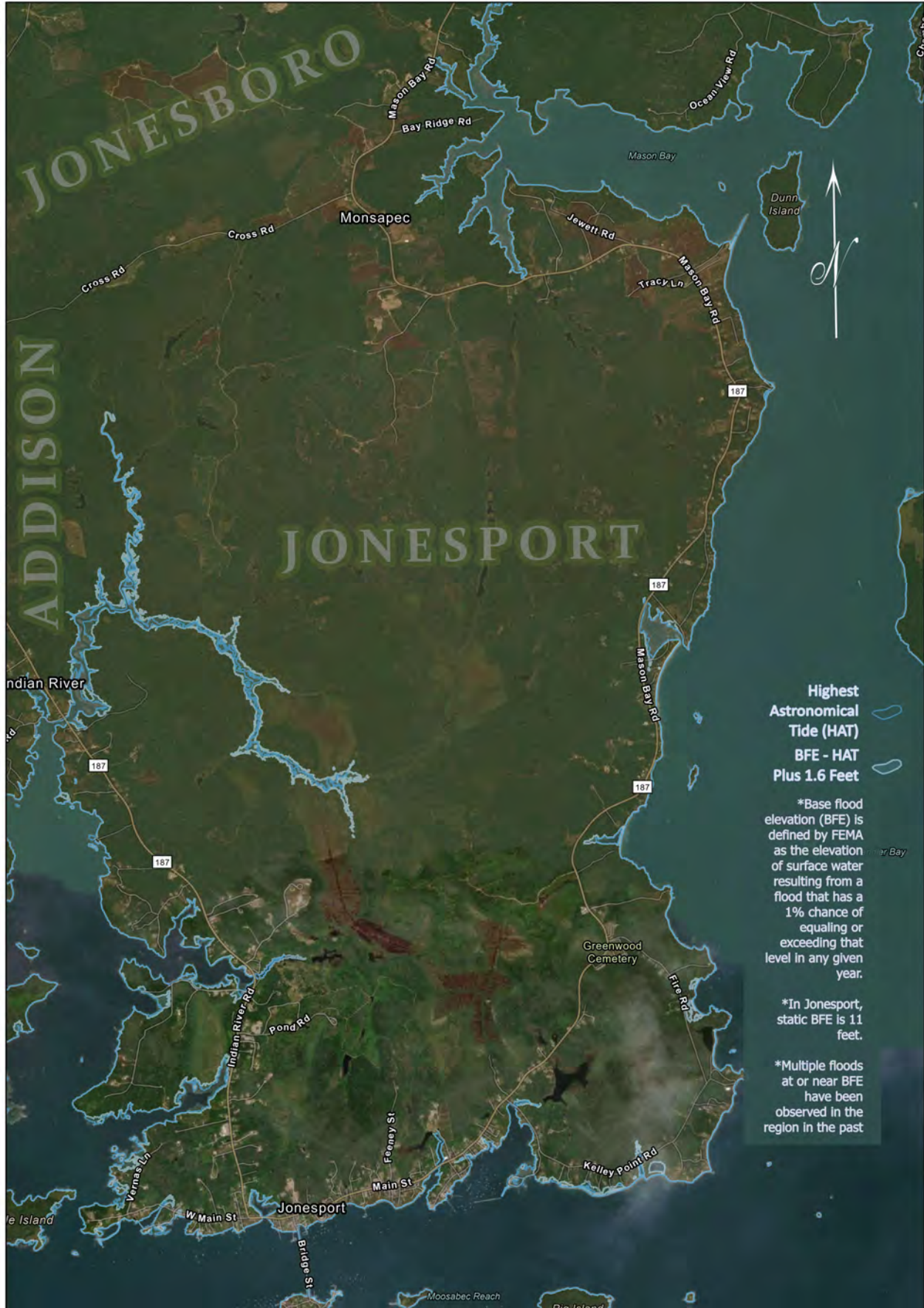


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0 0.5 1 Miles





Highest Astronomical Tide (HAT) BFE - HAT Plus 1.6 Feet

*Base flood elevation (BFE) is defined by FEMA as the elevation of surface water resulting from a flood that has a 1% chance of equalling or exceeding that level in any given year.

*In Jonesport, static BFE is 11 feet.

*Multiple floods at or near BFE have been observed in the region in the past





**Highest
 Astronomical
 Tide (HAT)
 BFE - HAT
 Plus 1.6 Feet**

*Base flood elevation (BFE) is defined by FEMA as the elevation of surface water resulting from a flood that has a 1% chance of equalling or exceeding that level in any given year.

*In Jonesport, static BFE is 11 feet.

*Multiple floods at or near BFE have been observed in the region in the past several years.

Map prepared by Amy Dowley
 University of Maine at Machias GIS Laboratory & Service Center, 2022
 Data Sources: MEIGIS, DARG, USGS, MITW
 Basemap: Esri Community Maps Contributors, Province of New Brunswick, © OpenStreetMap, Microsoft, Esri, Canada, Esri, HERE, Garmin, Sategraph, Geotechnologies, Inc, METI/ANSA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada, Maxar
 Projection: NAD 1983 UTM, Zone 19N

M. LAND USE AND DEVELOPMENT

Past Development Trends

The earliest settlements in Jonesport developed around maritime industry. When all travel was by water, many lived on the islands close to the fish stocks. With the advent of gas engines and roads many moved their livelihoods and houses to the mainland. The original business district of Jonesport was located at Indian River and was comprised of a large sawmill, a shipyard, and mail center. Jonesport became a trading center for the outlying islands and the business district was moved to Main Street to be closer to commerce in Moosabec Reach. Sea captains built their homes in Jonesport, a good port down east on the sailing route from Boston to Canada.

Jonesport reached its peak in development and population during the first two decades of the twentieth century. Several sardine factories existed, but when the transportation of goods switched from sailing vessels to trains and trucks these factories ultimately closed. The loss of ocean commerce resulted in a decrease in the town's population, but the remaining residents continued to make their livelihood from farming and fishing.

Commercial wild blueberry production has been an important commercial agricultural crop in Washington County for over a century. The north/northeastern portion of Jonesport contains thousands of acres of land that remains undeveloped today because the deep sand and gravel substrate is perfect for wild blueberry production. As both profit and demand decrease, smaller wild blueberry farmers in Washington County are reducing or halting production or selling their fields for development.

The fishing industry remains the economic mainstay of the community. Although traditionally most fishing families lived on the shore and had their own access to marine resources, many fishermen have moved inland as shorefront property values increase. Many private access points still exist along the shoreline, but many more fishermen are restricted to Sawyers Wharf in downtown Jonesport. Therefore, to achieve the community's stated Vision, public waterfront access and space for maritime-dependent uses in the village area of Jonesport should be protected and preserved.

Existing Land Use

The village center of Jonesport is densely developed with residential, public, and commercial uses and extensive public and private maritime facilities. The village center includes retail stores, a pizza shop, banks, gas and service stations, construction businesses, home-based businesses, lobster pounds, wharves, and a shellfish processor. The fire and ambulance stations, post office,

library, historical society, ballfield, and public wharf are all located in the village center. Most lots in the village are not more than 30,000 square feet, the current minimum lot size.

Although tourism in Jonesport is increasing, the lack of downtown water and sewer infrastructure prohibits development of larger dining and lodging establishments on many lots. Overall, Jonesport does not have the infrastructure necessary to support a much larger number of visitors than occurs today. There are no hotels or motels in Jonesport, but the Town does own a small campground, and there are a growing number of short-term rentals listed on sites like Air BnB and VRBO. There are four restaurants in Jonesport: Moosabec video & variety (sit down & takeout), Harbor House (sit down & alcohol served), Jonesport Pizza (sit down & take out), and Stewart's (take out). A seasonal seafood takeout eatery just across the bridge in Beals, which was very popular with visitors, just recently closed. A large retail gallery located downtown sells the work of artists in the region, and there are several homebased galleries and studios nearby. The town Library is also active in promoting local artists and art activities for local schools. Visitors have boat access in the center of town, directly next to the Historical Society, providing an opportunity to develop unique maritime heritage tourism assets.

Other concentrations of development outside of the village area include Coast Guard housing north on Route 187 on the eastern side of the peninsula; residential development on the two points of land in the southernmost part of the Indian River estuary; and the medical and dental clinics, schools, and superintendent's office off Route 187 about 2 miles north of Main Street. Blueberry cultivation is the dominant land use in the northern quarter of Jonesport. There are also moorings for several lobster boats and some outboards and skiffs in the Flake Point Bar area.

Locations and Types of Recent development

Over the past several decades, residential development has expanded along the eastern side of the peninsula along the main artery of Route 187. Exceptional ocean views and larger lots with easy road access attract both residential and commercial uses. Inland lots are being developed with more affordable modular and mobile homes; new residential construction occurs primarily along the shorefront.

Between the 1980s and 2000s, over 30 major residential subdivisions were created (greater than 5 lots, up to 20 lots). More recent developments are occurring lot-by-lot. Low density agricultural land is now being sold for single lot development. Between 2017 and 2021, building permits were issued for thirteen newly constructed homes and fifteen mobile homes. Five commercial or industrial permits were issued.

Beginning in early 2020, home sales have skyrocketed in Jonesport as well as in all of Washington County. At least 100 existing homes have sold, mostly to new year-round residents. Some of these houses were historic buildings and are being renovated. An unknown percentage of these homes were sold for use as short-term rentals. Communities across Maine and beyond, and in Washington County, are considering how to manage the location or number of short-term rentals.

The rapid rate of converting homes to short-term rentals is exacerbating housing shortages all over the nation, and especially in Downeast Maine with its exceptionally old housing stock. Housing shortages are detrimental to economic growth. It means people cannot move to the area to fill the workforce shortages or the schools. Converting a home in a higher density residential neighborhood into an Air BnB has land use implications regarding increased traffic, noise, light, and social activity.

Recent Development & Community Vision

The pattern of land use development over the past 10 years is primarily residential with some commercial lot-by-lot development along the roadways and shoreline. Continued lot-by-lot development and renovation of empty or underutilized structures does not contradict the community's vision and is consistent with historic development patterns.

More recently, historic homes have been purchased and are being restored. Some residential or commercial buildings will likely require change of use review as new property owners reinvent a site. Inevitably, some older structures will be removed, as many of them are in some state of disrepair. It is important for communities to consider the importance of their historic buildings and develop a plan for how to preserve those that matter most. Maine Preservation and the Maine Community Foundation are non-profit organizations that offer resources that Towns can use to guide them.

The 2004 Comprehensive Plan does not describe a specific community vision, but a summary of results from the 2003 public opinion survey indicate that citizens prefer Jonesport being an active rural fishing village with quaint architecture and clean properties, downtown water and sewer services, safe family oriented neighborhoods, facilities and services for the youth and elderly, housing and taxes that are affordable to younger and long-term residents and families, and new employment opportunities.

The 2022 Comprehensive Plan includes a detailed Vision Statement with essentially the same community desires as outlined in 2004. The 2022 Vision Statement describes Jonesport as a thriving maritime community with a vibrant village center that is a regional destination for visitors to experience the town's heritage and natural environment.

The vision includes several land-use related ideas:

- Expanded outdoor recreation infrastructure
- Safe transportation and mobility options for bicyclists, pedestrians, and those in wheelchairs.
- Preservation of cultural and historic sites
- Revitalization of vacant or underutilized buildings
- Space for outdoor community events like farmer’s markets and live performances
- Home-based businesses and telework – Broadband
- Natural resource industries/infrastructure, such as renewable energy
-

Present Land Use Regulations

Existing Land Use Ordinances

The Town of Jonesport primarily relies on the minimum State-required regulatory measures to guide the nature and pattern of land development. Jonesport also adopted limited Floodplain, Subdivision, Shoreland, and Land Use standards. Jonesport utilizes minimum state development codes including the Maine State Plumbing Code, National Electrical Code, and National Fire Protection Association regulations.

Jonesport’s Land Use and Development Ordinance was adopted in January 1988 to protect property owners from new uses of land or structures which would make their own property less desirable and to protect the established character, social and economic stability of the Town of Jonesport.

The **Land Use Ordinance**, last updated in March 2022, sets forth development standards and provides a Table of Uses for five land use districts):

1. Resource Protection
2. Limited Residential Recreational
3. General Development
4. Harbor
5. Maritime Activities

Jonesport’s Shoreland Zoning Ordinance, adopted in 1991 and last updated in March 2022, regulates land use within the following Districts:

1. Resource Protection
2. Limited Residential

3. Limited Commercial
4. General Development I & II
5. Commercial Fisheries/Maritime Activities
6. Stream Protection

Subdivision Regulations were adopted in January 1988 and “re-written” in May 2012. The Floodplain Management Ordinance includes a section on sub-divisions; it was adopted in 1996 and has not been updated. The Subdivision regulations are currently being updated to match current State and Federal standards regarding Subdivisions.

Floodplain Regulations

Jonesport does participate in the National Flood Insurance Program. The Floodplain Management Ordinance along with new Floodplain Maps was adopted in 1996 but has not been updated since then. The Floodplain regulations and maps are currently being updated to match current State and Federal standards regarding floodplain regulations and maps.

The **2004 Comprehensive Plan** proposed Growth Areas with four specific Land Use Districts: Medium Density Residential, Residential & Home-Based Business, Village Mixed Use, and Commercial Fisheries/Maritime Activities. The 2004 Comprehensive Plan also proposed Rural Areas with three specific Land Use Districts: Rural Residential, Agricultural Protection, and Resource Protection. Only two of these districts (Maritime Activities and Resource Protection) are addressed in either the current Land Use and Development or Shoreland Ordinances; the rest were not acted upon.

Enforcement Capacity

Washington County does not have many CEOs to choose from and many Towns share a CEO. The current Code Enforcement Officer is responsible for several towns, as well as having a full-time job. The Comprehensive Planning Committee feels that the Town should not be burdened further with regulations that are not able to be enforced due to staffing capacity. Therefore, any Future Land Use Districts proposed within this chapter should be minimal, simple, and clear, and should facilitate development that is consistent with the Community Vision as described within this Comprehensive Plan.

Future Land Use Planning

Regulatory and Non-Regulatory Measures to Promote Development Consistent with the Community’s Vision

Feedback from both the Community Survey and Community Visioning session revealed an emphasis on improving community development, preserving open space and other natural resources, encouraging small locally owned businesses and home-based businesses, and only regulating growth to the extent needed to maintain the small-town atmosphere and a vibrant working waterfront.

Participants in the Community Survey and Community Visioning session identified specific types of desired development that would help Jonesport expand its economy and population while remaining true to its rural character, coastal culture, and commercial maritime heritage. Participant responses that directly relate to a Future Land Use plan are listed here.

Citizen Ideas for Future Land Use in Jonesport

- Retain/acquire/expand commercial working waterfront and shore access.
- Separate commercial uses from residential areas.
- Restrict solar farms along SR 187 (Main St) to protect the scenic views.
- Accommodate hydropower.
- Accommodate small industrial businesses.
- Consider re-use of the former IGA on Main Street (examples - science or cultural center).
- Encourage development of affordable housing in residential areas for seniors, Coast Guard, and low-income residents.
- Develop recreation areas - hiking trails across from Sandy River Beach; paved Waterfront walkway between Old House Point and Wharf St; bike routes (on- and off-road).
- Ensure wheelchair access throughout town; sidewalk repairs and construction.
- Enforce removal of junk/debris from private properties.
- Encourage development of eating establishments in the downtown village area.
- Install municipal sewer and water downtown.
- Preserve historic buildings in Sawyer Square.
- Prepare for storm surge and sea level rise.
- Maintain/preserve view at the Sculpture Park and other waterfront locations.

Land use zones such as Light Industrial, Public Infrastructure (solar, wind, hydro), Historic Village, Multi-Family Residential, and Scenic Preservation are examples of types of land use districts that could be explored going forward. Delineating land use zones could help prioritize where to invest Town infrastructure funds or direct development incentives. Land use ordinances can be crafted to encourage well-designed developments that meet the collective goals of the community and facilitate desired economic growth as well as preserving natural areas for outdoor recreation, wildlife habitat, and healthy ecosystem functions.

Any potential future zone changes and proposed ordinances affecting private land must be discussed openly with property owners within those areas and must be reviewed, drafted, and voted in through a town-wide public process.

Incentives that could help the Town encourage the preferred types of development include things like:

- Tax breaks for new businesses, even if temporary.
- Design standards or land-use zones specifically intended to encourage multi-family housing or subdivisions.
- Assistance with restoration of downtown buildings and those placed on the National Historic Register.

Participation in the Community Development Block Grant program (CDBG) could open access to housing, business development, and historic preservation funds through the Downtown Revitalization, Economic Development, Microenterprise Assistance, and Housing Assistance programs.

An option for protecting scenic areas, high-value natural resources, and expanding public access to outdoor recreation areas is to cooperate with local land trusts. Land trusts have the funds and tax advantage alternatives to compensate private landowners who voluntarily place a conservation easement on their property to restrict future development, or who choose to sell or donate it outright to preserve its habitat, ecosystem, and public access values.

Jonesport has considered the advantages and disadvantages of building a public water/wastewater system downtown for many years. The lack of this infrastructure hampers certain types of development due to small lot sizes and the distance requirements between wells, septic tanks, and property boundaries. Jonesport residents are divided on the desire for town water or wastewater facilities. Some residents express concern about the cost of these public utilities, a burden that would be shared by all taxpayers, not only service recipients. Some note that there is very little land in the downtown that could even accommodate a business of the type and size that would require public sewer/water - for example, a larger sit-down restaurant may not be feasible, but there are some lots that could accommodate a smaller restaurant on a private septic and well.

The minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least ten years into the future depends on the type of private development being proposed (the Town does not anticipate any investments in

residential, commercial, or industrial developments). Multi-family housing, or single-family homes on small lots, would allow far more residential use than single-family homes on larger lots. The northwest area of Jonesport includes thousands of acres of undeveloped land, which could accommodate larger industrial, manufacturing, and commercial uses, as well as larger subdivisions or single/multi-family residential development.

Accommodation of New Residential Units and Larger Scale Developments

The only known large commercial development proposed at this time is for a major aquaculture company's land-based facility. They do not intend to develop housing but have considered transient worker accommodations which might be located on their proposed "campus". Many of the 75-100 potential new employees are likely to already live locally. It is likely that the development would result in new residents opening businesses or starting families in the area, which would to some degree affect school, transportation, and public service infrastructure in Jonesport. At this time, there is plenty of undeveloped land in the northeastern section of Jonesport.

Alignment with Community Vision

Jonesport residents envision a future where Jonesport is a thriving maritime community and a regional destination for ecotourism and experiential tourism where residents and visitors may learn about and appreciate the town's heritage and natural environment. They would like to see vacant or underutilized buildings revitalized or repurposed, and would like natural resource industries/infrastructure, such as renewable energy, to be properly sited and contribute to the regional economy. (For more information, see Chapter A - Community Vision & Executive Summary, Appendix A - Community Survey, and Appendix B - Youth Vision.)

The Future Land Use Plan supports infill development for commercial uses in the village, multi-family residential development in areas immediately adjacent to the village, and commercial water-dependent development along the southern shoreline. The Future Plan also accommodates larger scale industrial or manufacturing uses, such as solar or wind farms, in areas that would protect scenic coastal views and would be removed from most residential and smaller scale commercial developments.

Configuration of Growth Areas

The proposed areas are defined by existing types of development and infrastructure, including primary transportation routes, and the location of land that is suitable for siting sewer and water

systems. Expanding the Village area takes into consideration the possibility of future Town investments in public water or wastewater, and the proximity of undeveloped lots to the main street (Route 187). Expanding the Medium-Density Residential area accounts for the need for slightly larger lots that can accommodate private sewer/water systems on site and connects existing residential areas to Route 187. The proposed General Development District incorporates land that can accommodate large sewer/water systems and development footprints while protecting the region's aquifer and remaining separated from existing residential areas.

PROPOSED LAND USE DISTRICTS

Growth management legislation requires the designation of growth and rural areas in comprehensive plans. The designation of growth areas is intended to direct development to areas most suitable for growth and away from areas where growth would have a negative impact on rural resources. Based on growth management principles, growth areas should be located close to municipal services to minimize the cost to the municipality of delivering these services. The designation of rural areas is intended to protect agricultural, forest, wildlife habitat, scenic areas, and other open space areas from incompatible development.

There is no municipal water or sewerage service in any area of Jonesport. Only detailed site-specific analysis can determine land suitable for development and at what densities. In addition, the comprehensive plan has not assessed the individual landowner's desires to sell their land for development and for what type of development, to develop it themselves, or to leave it undeveloped.

This document serves as a guide to achieving land use goals in the next 5 to 10 years - it is not an ordinance or rule. The purpose of the future land use plan and map is to identify the best locations for anticipated growth in order to encourage development that supports the community's vision for their future (as outlined in Chapter A - Community Vision and Executive Summary). The proposed land use plan does not identify specific parcels. All land use districts and land use ordinances that may be developed from this proposed plan must be proposed by the Planning Board and enacted through a public process and town-wide vote.

Growth Areas

The current Land Use Ordinance sets forth development standards for five land use districts:

1. Resource Protection
2. Limited Residential/Recreational
3. General Development

4. Harbor
5. Maritime Activities

Jonesport proposes several Growth districts intended to guide growth in three ways:

1. Enable small commercial developments, home based businesses, commercial fisheries, and marine industry activities to continue in and near the village and denser residential areas.
2. Encourage housing developments, including multi-family housing, that are affordable for the families, workforce, retirees, and older residents.
3. Separate heavier commercial or industrial use from residential and village areas.

Three districts proposed as growth areas are described below and illustrated on Map: Proposed Future Land Use at the end of this section. These include one new district designation - **General Development** - and an expansion of the existing **Medium Density Residential** and **Village/Mixed-Use** Districts.

Areas outside of these three growth districts are designated as **Rural Residential** and are intended to protect natural resources while allowing lighter residential and agricultural development.

Medium Density Residential District (MDR)

The purpose of the Medium Density Residential district is to support an existing pattern of residential & home-based business development in areas where neighborhoods are already established. Current land uses and development activity includes agricultural, residential, light commercial, and home-based businesses.

The Medium Density Residential District occurs on the eastern and western shorelines of Jonesport. On the east, it extends from downtown, around Kelley Point and beyond Sandy River Beach, and ends at the top of Englishman Bay south of Flake Point Bar. To the west, the future Medium Density Residential District consists of the existing MDR district and the existing Low-Density District just to the south along the Chandler River. Both areas are currently developed at a lower density with mixed uses of rural residential and light commercial.

Any revisions to the land use ordinance will specify the types and sizes (footprint and height) of commercial uses allowed and will incorporate commercial development standards, such as traffic, noise, lighting, emissions, outdoor storage, runoff, buffering, and other standards that will ensure any new or expanded commercial developments are compatible with residential uses. Smaller minimum lot sizes (30,000 – 40,000 square feet) and limited frontage (150 feet) exist, and the same pattern will be continued.

Village/Mixed Use District (V/MU)

The purpose of the Village/Mixed Use district is to retain the unique character of the downtown area, which is a high-density mix of residential, municipal, and commercial use area. The current mixture of land use and development activity includes municipal, commercial, maritime-commercial, single-family (primarily) residential, and home-based businesses.

The Village/Mixed Use district includes the existing V/MU district plus an extension to the northeast of the village center that is currently zoned as a Rural Area for Seasonal Uses. The additional V/MU area is currently undeveloped.

This area could be easily accessed off of Main Street (Route 187) and the land is suitable for development. It is adjacent to and surrounded on three sides by the existing V/MU area. If in the future the Town should choose to expand an existing or install a new water/wastewater system to accommodate commercial growth, this area provides a good option.

Any revision to the land use ordinance will specify the types and sizes of commercial uses allowed. The schedule of uses will be consistent with current and existing development. Performance standards will be developed within the land use ordinance to include access requirements, parking, landscaping, signage, as well as design criteria to ensure attractive development. Coordinated access among commercial site plans and secondary service roads will be encouraged. Smaller minimum lot sizes (30,000 – 40,000 square feet) and limited frontage (150 feet) exist, and the same pattern will be continued.

General Development District (GD)

The purpose of the General Development District is to accommodate larger commercial, manufacturing, and industrial uses in Jonesport without compromising the character of existing, more densely developed residential neighborhoods or the Village area, and without compromising important natural resources.

The General Development District is in the northeast section of Jonesport and west of Great Bar across an area that currently includes three land use designations - Low Density Residential/Agricultural Land, Low Density Residential/Home Based Businesses, and Seasonal Uses. The area is to the south of the significant aquifer and north of an inland network of streams (See Map: Natural Resources and Chapter L - Natural Resources). Current land uses and development activities include agricultural, residential, commercial, and home-based businesses. Current lot size and road frontage are quite varied, and any new ordinance would allow that pattern to continue.

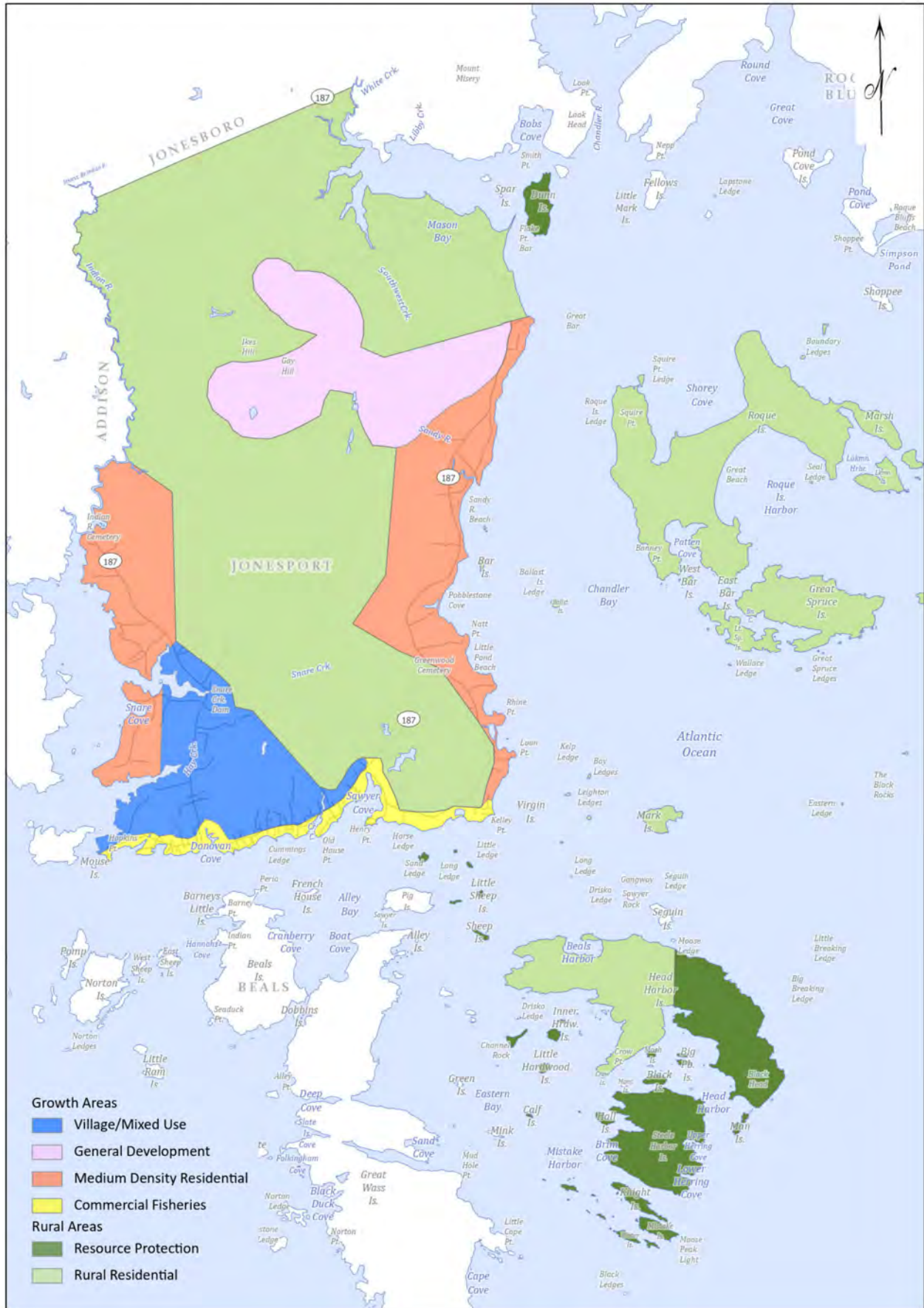
Any revisions to the land use ordinance will specify the types and sizes (footprint and height) of commercial uses allowed and will incorporate development standards for commercial, manufacturing, or industrial uses, such as for traffic, noise, lighting, emissions, runoff, buffering, impervious surface, and other standards that will ensure any new or expanded commercial developments protect nearby natural resources, including wildlife habitat, water quality, and open space such as agricultural and recreational uses.

LAND USE POLICIES AND IMPLEMENTATION STRATEGIES

Goals	Strategies	Responsibility	Timeline
Coordinate Jonesport's land use strategies with other local and regional land use planning efforts.	Assign responsibility for implementing and periodically updating the Future Land Use Plan to the Planning Board and Selectboard.	Select Board, Planning Board	Ongoing - At least every five years or with significant changes to the community.
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Planning Board	Ongoing
Support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.	Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact, or amend local ordinances as appropriate to: a. Clearly define the desired scale, intensity, and location of future development; b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and	Planning Board	Ongoing, requires regular consideration of current issues

Goals	Strategies	Responsibility	Timeline
	<p>c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources.</p> <p>d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.</p>		
	Track new development in the community by type and location.	Select Board, Planning Board	Ongoing
	Develop design standards or land-use zones specifically intended to encourage multi-family housing or subdivisions.	Planning Board	Near term - 1-3 years
	Support property owners who want to restore downtown buildings, especially those placed on the National Historic Register.	Select Board	Ongoing
Support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Select Board	Annual budget, and ongoing
	Complete development of a working waterfront at Henry Point.	Select Board	Near term, 1-3 years
	Find a solution to the need for public water/wastewater in the village to support larger commercial developments, like restaurants and lodging.	Select Board	Near term, 1-3 years
	Direct a minimum of 75% of new municipal growth-related	Select Board	Ongoing, included in

Goals	Strategies	Responsibility	Timeline
	capital investments into designated growth areas identified in the Future Land Use Plan.		annual budget review
	Explore possible incentives for new business development.	Select Board, Planning Board	Near term, 1-3 years
Maintain/Update efficient permitting procedures, especially in growth areas.	Provide the code enforcement officer with the tools and support necessary to enforce land use regulations and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Select Board, Planning Board	Ongoing
	The Subdivision regulations and maps should be updated as soon as possible to match current State and Federal subdivision regulations.	Planning Board	Immediate
Protect critical rural and critical waterfront areas from the impacts of development.	The Floodplain regulations and maps should be updated as soon as possible to match current State and Federal floodplain regulations and maps.	Planning Board	Immediate
	Resolve known problem areas and potentially problematic septic systems, such as along Feeney Street where septic systems are located in low, flat areas with poor drainage.	Select Board	Near term - 1-3 years



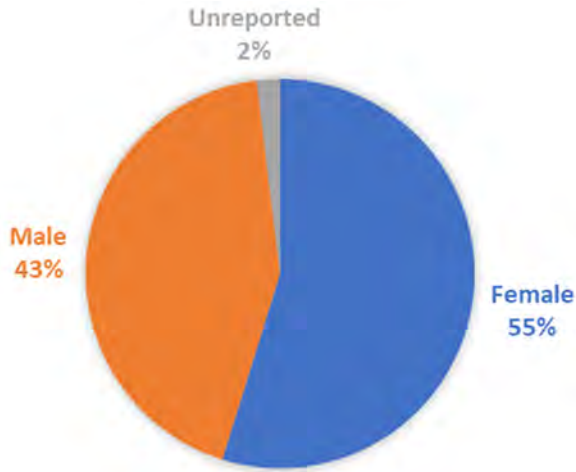


Jonesport Community Survey

2021

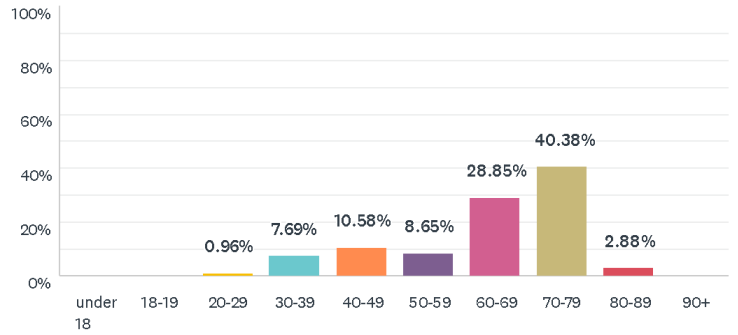
Q1 My gender identity is

Answered: 104 Skipped: 2



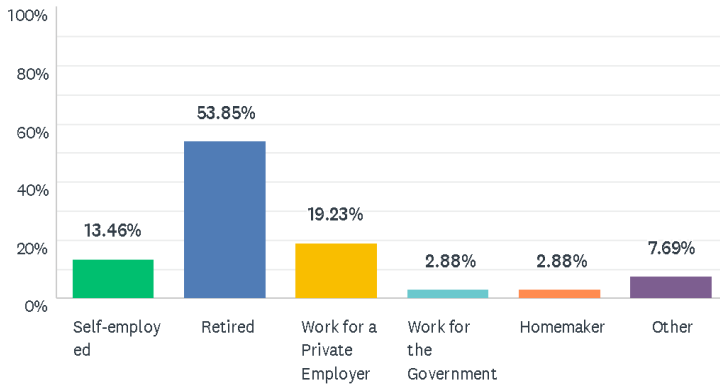
Q2 My age is

Answered: 104 Skipped: 2



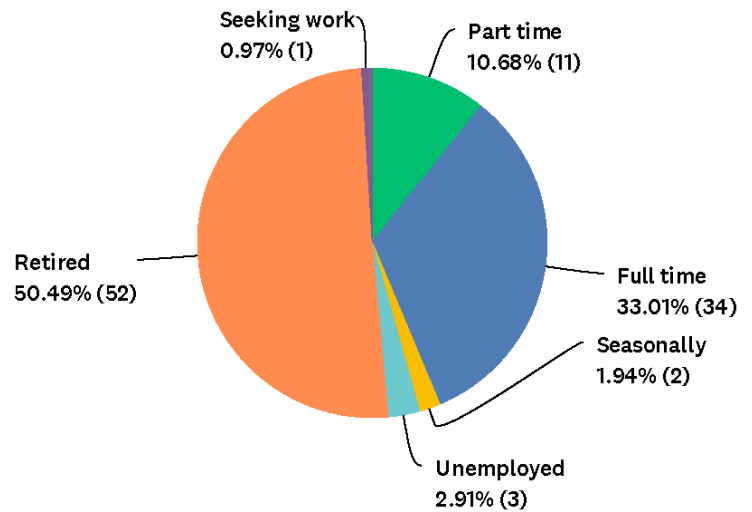
Q3 I am

Answered: 104 Skipped: 2



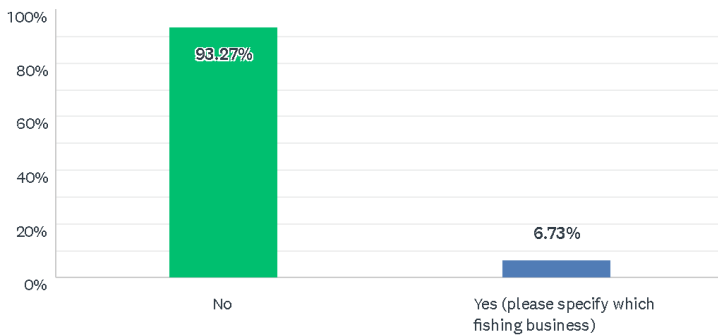
Q4 I work

Answered: 103 Skipped: 3



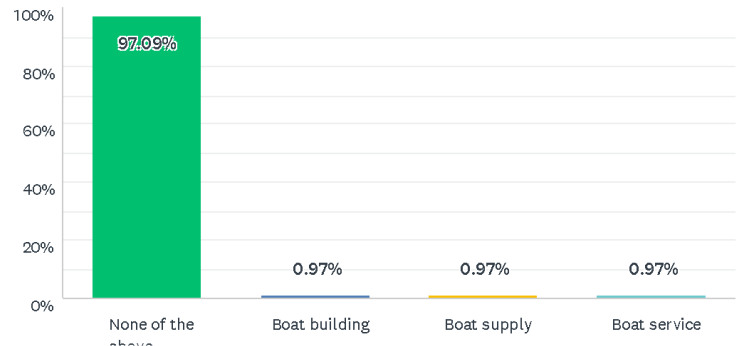
Q5 Do work primarily in the fishing industry?

Answered: 104 Skipped: 2



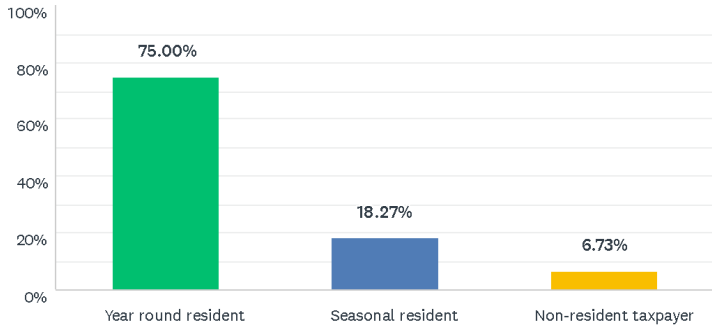
Q6 I work in...

Answered: 103 Skipped: 3



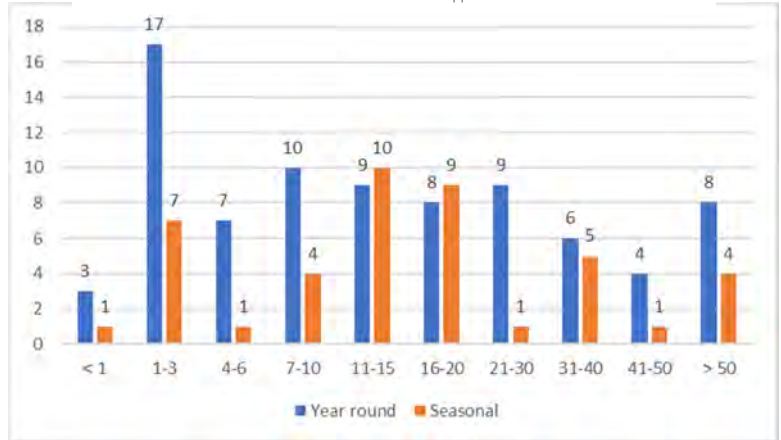
Q7 I am a

Answered: 104 Skipped: 2



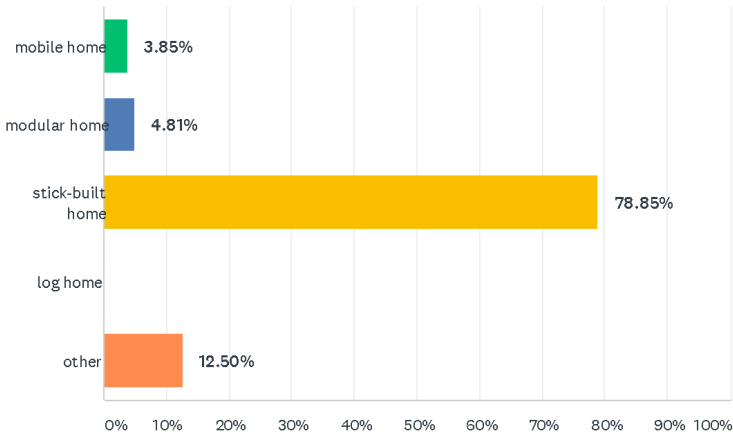
Q8 How many years have you lived in Jonesport?

Answered: 103 Skipped: 3



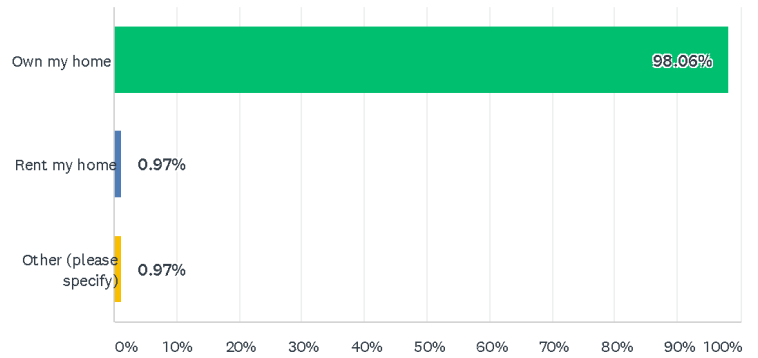
Q9 I live in a

Answered: 104 Skipped: 2



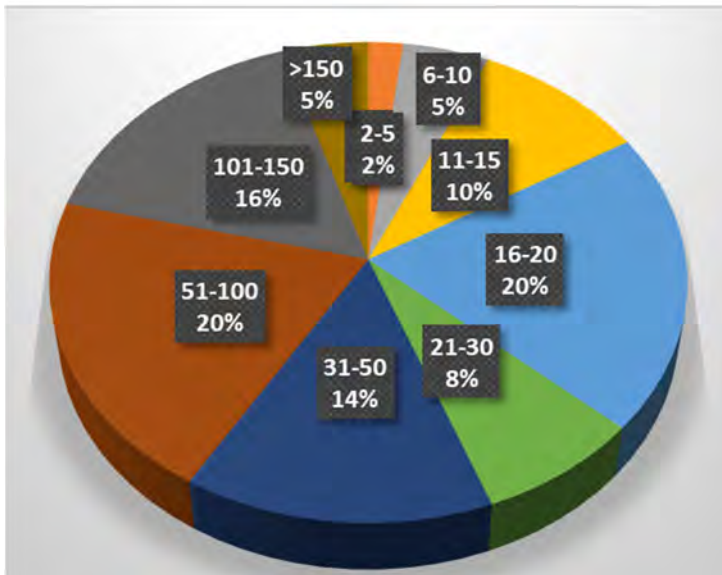
Q10 I

Answered: 103 Skipped: 3



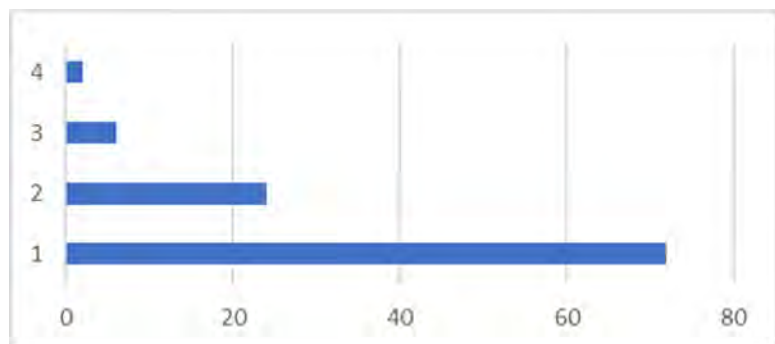
Q11 Approximate age of home (in years)

Answered: 104 Skipped: 2



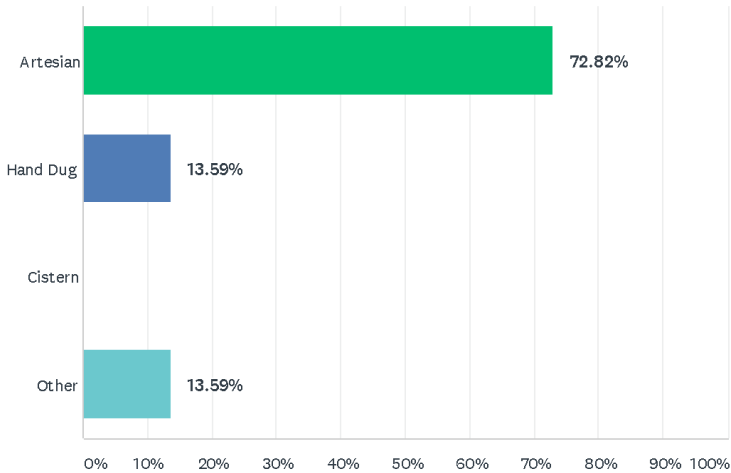
Q12 Number of residences served by your water supply

Answered: 104 Skipped: 2



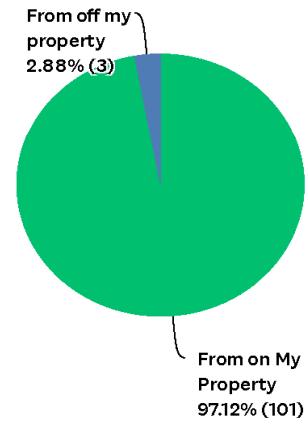
Q13 Type of well that supplies your water

Answered: 103 Skipped: 3



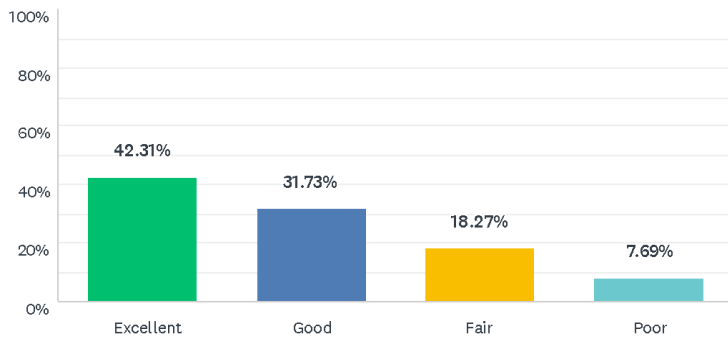
Q14 Source of your water supply

Answered: 104 Skipped: 2



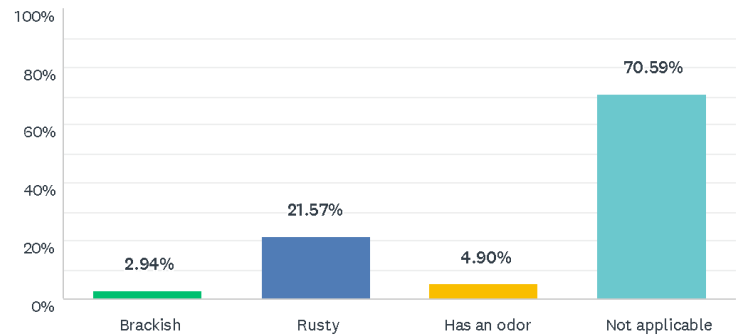
Q15 How do you rate your well water

Answered: 104 Skipped: 2



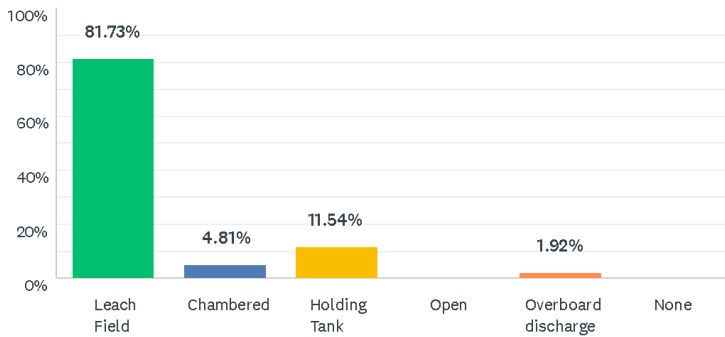
Q16 My water is (select all that apply)

Answered: 102 Skipped: 4



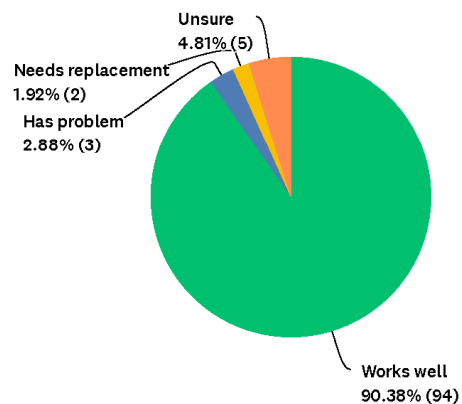
Q17 What type of sewer system do you have?

Answered: 104 Skipped: 2

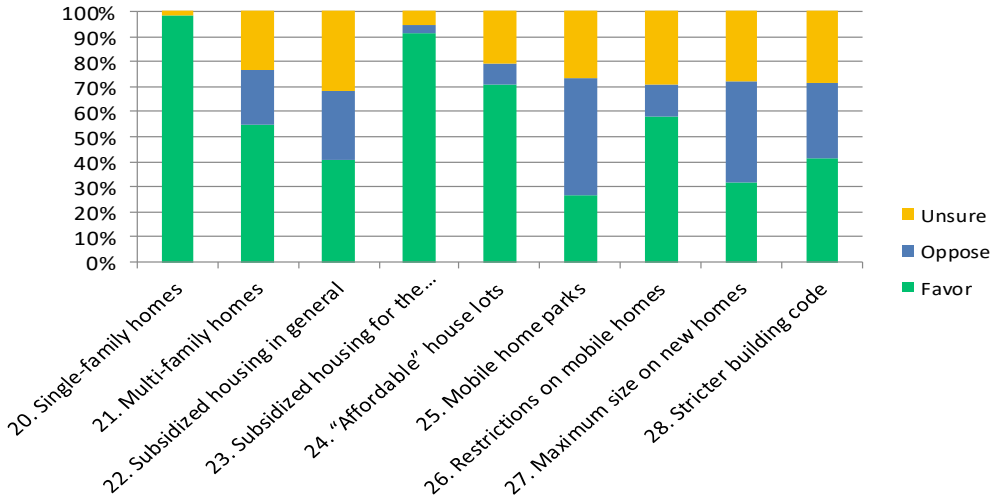


Q18 How do you rate your sewer system

Answered: 104 Skipped: 2

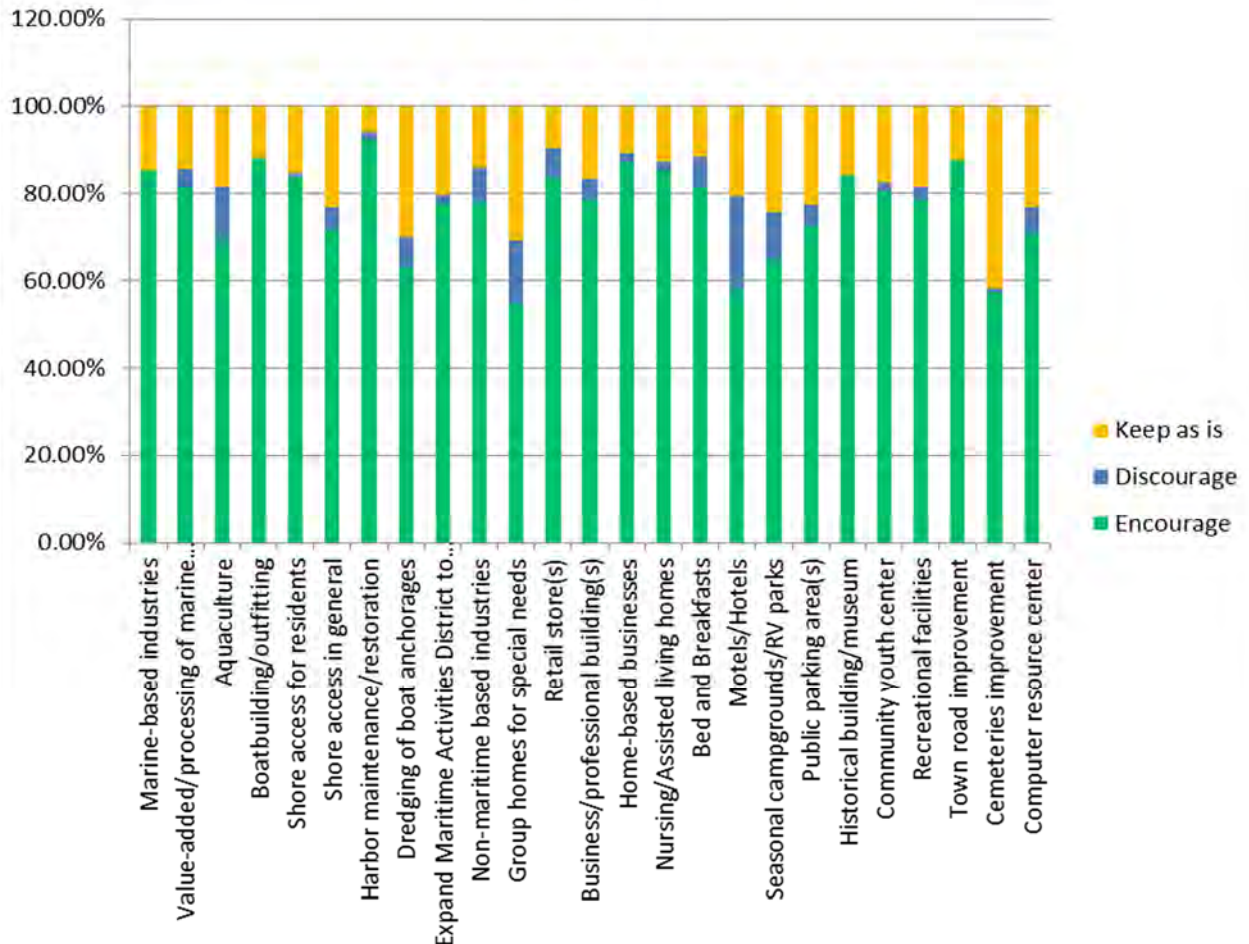


B. Housing Development: How do you feel about...



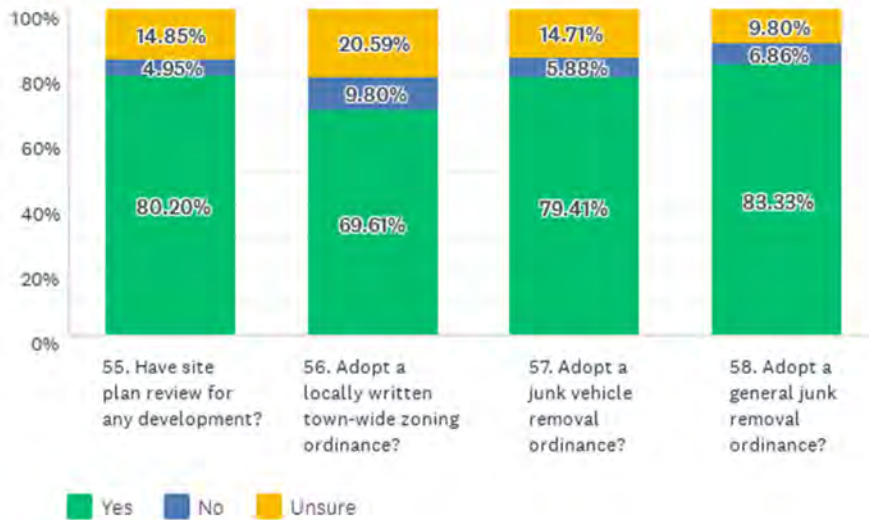
Q20 Please comment on any questions 20-28 or type "none"

Q21 General Development: Should the town...



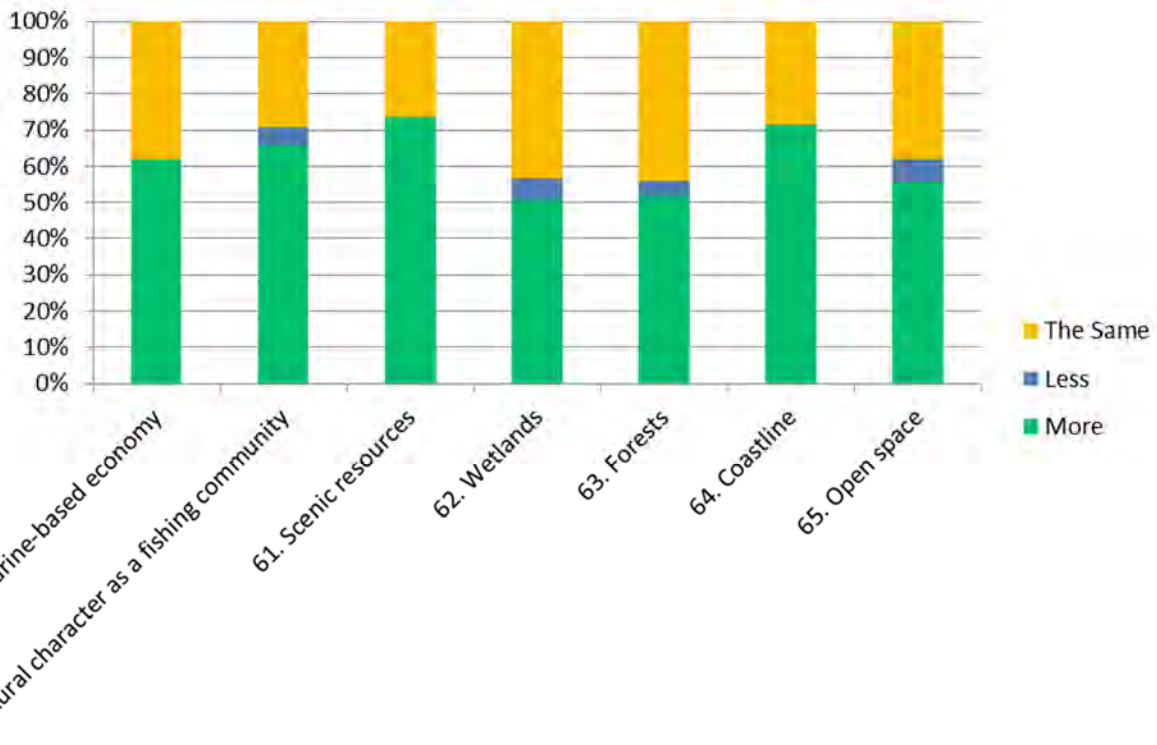
Q22 Please comment on any questions 29-54 or type "none"

Q23 D. Preservation, Planning and Land Use: Should the town...



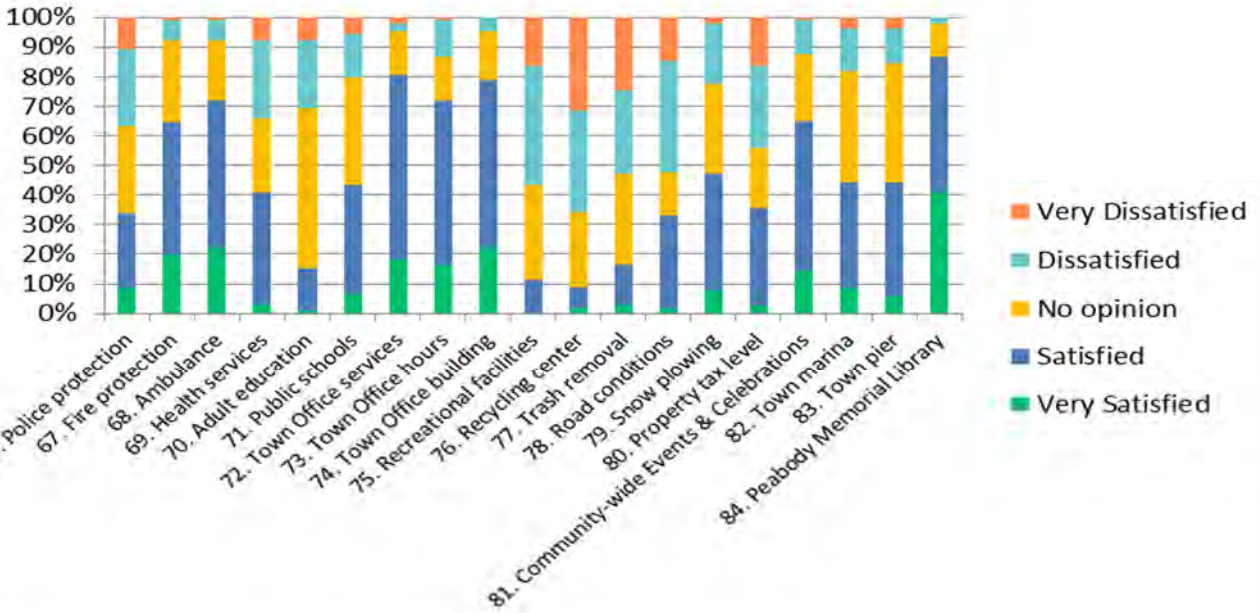
Q24 Please comment on any questions 55-58 or type "none"

Q25 Should the town do more, less, or the same to preserve...



Q26 Please comment on any questions 59-65 or type "none"

Q27 Level of Satisfaction with facilities and services



Q28 Please comment on any questions 66-84 or type "none"

Appendix A

Comments and
Open Ended Questions

Q20 Please comment on any questions 20-28 or type "none"

Answered: 95 Skipped: 11

None = 61

"Unsure" answers were given where more data would be needed to provide any other answer
22. While there may be a place, or need for subsidized housing, it needs to be carefully planned and located on a case-by-case basis. Too often, govt. housing subsidies lead to lack of personal responsibility, more maintenance, increased crime and degradation of neighboring and townwide property values. This is especially true in large-scale or multi-resident projects.
25 & 26. While mobile homes are often seen as affordable options for many people, they also depreciate rapidly and can greatly affect other property values. Limiting locations and encouraging other options should be considered.
Abandoned mobile homes need to be cleaned up
Age Limits on Mobile homes IN PARKS should be regulated but on private property, top each his own. "Affordable" is a difficult term to use because there are two very different ends of the spectrum when it comes to locals and non-residents.
Building code is too cluttered, too wordy, should be more straightforward and less wordy.
Codes are necessary
Concern that homes are not priced out of range for native resident population
Considering the average age of Maine is on the elderly side, I would expect to see an increase in housing and planning to accomodate this demographic.
favor continued village concept of single family homes-
I do think that it's very important to consider future impacts of development. I am glad for this survey and this discussion.
I hesitate to check "favor". I don't believe the town has done a good job with regard to buildings on our Main Street which is Bold Coast route and should be beautified to some degree and cleaned up. Building codes, trash etc
I would be in favor of helping seniors from Jonesport find a home and I would be in favor of help them personally. I would NOT be in favor of new constructions for subsidized housing for out of towners. Happy to help those in town get into a home.
I would like to see folks have the option of tiny homes
I would like to see more subsidized housing for the elderly
If the aim of the town is to encourage people to settle in Jonesport then super strict building codes and restrictions on types of homes is not the way to go in my opinion.
It is getting too expensive for natives of this town to afford to stay! There should be a grandfather clause of some kind for long term residents that have been here for generations ..
Jonesport is a cute town. It should require for their owners to maintain their "vacant homes". I have noticed a lot of run down homes. It is a shame that these cute homes are not maintained. It would be a good idea for the town of Jonesport to require an upkeep on the grounds and structures.
Jonesport needs housing for everyone. Building construction and other related projects should be subject to building codes, set back rules, as well as other regulation. Residents are doing construction without permits. Mobile homes are being placed on lot with houses and plugged into existing water and septic with no regulation, creating, in some situations, unhealthy conditions. We have a code enforcement officer who is ineffective and has no interest is enforcing existing rules and regulations. Jonesport needs a town sewer system and public water. Many homes are neglected and are sometimes abandoned because there is a lack of sewer/water. There should be a chance for these people to keep family property instead of it being sold to those with the financial means to do so. Many will oppose and ignore the inevitable as they have in the past but every year the costs rise. The town has suffered because of apathy and poor management.

More housing availability is very much needed in Jonesport with a greater need in the near future
My father tried to offer low cost lots to help out young people and the Loon Point subdivision became an eye-sore.
Need more affordable, energy efficient, and elderly housing. It's difficult to house one sole occupant.
No idea what "affordable" housing lots means.
People need to take better care of the homes that already exist. A little paint goes a long way.
Prefer housing improvements on already-developed lots rather than new development on remaining forest land. Water is not quite brackish, but slightly salty and has a sulfurous odor before treatment. Two neighboring wells are brackish and unusable.
Rather than "oppose" or "unsure" I am neutral/indifferent towards #24, 27 & 28.
Restrictions vary widely and implementation of restrictions vary.
Subsidized housing will increase crime rate and lower property values as has been proved time after time.
to be determined for each application, etc,
We need more affordable houses for the elderly and disabled people
We need more affordable housing for the elderly. We might also need this for low income folks. We do not need more trailers and trailer parks. These things have a short life span and are not a quality or ultimately affordable answer for folks looking to purchase a home. If Jonesport had town water a small well planned subdivision of affordable housing could be built in a number of possible locations. Along with this there should be stiffer building codes and zoning and covenant laws to preserve a standard for an attractive community.
We need more housing in general and especially with a large employer heading our way in the near future. Jonesport needs an apartment building again
Would like to see some standard codes for upkeep and cleanliness of home properties
Would love to see more housing opportunities for those who are unable to purchase homes. We need more housing!!!
Would prefer a mix of home types rather than changing Jonesport into another Camden

Q22 Please comment on any questions 29-54 or type "none"

Answered: 97 Skipped: 9

None = 59

#30, 31, 32, 38 What value added/marine products, boat building/outfitting, aquaculture, "non-maritime industry? Some might be beneficial to the town; others (involving noise/pollution/or that are destructive to quality of life) I would not encourage. #40 depends on the type of retail stores ... not in favor of Dollar Type stores, Walmart, chain stores/restaurants #39 & 43 What is available vs need? #48 where would parking areas be located? What businesses would the #38y serve? #52,53 What, if any, improvements are under consideration as necessary?
#31 I strongly believe more and thorough vetting of the proposed aquacultural project by foreign entities in Jonesport should be conducted to ensure there is no harm to the environment of lobster fishing industry.
38. Invasive industries such as additional commercial gravel and sand mining should be prohibited or carefully limited. Commercial wind turbines and wind farm projects should be prohibited. Such industries trade limited short-term value for long-term property devaluation and would stop visitors/vacationers or new residents from locating to Jonesport.
54: visitors should have access to wifi and printer; they probably won't need a bank of computers. 51: what does this mean? 45: motels/hotels would be fine but they would need a reason to be here and they need regulation. 37: the town needs to be good for both fisherman and non-fishermen.
Boating access and parking are limited by commercial fishing. More trailer parking needed
Childcare establishment is needed with a significant increase in need in the near future
Dredging question is unclear: I chose "keep as is" assuming that means maintaining usable anchorage. Approve of extractive aquaculture only (i.e. not fed).
How about improving the town sidewalks. Stop using possible town sewer and water as an excuse.
I do have concerns about waste management and septic systems with development growth, how that will be handled.
I do not know enough about maritime industries to answer.
I would like to see a Community Youth Center in Jonesport
I would love to see growth in our area. However, the cost of land/homes aren't feasible for young families.
I would support small retail, but not box chain stores.
If we are to attract new residents and keep our youth here, we need more activities, business opportunities, etc.!
Jonesport is in need of a commercial fish pier where fishermen can load/unload gear and space where mobile seafood buyers can buy seafood
Jonesport is of course known as a fishing community and that's fine but a diversity of businesses and community opportunities should also be encouraged. The fact that there isn't a restaurant is a real negative. The food truck at the park has been a wonderful plus. It wouldn't be if trash was allowed to accumulate and if the business did not practice a good neighbor policy when in operation. This business owner should be commended.
Jonesport needs a restaurant, a hotel, a sewer system and a water system. It can't only be about lobstering, because in 10 years that could disappear.
More businesses and resources are needed for current residents, and future residents
more cafes/ speciality foods offered
My husband and I love the small town feel of Jonesport. But, we feel this town can offer so much more. And can benefit from tourism. There's no need to bring big box retailers or franchises. But, as parents of two boys, ages 13 and 16 years old. We would love for them to have a teenagers place where they can hang out. Have a youth center where teenagers can gather, play pool, ping pong, listen to music, watch movies, etc. We would love to see a small sit down restaurant, small retail stores and a gym. Would be great to add sidewalks and a bike trail so people can be active.
No reason to discourage the fishing industry, however, the town should recognize that sustainability of any single industry is highly dependent upon changing environmental and economic conditions. New industry and

business that preserves the character of the area should be encouraged, as well as service improvements funded by something other than constant property tax increases.
Our town needs growth in many areas to survive.
Peabody Memorial Library already services as a computer resource center.
Promote clean businesses that offer careers to our kids.
restaurant, eateries, boat rental
Some private 'retail' improvement would be good, gift/ small business, but no chain stores or large complex type business.
Specialized group homes are already in place thru agencies in other nearby towns
Support marine based activities but also feel town definitely needs to diversify to actively engage in attracting other businesses. A balance is important to keeping the town from becoming overwhelmingly a tourist destination and maintaining it's charm as an authentic lobster fishing community.
The more that is offered within the community, the more involved residents will become. This will also increase tourism for revenue.
The town marina is supposed to be for recreational boats and it's been taken over by the fishermen. They need their own access.
There are many things that could improve Jonesport. Right now a worker shortage is a huge one. Stewart's can't reopen inside dining due to a lack of workers. If the aim is to attract more families, younger adults to remain in town, we need industries/jobs.
There is a dire need for a restaurant/pub in the center of town area
visitors to Jonesport should have signage to know where to buy lobsters, scallops,mussels,etc- a seafood store with local offerings on main street would be good if wharves do not want public access- we are a proud seafood producing community
We constantly hear from "Jonesport Natives" that they don't want the town to become another Camden. Not to worry, we are at least one hour too much to commute for the southern NewEngland weekend group. The town needs to diversify so that it can attract tourist dollars to supplement the maritime industry. If Jonesport is to prosper, think Eastport, the town needs to to have restaurants, motel, and interesting things for people to do. We just lost the Coast Guard personnel because there is nothing to do in town. Clean technical and manufacturing industry could be complements to ocean based tourist draw. These would nicely complement the marine focus that is currently have.
We need more things for young people to do cause there is really nothing for them to do and we need more group homes and services for the disabled and elderly
While Jonesport has a rich fishing history that needs to be supported it needs a broader base for employment and growth.
Work on a priority list
Would reduce congestion from seasonal users

Q24 Please comment on any questions 29-54 or type "none"

Answered: 95 Skipped: 11

None = 59

57 & 58 these can be too subjective, as a project vehicle could be cited, or complaints could be made about properties with stored fishing gear. Would lean more toward health and safety issues as determinate
57-58. Existing land-use junk and junk-vehicle rules are not being enforced.
58. should include removal of dangerous, unsafe buildings. should be able to do this in a way that can still preserve a footprint for later use.
Big yes on the junk removal Ordinance!!
Excessive junk on private properties hurts the overall image of the town and reduces property values and interest in attracting new residents or business activities
Generally, any property owner should have the right to run their property as they see fit, as long as it is not a health hazard.
Got to clean up abandoned trash in Jonesport
Have to be careful about the definition of junk - one man's junk is another man's treasure.
I am unsure about limiting land owner rights over their own land.
I do believe there should be a zoning plan for specific areas so that is a larger picture of what the town could be. The coastline is our asset and our Main Street should be zoned accordingly. It is so mixed, mobile homes with trash, boat lots etc etc
I don't know if this qualifies for junk removal, but there are some homes that have been abandoned and are falling down and are complete eyesores. I think the owners should have to demolish them and remove the debris. It is not fair to the rest of us who are trying to have a beautiful town.
I hope that future water quality, shoreland and wetland preservation are considered top priorities in any zoning updates.
I often say, "If I drove through Jonesport for the very first time, how would I feel about it?" We have a beautiful town, but there are MANY eyesores that need to be improved!
I see Jonesport becoming a dumping ground for fiberglass boats that nobody else wants. The disposal of these hulls is a problem and an eyesore.
I'm not sure that local residents can afford junk removal
it would benefit everyone
Jonesport is beautiful but could be so much more beautiful if we could help people deal with their junk removal.
Jonesport needs a written town-wide Zoning Ordinance
Junk has a negative on all aspects of life for most people.
Make homeowners responsible for junk around their homes is a must!
Many lots in Jonesport look like junk yards.
Many of the Jonesport lots have numerous easements and shared boundaries - these are not the places for junk cars and junk piles - eyesores
Need more ways to get rid of junk and clean up peoples yards need services to help people clean up their yards
No. 58 "one man's junk is another man's treasure"
One man's junk may be another's treasure
ordinances to encourage building, home upkeep, or removal of buildings/homes that are unkept and have been unoccupied for years.
Owners of "junk properties " should be required to have fence.
Provide garbage pickup for town
Responsible management of growth and resources is necessary to support the development of the town.

Sometimes, residents in this area have junk vehicles set aside to use for parts for another vehicle to get them by, but should not be allowed to stock pile "junk" in their yard as a general safety hazard and rule in the area from an environmental standpoint.
The left over cars, trailers, falling down buildings,etc etc should absolutely be removed by the owner within a reasonable time frame. The town is not a garbage dump.
The look of our town has really suffered under the lack of comprehensive planning. Junk cars and accumulated trash and castoff furniture etc is ruining what could be a beautiful town. It's been a sad thing to see this downward trend over the past few years.
There are many areas that are in need of a nice clean up. And junk cars is one of them. Also, trash bags should be removed from the premises.
There are still many unsightly items in town that could be removed, although some progress has been made in this regard in recent years.
We need more than a junk car ordinance. Yards are full of appliances, abandoned lobster traps and fishing gear, houses are run down and yards are nothing to be proud of. There is no excuse for this. You cannot use lack of funds as an excuse because most of these place have cars and trucks parked in the yard that are worth a huge amount of money. Take a ride around town and look. You probably already have and see what I see. There is no pride of ownership in Jonesport and it shows. In some cases, everything that has broken or been discarded, is still in the yard from many years of accumulation. It takes very little money and effort to clean a yard and do a little landscaping or planting. Many residents have flowers and shrubs to give away each year. I always have things to give away myself. Maybe it's too much work to mow and trim and weed. Jonesport is not the quaint fishing village that we think it is and hasn't been for many years. We make no effort as a town. No place to stay when visiting, no where to eat, and on and on. things have not always been this way but with each generation it gets worse. As a lifelong resident I feel that Jonesport makes no effort and is not encouraging these simple things. There is no "Village of Jonesport" as we like to portray to the people that reside here or visit here. The town looks like crap!
Within reason ... establish policies to protect quality of life & property value.

Q26 Please comment on any questions 59-65 or type "none"

Answered: 93 Skipped: 13

None = 71

59 and 60: The town should be for both fishermen and non-fishermen.
Again, preserve what we have but look to other possibilities.
Biking trails and more ocean view/ kayaking parks would draw younger visitors to Jonesport and appreciate the beauty here- tax incentives for those that want to donate open land for public use could be created
Don't know what the town is currently doing in any of these categories so is a little hard to answer.
I think that the character of Jonesport, as a active fishing village should be preserved in a way that honors local traditions and the fishermen who continue the tradition.
I wish some allowed "unsure"
I'm very supportive of preserving Jonesport as a fishing community but it can't be at the expense of promoting other businesses. Just look at Lubec it has some sense of diversity and it really takes good advantage of grants out there to improve the quality of life in town. People in Lubec are willing to think creatively to come up with solutions for improvement.
It would be a shame to lose any of the natural beauty here. New growth needs to be balanced with protection of our resources. Sadly, the fishing industry has caused a significant amount of litter on the local coastline. This should be addressed as well as the general litter around town.
Let's look ahead to when global warming and warming oceans limits lobstering. What will the town look like then??
Let's not become a little Bar Harbor
Lobster fishing is a large and vibrant industry in jonesport with a strong future and should be protected and encouraged in any and all decisions made in town management
Love it the way it is
More public access to green spaces would greatly increase the quality of life and appeal for new/continuity of residents.
Need more development, not open space
Need to development of fishing industry to keep the economy Of the town goingandhave a future for the you g people to have jobs
People often come here initially for the views. But the people should also be preserved. The fishing character, and local character are as important as the landscape.
Save beautiful Jonesport
Single focus on fishing in all likelihood will lead to the same disappointment as loosing the canning industry 50 years ago.
the town already strongly supports it's rural character and marine based economy. More emphasis on general preserving of the environment is important
The town and surroundings have a wonderful feel to it, but the center of town needs rethinking on a par with what Eastport has accomplished without compromising the "fishing village" atmosphere.
What is the town doing to protect the marine based economy & rural character as a fishing community? Not sure if should do the same or more ...
Why ask these questions if it never goes anywhere. Of course everyone wants these thing but is always just empty rhetoric. Jonesport needs to realize that it cannot base everything on a marine based economy. The town needs to encourage other types of business/industry to develop. We need to develop a workforce that is reliable to meet the needs of these other, non-marine related businesses. At this time we have no such workforce. Fishermen and women are having the same difficulties with finding reliable workers. With climate change lobsters are moving into cold waters and in a few years we will see a dramatic change in catches. This happened in Casco Bay and unfortunately, will also happen here. This is not speculation but based on catch amounts, as reported by fishermen/women and science.

Q29 What are things about the Town of Jonesport that you like and would preserve?

Answered: 87 Skipped: 19

Like rural nature of town and support of fishing industry
QUAINT HISTORIC BUILDINGS, FAMILY ORIENTED ACTIVITIES (4TH OF JULY)
WORKING WATERFRONT, PUBLIC BEACH ACCESS, HISTORICAL BUILDINGS AND PROGRAMS
SMALL TOWN ATMOSPHERE
MAKE SAWYER SQUARE THE HISTORIC DISTRICT AND HAVE MANDATORY HOUSE AND BUILDINGS WELL KEPT, WITH A CODE TO PRESERVE AND BEAUTIFY THIS AREA
I LIKE LIVING ON A SMALL TOWN ON THE COAST
History, traditional industries, character of the people
Its appearance and function as a working waterfront community
Historic traditions, 4th July parade, lobster boat races
small town atmosphere
Preserve the coastal beauty. Love the library. Historical Society is great. Church's/Hamilton Marine and T. A King are wonderful.
small town flavor
I like the older homes and tucked away residences that look out on the water and remind us all of the past wealth and grandeur that was Jonesport 100 years ago- I am proud of what used to be " Jonesport- the lobster capital of the world" and how many local docks, trucking companies, seafood processing facilities have maintained their businesses and have even grown larger- I would like to see all of us " own" that and share it with the Maine world through signage continued festivals like of July 4th, and through luring folks to come eat and buy lobster , crab and mussels in Jonesport
Quaint, rural, small town, small independent businesses
Less rules & regs than other places = more freedom here. Don't over tax the commercial shore front so the fishing industry can survive. Jonesport is pretty and gritty, not phony like some other places on the coast.
Our heritage!
Small-town, seacoast character and quiet rural open spaces. Friendly, helpful people who respect their neighbors and who care for the town and the place.
General friendly attitude of towns people.
Local family/ fishing cafes/restaurant cuisine, campground, old homes and businesses that line the streets fixed up and occupied. Nice sidewalks and or bike paths. Small schools, would love to see a consolidation of the grammar schools with Beals to accommodate more trades and activities to offer. The Reach sells this town and we should build up unique opportunities to include access to the water and on the water to promote our fishing and tourist industry.
fishing community with working waterfront
maritime history, small town quaintness and closeness to sea life
it's a true fishing community
The coastal beauty, small town atmosphere. Lobstering life we have. Maintaining the recreational dock and I think the campground is a significant asset. Access to all the beautiful beaches
It's scenery and shoreline.
Small town pristine living with various private housing options. Friendly and caring people
It's quaint beauty and community spirit.
A mix of year round and seasonal residents
That it is a fishing village.

I like that it is a historical victorian town with a beautiful view of Beals Island. I love the coastline, the Historical Society, 4th of July celebration. I also love that it is not "touristy" (e.g., with a bunch of gift shifts, etc.)
I like hearing the boats start up early every morning. I like seeing the lobster boats sailing back in every afternoon. I like being able to enjoy a working waterfront and Downeast Maine without being a millionaire. I love my neighbors. I love my job, my employer, and my co-workers. I like walking in to Byron's store and knowing everybody. I like seeing folks drive down past my house to check on their boats.
Rural Fishing Community
Caring culture - folks are friendly & band together to help one another out in a difficult time/emergency
The tight-knit community and it's character as a traditional fishing village.
Small fishing town
Historic buildings
Small town character, Not tourist-y!
It's beauty, history, and small town fishing village charm.
Older public buildings; cemeteries; make sure new buildings are on a maintenance schedule; public access to the beach and shore (May include a look at deeds)
the working waterfront
The small community feel. The traditional fishing industry
The land, shoreline, natural history, and lack of dependence on tourism.
Priority should always be given to catering to the fishing industry, especially lobstering
Water access, community events,
Small town atmosphere
The natural beauty of the ocean. The amazing water views from Main Street. The community events. Historical society and library.
Small-town feel, little traffic... very friendly...
Peaceful
Nothing! Change is the future
Character
shoreline, rights of lobster fisherman
Coastline, the tennis court area for the youth, beach area
Schools, West Jonesport Park, Library, 4th of July celebration, maritime character, open spaces to see the ocean, access to the shore.
access to the shorelines and beaches for residents
The small town atmosphere
Charm/local flavor, quite/calm pace, natural beauty
Community feel; natural beauty; historic charm
My list is too long to mention and would be ignored by those that wear blinders and cannot see.
The friendly atmosphere
The small town feel. The slower paced life of a fishing village. I moved from a busier area to Jonesport specifically for the smaller community and slower paced lifestyle. Please do not change that.
Quaint , low population density. I like the folks here.
I like the small town, 'look after each other' attitude. I would like more supportive businesses, but not to the point we become 'bar harbor' and become a tourist trap. I love the summerfest. Would like the local high school band to play in the parade! Love the fireworks.
local pedestrian business, the town library, the warm helping tolerant nature of our people, the town meeting
small fishing village, location, friendly people, view
The way of life here.

local history
The sense of community.
The community charm and small town feel. The deep sense of pride and community that we all possess and the willingness to help one another when in need.
I am glad we finally own the campground and have beach access at Sandy river.
Ease of reaching town officials.
The way it is
Beauty, a place where you can relax as it is quiet here
The town government seems to be functioning well, the town office and town services seem to be running well.
Our heritage and small village qualities
Fishing town character, Downeast friendliness. Clean environment, availability of locally-procured seafood, historical maritime charm, quiet living.
Fishing heritage and the rural character
Sandy River Beach access, good neighbors, town spirit, Peabody Memorial Library, Arnold Memorial Medical Center, ambulance services
library, historical society, summerfest, campground, scenic ocean view, beach access
People, character, setting
Small town feeling of community. Freedom from unwanted outside influences.
Scenery
The small town feeling. Love the school and library.
The fishing industry and the health center and the library we need to have cause it can be a important education place to help educate you g people so they can find employment
old style feel in center of town
Pass
The natural beauty.
Rural character. Proud to live in a blue collar town.
I believe that all property the Town owns should be preserved for future projects i.e, recreation center for children, more resources for fishermen and additional access to the ocean before the property is all gone with no room for growth.

Q30 What are the things about the Town of Jonesport that you would like to see changed?

Answered: 89 Skipped: 17

Better roads -- some sort of recycling -- better parking in front of pizza shop
1. IMPROVE FIRE AND AMBULANCE SERVICE 2. REMOVE ABANDONED BUILDINGS AND HOUSES
A center or area for activities for the kids and teens, community area clean up of the roads
A couple of restaurants. Perhaps the town could subsidize a start up or two. It is ridiculous to need drive to nearby towns to go to dinner. Machias, Millbridge, etc.
Add safe sidewalks and bright street lights!
Alcohol restrictions for restaurants, more restaurants, sidewalks, regional schools to lower taxes
An investment in recreational boating and recreational boating tourism.
As above--a real police dept., garbage pickup; more small businesses and services--how about an ice cream and bakery place? NO MORE 'antique' junk stores! Maybe a nice modestly priced year round restaurant. I guess a drug store would be too much to ask! a real beauty parlor, a dog groomer.
As more seasonal residents are buying properties in Jonesport, more basic services are needed especially a pharmacy, a larger food pantry with improved space.
Bad roads and speeding on Mason Bay road. Its dangerous!
better balance between school budget and other as well as a way to have better fire protection due to distance from fire station which causes homeowner insurance premiums to be MORE \$\$
Better roads
BIKE LANE ON STREETS
Clean up the drug situation.
Complaining about a person's success.
Consolidate schools
Derelict buildings
Dilapidated buildings removed or upgraded or repurposed. Enable or encourage restaurants. Develop a public garden / green space on the old high school site. Fix up the ball field behind the library. Revamp the old IGA into a social center for adults and teens.
Economic opportunities limited by archaic ordinances I.e. liquor license for food establishment
Elimination of septic fields and development of sewer system
Encourage the renovation of the downtown area.
Garbage pick up, better road maintainence, cleaner roadsides, publis parking
good sidewalks with better street parking and the place cleaned up. less junk. more pride in how things look.
Greater availability of small restaurants/diners. Better maintenance of the sidewalks in town. Mandatory junk removal from areas where there is high visibility.
greater consciunes of our Main Street- fix sidewalks- create a bike way, landscaping- signage to direct folks to lobster wharves, historic society, takeouts/ lobster pound restaurants, historic features- more centralized visitor information centers to give out the current great brochures and advise about parks, hikes, events, etc.
Greater pride and interest in higher education; quick check of town roads for repairs needed
Have a farmers market. Nice restaurants. Clean up of abandoned buildings/homes.
I think with careful consideration, some new businesses which support the tradition this village might bring new energy. Perhaps an expansion of the library as a cultural center and some cafes and restaurants which are aligned with Jonesport's tradition.
Improve roads. No on street parking. Businesses provide parking or the town needs a municipal parking lot near business district.

Increased town landing/marina access.
Investment in town water/sewer, walkability, and the ability to site diverse restaurants.
lack of restaurants, public toilets, and town sewerage.
Lasting road repair with sidewalks and guard rails where appropriate for safety. Affordable housing. Offer training to the families to maintain & sustain an efficient way of living. "Places to go" and "something to do" 2-3 full time police officers fully committed and involved in our community to serve and work with our school, businesses and publicities to accommodate safety, trust and timely help.
Less litter tossed along the roads.
less littering; limit heavy trucks
Loud night time gatherings at the marina.
Lower property taxes, less dependence on taxes for school budgets and SAD participation, less road aggression.
Making the area more affordable for young families.
Meals on Wheels for Senior Citizens or shut ins
More activities for children
more diverse economy and population. There is too much dependency on lobster making the local economy vulnerable to a downturn in one industry. Sidewalks would be nice.
More economic development and long-term planning.
More funding to library. Better internet access
More housing, bustling Main Street, new businesses, more strategic marketing around local sites to see/things to do and local businesses
More housing, youth development, new businesses, and active Economic Development Committee
more restaurants
Need for a few more retail establishments
Need something for the young people of this town to do to keep them out of trouble and of the streets and more places for them to gain jobs
Needs to be some sort of municipal sewer system or systems otherwise a lot of other goals cannot be realized. Also, too many of the old houses are just falling into disrepair. Could the town establish a fund to rehab them or sell them to young people to rehab at a low cost and/or have a property tax moratorium for a certain number of years.
New sewer system in town. I know personally that new businesses are discouraged due to the lack of a proper sewer system. We need more activities for our young people. We need full-time housing opportunities for our residents that are affordable. Restaurants, bed and breakfast, apartments, "nice" trailer park. We need proper police protection!
new sidewalks
No comment
none
None other than we need a public commercial fish pier
Nothing
Nothing
Nothing. Love it here but possibly more activities for children and the new marina that hopefully will be provided for the fishermen.
overall improvement of infrastructure and buildings
People leave the big cities and the popular urban areas for a lot of reasons, to find a new simple lifestyle ... and then they try to change their (Jonesport) into what they just left.

property taxes for elderly
Provide more support services for the growing elderly residents and youth of the town. Encourage small businesses to locate to the area which will create much needed jobs while maintaining character of the town.
Recycling and trash disposal run by the town.
remove blight, clean up the town
Roads, snow plowing, garbage collection, add a town celebration maybe
ROUTE 187 SHOULD HAVE A WALKING/BIKE LANE. (BOLD COAST IMAGE) - DIFFICULT TO SIGHTSEE. ANYONE VENTURING OFF ROUTE 1 WILL HAVE A DANGEROUS RIDE.
Schools should be providing a higher measurement of education. Cost of the system is too high for the results, should be more in line with state guidelines.
Septic and water issues need to be addressed.
Sewer so we could have a restaurant. Better enforcement of speeding thru town. Improved sidewalks.
shore access
sidewalk improvement
Sidewalks are dangerous and in need of repair
Street lights and sidewalks are long over due. Acquire some land for public use. fis the tennis court area.
The ability for non-residents to come in and change our way of life and close off our shorelines and means of living for many families in this area.
The amount of trash, litter, and junk that spoils an otherwise beautiful town.
The sight of abandoned or poorly maintained buildings is an eye-sore. A stronger presence of evening/weekend entertainment (pub, restaurant, dance/music hall) would be an improvement
THE TOWN IS DYING FIFTY YEARS AGO THERE WAS A DYNAMIC DOWNTOWN. NOW EACH YEAR THERE'S A BIT LESS. IF YOU DON'T CHANGE FOR THE BETTER, YOU'LL CONTINUE TO CHANGE FOR THE WORST.
The town needs a vision. In the nearly 20 years we have been coming here, it has gone downhill. The only restaurant and B&B closed. Boat tours to Machias Seal Island ended. Houses and buildings have either fallen town or been torn down. There is no vision for the future. The blueberry prices have collapsed, and someday soon the lobsters will move away. What will the town become then?
The town needs more services: restaurants, retail, youth center, recreational activities, small clinic and a better supermarket. Keep the quaint nature of the town intact.
The trash and junk that is accumulating beside the roads and in peoples' yards. Fix the sidewalks. Create a town sewer system. Create an atmosphere where a diversity of businesses are encouraged and supported. Make a comprehensive plan, and zoning plan. Create and implement a broadband internet plan.
There are more and more buildings that are eyesores - old homes that have been abandoned and now are beyond repair, and I think the owners should have to demolish them and remove the debris. It's not fair to the rest of us to have to look at these delapidated buildings. I would also like to see fewer trailer homes - I would hope that there are better housing options for lower income residents. I would also like to see more restaurants or cafes, a few more businesses, maybe more cultural activities.
There is a lot of drug use within the community. That needs improvement. But I love Jonesport just as it is, mostly.
TOWN MANAGER TYPE OF GOVERNMENT
Unfortunately there is a mentality that things are the same as they always were and that is what the community think they want. In reality a great deal and changed, there at one time was a lively business center that was supported by a canning industry. There is a mind set by the community that if things change the change will be slow and linear. In fact it is well know that things change exponentially and if you are not part the change you will be left behind. Machias, Eastport, and even Lubec are working on aggressive plans to change and move forward. If Jonesport does not move forward, it will move backward because everyone else is moving forward.
Water and related infrastructure for restaurant. Zoning to keep junked cars, ec out of yards
We need a good water/sewage system for the downtown so we can have a restaurant or two
We need town-wide Zoning Ordinance. We need sidewalks that are safe and accessable for everyone to use.

Would like to safe sidewalk/hiking/biking "paths" along our roads; especially Kelley Point Rd that is used by many walkers and bikers, every day. I would like to see Campground Point used as a commuity resource (picnic tables, etc.) rather than just as a summer home for a few.

Would love to see a public town park instead of the ball diamond behind the library. It could be made so appealing. Something like was proposed many years ago. Or somewhere else in town. Parking on the street in front of the pizza shop has long needed correction.

Zone board agenda should be fully noted in a timely way on the town website with the results of such meetings immediately posted. install sidewalks, add curbside trash pick-up, add a town parking area so business can flourish safely, bring the town office back into the central area of the town, Plus: Hire a tech/media person who can set up a youTube channel for the town and maintain its website

Q31 Describe how you see the Town of Jonesport of the future

Answered: 80 Skipped: 26

I would love to see a community park for children and a community youth center. This would show our young people/families with children that the Town of Jonesport values our young people.
a centralized area where people can congregate to enjoy food, drink, work and play on a daily basis
A lobstering/agriculture community
A quaint lobster fishing village as it is with more services. Eyesores should be built out of site.
A safe place to live to raise a family or retire. With a small town atmosphere
a small prosperous village
A small working town that has services and stores to provide for its citizens. A town that takes pride in its upkeep and appearance, which has anyone driving through saying : 'that's exactly what I always thought New England was like". Have low key places for visitors to stay and just enough supportive businesses to accommodate them.
A small, walkable, bustling town with nutritional and cultural resources and public access to green space.
A town that everyone can be proud of. Until changes are made to what exists now the future will not change.
Add some tourist business
As long as the federal and state governments leave the lobster fishing industry alone jonesport will thrive as a community
As much focus as possible on the fishing industry. It's what put the town on the map. Make it work cleaner, with walkable sidewalks, possibly a park and regular maintenance of Main Street buildings. Otherwise, I love it the way it is!
Continue as a fishing village with essential services such as groceries, hardware, building supplies, maybe a restaurant or two.
Depends on action taken to improve.
Dying
Eastport is a good model of what a fishing village could become without giving up its main mission to the fishing industry.
Fully committed to training and mentoring our youth; helping families thrive, taking great care of our elderly; well kept homes and business, roads with sidewalks and well kept, excellent communication and collaboration between town officials, schools, medical facilities, police, fire and ambulance depts - working together for the good off all. A thriving fishing community where the monies circle around into our community to be constantly making it better. Drug free with residential treatment center to help us get there. Tougher restrictions on alcohol and marijuana distribution and consumption. Education and prevention training easily made accessible to all.
Growth. Need to move forward and grow and stop living in the past of rules/restrictions put in place decades ago.
Hopefully about the same as it is now.
Hopefully have a restaurant and a more welcome feel to town, Sidewalks and shops..
hopefully it will remain basically the friendly place it is with access to our beaches and clamming areas
Hopefully more things for the young people and the elderly seniors to do like the free meals that used to but here butno longer and more services for the our young people and more help for education to inecourage our young people to stay in school and get an education
hopefully same but with some restaurants
Hopefully still a friendly, tightly-knit lobstering community...
HOPEFULLY THE SAME SMALL TOWN FEEL.
I am new to town, so I feel a certain humility in regard to this. I feel the vision of the future should embody what the wishes of the community are. I would love to see new energy and ideas come in, but be aligned with the history the village and preserve it and the beautiful surroundings.

I don't expect much change with further deterioration.
I fear Jonesport is headed for unnecessary commercialization. The town of Jonesport will fall cater to non-residents while forgetting the needs of resident families in the area. This town is quickly becoming more about how to "impress the out-of-staters" than worrying about the needs of it's own people. Soon, we will be overrun.
I have lived here 62 years and I am saddened each year how much of Jonesport has been "lost." We need thriving businesses, opportunities for people to actually stay here. And without proper police protection, I see Jonesport totally losing everything.
I hope it doesn't become another Bar Harbor, or a small coastal town controlled by out of state money people!!!! We need to do more for the school aged kids!!!
I hope not to industrialized or commercial
I hope the future does not change the town of Jonesport much. I relocated here for a reason - because I love Jonesport as it is. Too much change would force me to sell my house and move elsewhere. I would like to see a few more dine-in options and more local jobs offered. A place for kids to go would be beneficial too and help curb the drug issue within town. A skate park or a rec center. Town clubs for them would be nice.
I see the aquaculture bringing jobs and rapid growth to town. It could make changes that need to be controlled.
I would like to see old buildings and character and history of Jonesport well-maintained and appreciated. I would like to see an economy that also included some tourism (hotel, restaurants/cafes) although not excessive-
If current trends continue, this will be a ghost town in 20 years. With some effort -- the new fish factory, a sewer system, a restaurant, a hotel -- the town could thrive.
Increased and more diverse population, increased # of small businesses, youth center, small business hub/center, effective broadband/infrastructure utilities, more opportunities for youth K-12
It is and should remain a fishing town
Just did above
Just like it is now ... but, with newer vehicles.
just the way it currently is
Keep the old and adjust for the new
Maritime industries steady or increasing so people can work. Minimal regs and services will attract independent minded people.
Middle and High School, but particularly the High School consolidating to lower the tax rate and provide more opportunities for the older students. Some restaurants in town. Preserve the working waterfront.
More balanced working environment, with both fishing, tourism and recreational income, more balanced property tax allocation in town budget for public works instead of just school support.
MORE DOWNTOWN STORES
More modernized, yet maintaining the small town atmosphere.
More remote workers as this is a quality of place.
More retired folks moving into this beautiful area to help support and maintain the working waterfront and marine industry. Better ambulance and health care services for the aging population and more initiatives and energy to create a thriving town
More younger families becoming more active in our community.
need a town with water, sewer and restaurant's and maybe a motel would be nice
NO COMMENT
No major changes
Not changed much
Not sure.
NOTHING WILL CHANGE (NOT GOOD)
Preserve fishing industry and expand ecotourism; Think Stonington/Deer Isle as a model rather than Camden/Bar Harbor.

Questionable due to the warming oceans and the subsequent loss of a thriving lobstering industry.
SEE PREVIOUS COMMENT (86)
Several more small businesses, a reasonably priced sit down restaurant, expanded activities/work opportunities for the young people, recreational/community activities for all ages. Environmentally aware.
Some of the neglected homes purchased and improved which would add to the tax base. I see a cleaner, more scenic town where people want to live and work. I'd like to see all residents embrace opportunities for new economic development, especially development that takes preservation of natural resources seriously.
Successful
The same
The same
The same, depending on the state of the fishing industry. If fishing remains strong, things will be the same. If fishing declines, Jonesport has nothing else.
Thriving Main Street, more options for youth, young people staying here to start businesses/work in their community, bringing local career pathways to the table just as scholarship opportunities are presented by guidance counselors
Thriving waterfront, better use of all currently abandoned old warehouses and former canneries into seafood selling shops, gift shops, seaside museums- access points to the waterfront for boat kayak rental in West Jonesport- away from commercial center Older homes being used as b&b's or air b&b's Thriving takeouts with happy energized citizens that want to share their world for a few moments with those who come in to see what Jonesport is like on their way up Hwy 1 - Jonesport is a quaint, classic seafood producing town- proud of her history and wanting to share it!
To see it remain pristine and preserved. A true fishing village.
Tourist destination based on fishing and lobstering and nature vistas
Town could be better off due to increased pricing for marine produces and the projected fish plant becoming a reality. But property prices, taxes and the schools could be a detriment.
unchanged
Unless things drastically change Jonesport is going down a very bad path. There is an enormous amount of apathy and inaction to clean up the glaring problems. Keeping things the same will only lead to not only things not staying the same but getting much, much worse. We should be forward looking and making positive plans for Jonesport's future. If things don't change we will see towns around us making improvements and thriving while Jonesport continues to go downhill.
Unsure
very little change
We are already seeing some positive changes in the repair of homes on Main St., the growth at the Downeast Institute, the development of the Yellowtail business, and the much needed technical school. If we can grow the employment base here with good paying, year around jobs the kids won't have to leave the area and the tax base will improve.
We drive by Main Street and see that there is so much potential to empower the residents to open small businesses in the town. We would be interested in opening a small youth center and a gym.
Welcomes visitors, yet supports its own residents
With town sewer and water attracting new investment. Then there would need to be affordable housing so that development wouldn't price some from staying or moving to Jonesport. A lobsterman can't live in Stonington proper due to the high cost of housing.
Would be nice to see more of the old homes being restored/renovated. Would be nice to see continued improvement of the appearance of in town business buildings.

Q32 Do you have suggestions for improving the land use ordinances?

Answered: 62 Skipped: 44 No/None/Unsure: 34

a mechanism to maintain roads in developments.
Clean up your property, be mindful and considerate of your neighbors and the town. Don't pollute! Go after people who aren't following existing ordinances. Ordinances aren't enforced equally.
Do they really have such ordinances ?
Encourage home based businesses , clean up old abandoned homes and lots
Enforce what already exists.
I am not sure that this can be improved, but use of private land by others. There is a 4 wheeler/snowmobile trail that goes across my land. Nobody asked if they could go through there. Basically if you say something, there will probably be retaliation.
I believe we should listen before making assumptions and judgement; as well as encourage and inspire people with possibilities to be considered before knocking down or refusing an opportunity that one would like to try and can't simply because the current ordinance states that.
I don't know enough about them.
I don't know enough to comment
I don't know enough about the current ordinances.
improvements in land use should always be about preventing any pollution causing elements- preserve the water quality of the harbors and the MOosabec reach and let NOTHING endanger the seafood in our waters- Ecologically pristine-
Is there a zoning plan? There should be both working together.
Keep it simple
Keep them basic and weigh freedom vs. necessity, always give freedom some extra weight! Otherwise, these laws become tools of coercion and corruption for politicians and Karens.
Long-term resiliency is incredibly important. I hope that affordable (but not necessarily restricted) land and housing options, and addressing geographically vulnerable areas of our community, such as West Jonesport, are considered when drafting land use ordinances.
Make it a little easier for people to have a house so they can not be homeless and for year around people too but still keep the rules fair for all of us
not familiar enough with current
Not sure what you are asking. Should we allow a bait factory on the the main road as you enter our town? NO. Do we want recreational drug makers in our near our kids/town - NO
Not very familiar with this as of now. Really can't comment.
Perhaps a comprehensive plan could help to bring order so that when we drive through we can witness local pride.
Really, people should be allowed to use their own land as they wish. Public health and safety should be the only major concern.
Residents should ALWAYS have grandfathered rights to ANY shoreline to ensure the sustenance of livelihoods.
restricting sand and gravel mining and solar and prohibit commercial wind farms, junk yards.
Some of the properties here in town are abandoned and a real eye-sore. Some yards have a lot of junk in them. It would be nice if Jonesport could pass some ordinances that will restrict the amount of junk in people's yards, especially visible from the road. When company visits, I hear comments about how one property is pristine and the neighbor's property is awful. Cleaning up Jonesport would make it a prettier town to drive through & might attract some tourism or businesses. Right now, for those who don't know better, it looks like a dying town.
Town meetings with prepared agendas
Walking trails that are pet friendly. No hunting ever.
WANT STRICTER ENFORCEMENTS
We don't know what those are.

Q33 If you favor new business, what kind of new businesses would you like to see?

Answered: 87 Skipped: 19

The word "Restaurant" is used 41 times

#1 restaurants beauty salon variety store.
A bakery would be terrific. Perhaps a cafe or restaurant honoring traditional food.
A car wash. A year-round sit-down restaurant.
A co op grocery store with community volunteers for fresh produce , cheese and such
A community center to help young people have something to besides walking the streets and help them want to learn to get jobs that they can improve themselves especially after school
A DRUG STORE, A VARIETY STORE, A RESTAURANT
A restaurant that is open in the evening would be nice. A coffee shop (not a fancy one). Maybe a lunch counter that wasn't a store.
A year round, full time, family restaurant and a fully accommodated motel, or a hotel
Any
Any and all
Any and all. Restaurants / dining in particular.
Any business as long as they are not injurious to commercial fishing such as aquaculture (land or water based) or other businesses that discharge into our local water or take shore access away from local commercial fisherman
Any retail that could provide basic supplies (i.e., socks, pants, towels) or value-added manufacturing of products that are sourced locally (fruit, fur and fish)
Any type
anything good
Anything sustainable and realistic that would bring some jobs and traffic to the area.
Aquaculture is OK, but should not infringe on public access to water resources. Farming is fine. There is a lot of water here, why not take advantage of an abundant resource? Fishing is great as long as it is done responsibly and sustainably. If you have more residents, even the seasonal ones, you will have more demand for services-based business and retail.
Better grocery and essential markets, ones that can't capitalize on being the only one in town.
Businesses that attract and retain visitors. Boat tours, sports fishing, hospitality. With more infrastructure and better high-speed internet, more remote workers would locate here.
Businesses that attract transient tourists that wish to enjoy the coastal atmosphere, motel, restaurant. Clean manufacturing and tech would also complement the marine industry.
Businesses that respect the small-town and rural nature of the town and the environment and do not create noise, emissions or other harm to the land, the, the wildlife or the residents
businesses that utilize local seafood- crazy that we ship out all lobsters caught to middleman who resell them again in markets and to processing plants! Local restaurants that look out over the harbor fleet and allow folks to enjoy their Maine lobster village experience- and maybe have a reputation for it being more reasonable to come here to purchase lobsters since you are right at the docks! Trenton Lobster pound is one of the only visible lobster eateries when you thumb through the newspaper or Downeast-- they have nothing on us!
Call centers would work here. Photography and art symposiums, kayaking tours, boat tours, whale watching, fishing, puffins. A real marina with facilities for a full range of boats/vessels would be exciting.
clean, environmentally safe
Computer based businesses. Restaurants,
Dine-in options. A bar would be nice, but an upscale bar. Not a dive where drunks are allowed to hang out. Some of us residents would like a nice place to go to have a drink and meet with friends in a safe and respectable establishment. Small businesses of all kinds would be welcomed. But I hope Jonesport keeps the big

chains out of town. Jonesport has a quaint appeal to it, and letting big chains in would make the town similar to Machias - that is not favorable.
Environmentally conscious and limited in size which will provide additional good paying jobs
Eye Doctor
Fishing based
fishing related, B&B
Food and hospitality, recreation center, business development center, local development non-profit
food, lodging, computer services, general stores with a little of everything you might need in a pinch including clothing. Spa, small movie hall, playground, skate board park, basketball courts, swimming pool, trampoline park, campground, motel, bed and breakfast, lodging, boat cruises
Grocery store, variety store, restaurant
Gym, coffee shop, farmers market, small retail shops, restaurants, youth center, recreational center for senior citizens and adults, internet/printing services.
health gym with walking track, beauty salon, sports bar with food and drink, on-going flea market
I would avoid "rubber stamp" appearance type chain businesses, especially fast food chains, which take away from the uniqueness, and tend to create quantities of litter
I'd be happy with a nice restaurant, cafe. A retail seafood market or two perhaps like Chipman's in Milbridge. I'd go more often to the local grocery if they offered better quality produce. DO NOT allow a Dollar Store or the like.
I'd like to encourage any business or cottage based venture to move into or be developed in Jonesport. These businesses should be environmentally adapted to our area. We do not need industry that will harm what we already have. Again, nothing will happen without a trained and reliable workforce. To develop this workforce it is necessary to provide an affordable child/daycare center - one that parents can rely on and trust.
Independent local service based: car wash, lawn care, plumbers, electricians, carpenters, etc
Laundromat, Car wash, Recreation center
Maritime value added businesses
Mixed
No change
Pharmacy, Bed and breakfasts....tourists and visitors contribute to this town.
Please never a Dollar General or a fast food joint it would destroy the character of the town.
professionals, a restaurant
Restaurant
RESTAURANT - BREAKFAST/LUNCH/DINNER, BOAT TOURS
restaurant motel and bar
Restaurant, basketball court
Restaurant/bar. Lodging. A reason for people to spend money IN this town. To much money leaves jonesport because we have nothing here.
Restaurants
Restaurants
restaurants
Restaurants
restaurants
restaurants boat tour business with bathroom and food services. things that would draw travelers with places of interest encouraging them to spend time and money.
Restaurants, Shopping
Restaurants, bed and breakfast, trailer park, seasonal tourist businesses, daycare
restaurants, bed and breakfasts.

restaurants, cafes, specialty food stores, maybe more recreational activities.
Restaurants, coffee shop, small grocery in town. Bed & Breakfast again. Lobster, puffin tours.
RESTAURANTS, DOCTORS
Restaurants, gift shops
Restaurants, retail seafood, produce/grocery, art galleries, arts/cultural center, antique/tool shops.
Restaurants, specialty like bakery shops, hairdresser, pet grooming, vets, general dentistry, small home repair-- where you could find an electrician, handyman. Lets make Jonesport, "Mayberry RFD"
Restaurants, the proposed fish farm, an open fishing day based on the model of Maine Syrup Sunday & open farm days. Maybe a scenic boat tour company
restaurants, variety stores
Restaurants. Farmers market where you can get Fresh vegetables, crafts, plants, food truck.
Restaurants/food trucks, businesses that make things such as hand tools for gardening, cottage industry type businesses, Ecco tourism, value added fish and seafood related businesses. Look around at what other towns are doing to create success.
Restuarant
Resturants, cafes, takeouts.
Retail, but not big box stores, owned by local businesses.
Retail, eateries/bakery/coffee shop, brewery, community marketplace, childcare/after school center, Moosabec-specific non-profit for local economic development
Shore based fishing related business would make sense and it would be good to see more farm based business with local retail outlets.
Small and private business. Nothing obtrusive. Business that respects the nature of the town.
Small bakery,
Small eating establishments... gift shop...
Small restaurants or diners. A local pub where you could stop in and have a beer or sandwich would be nice!
Small, local area shops. New local eateries.
The town needs a larger restaurant, not huge. Why go to Machias to go out to eat? Takeouts. The downtown is beginning to come back, I see a couple of new places.
the type that would flourish in a small town with a modest reliance on tourism: galleries, pub/restaurant, shops/emporia that offer a range of goods connected with maritime lifestyle and the architecture that would reflect it.
tourism, accommodations, attractions for the art community, entertainment, tours to educate visitors on the local industries
TOURIST ACCOMODATIONS
What do we need to keep more money spent in town ?
With not much here, almost anything would be good.
Would like to see more things for the kids to do

Q34 Would you consider changing the town government to a town manager form?

Answered: 79 Skipped: 27

No without comment: 8, No comment/no opinion: 4, Yes without comment: 4, Unsure: 6

A town Mgr would provide continuity, but also would increase the budget.
Generally, I think if something isn't broken, don't change it. I do not see many town governments functioning well these days, with or without a town manager. Jonesport seems to be doing fine.
Hmmmm????? Good question???? I think we should explore the benefits of both, as to which would better serve the people
I do not see a reason to do that at this time. Growth could drive that decision at some point in the future.
I don't know enough about our current system.
I think it works as it is.
I think the selectmen have been doing a great job and I'm satisfied with that.
I think Town officials should be voted in on a 2 yr term and be judged by their accomplishments
I would. Provide a professional person where the buck stops. Not sure there is enough money or that person could survive longer than a season
I would; selectmen work long hours, largely volunteer, and try to keep up with changing laws, etc. while working at their own businesses.
If a town manager will not be elected and will remove some of the legislation from the selectmen's hands, then I vote "no" on a town manager. Having selectmen and elected officials keeps the community involved and town issues in the hands of the residents.
In my opinion the Select-person system is a failure. In most progressive towns in Maine the town manager is a better alternative. I think that residents would be happy to be rid of an antiquated system.
It is always better to have full time officials if you are serious about creating a more vibrant community - Part time selectman do what they can , but are limited by their other businesses- If Town Manager would be full time with staff and a comprehensive plan to steer the Jonesport growth by- that is more purposeful
Leave as is.
Maybe at some point. The day will come when there won't be overworked persons willing to serve as selectmen.
NO CO\$T
No -- we have lived in areas that had a town manager and do not see the purpose of that role -- not really needed.
No ... the folks that are running the town now are doing a good job.
No because that is just another layer of government to get through in order to get things done. It will turn into a political office and not necessarily even someone familiar with this area.
No comment..don't understand what a town manager form would entail
no town runs well as it is.
No, matter of difference in opinions are important, but the residents also need to be properly notified of meetings and agendas to have a solid platform for important decisions. Too many are made without anyone knowing.
No, selectman system works much better.
no. It would be too costly, would raise taxes.
No. The town does not have the business/activity to justify this.
NO. Too much expense.
no. too open to criticism. selectman board is varied enough to share the criticism
No. Don't want a small town dictator!
No. This type of municipal governance has a history of exclusionary practices. We need a board of selectpersons to allow continued community government participation.
No. Town managers are expensive and would likely tend to govern from a universal style of thinking rather than local

no; even though as a seasonal resident I feel I have little to no representation, I believe a representational type Gov. is best.
No... we're seasonal and probably shouldn't have much to say about town government
none
NOT AT THIS TIME
Not sure of the advantages/disadvantages of doing so
Not sure what that would entail. Do Jonesport citizens know the difference?
Possibly. Someone in "charge" with a plan for the future and how the town could be improved
Seems to be working
Town Managers tend to be expensive. I would not favor that option until the town was operating on a higher budget level and had other revenue sources other than just residential property taxes.
Whatever structure is more inclusive and gets things done is what I am in favor of; residents and town leadership need more back and forth communication aside from town meetings where the loudest voice gets the floor.... more equitable communication streams are needed
When I moved from Connecticut, I came from a rural town that originally had a selectman style of government. They changed to a Town Manager with a revolving door....nobody stayed in that job long enough to be familiar with the town. I felt like it was a step backwards.
Why not because we donot have the programs for that but if we did yes then maybe it would be for the better and to help the poor people of this town have the help they end to b et funds to fix up their homes like me that need it in oder to stay in our houses that would be very helpful to me
YES I'D CONSIDER IT - NO STRONG PREFERENCE AT THIS TIME
Yes, I think it would ease the burden on the selectmen and perhaps be more objective than what we currently have.
Yes, a town manager would pay for their salary by bringing a variety of grant opportunities. They would be dedicated entirely to serving the town and special interest and personal influences would be out of the picture.
Yes, but there should be a board with a member from each support service to be heard and offer sound direction to that manager to enable them to make the wisest and best decisions to benefit the entire community.
Yes, if it betters communication and more equitable decision making. It feels like the same voices are heard/implemented over and over....we need reform in decision making
Yes, it is time
Yes. I feel a professional qualified and well paid manager would provide more motivation and commitment to identify, develop and manage options to support the future of Jonesport, verses the part-time motivated and laid back uncommitted selectmen.
Yes. I town manage could help with economic development,
Yes. Lets have more opportunity for community involvement and expansion of ideas.
Yes. The town manager will be required to reside in Jonesport to see exactly what issues the town faces and how those problems can be resolved.
Yes. A town manager would be working full time to promote the town. B ring in business and insure that things got done.
Yes. The (part-time) selectmen can't be expected to keep up with all the details that a full-time and professional town manager could/should handle.
Yes. The selectmen are not qualified to make the important decisions that face them.
Yes. We need to switch things up. Having the same people be in the same positions for many years doesn't invoke willingness to change.
Yes. It can be more efficient, and just as accountable. It would also provide a single representative voice to Augusta

Q35 Would you like to have the town build a downtown public water system if it could increase the opportunities for new businesses to open?

Answered: 91 Skipped: 15

No without comment: 5, No comment/no opinion: 3, Yes without comment: 7, Unsure: 6

If it is essential to allow businesses to open, yes. If not, change the ordinances that stifle growth!
A water system alone is not going to increase opportunity without the sewer system to go with it.
Absolutely
Absolutely! Like... yesterday!
Absolutely. We need to attract businesses to downtown to provide jobs, goods and services.
ABSOLUTELY!!!!!! This has prevented many business opportunities thus far. In my opinion, this is the number one thing that has to happen!
As long as those that did not benefit from it do not have to pay for it.
Better control of water quality.
Costs would need to be paid by the users. Not sure it is feasible here.
Depends on the project goals. It might prove too cost prohibitive for a small town like Jonesport
Downtown public water system would be a financial burden for property tax owners who wouldn't have access to a public water system. I understand that in order to get businesses to operate downtown they need a public water system. Higher property taxes are a concern that I have as I look at retiring from teaching.
Hmmmm ...
HOW MUCH?
How would it increase opportunity for new business?
I think this is well worth considering because any more development might stress the water system. Also, with sea level rise, there may be salt-water inundation of private wells and this may cause enormous problems.
I would be very concerned about the impact on the residential property owners. (i.e. financially, structurally-change to their property)
I would; safety issues for drinking water
I'm sure public water an sewer would open up opportunities for attracting and allowing more businesses. New varied business would be welcome in my eyes.
If it could increase the opportunities for new businesses, then yes. Would it, though?
If it increased the chances for a stronger business presence, yes.
If it would help the town, yes
If we need a public water system to help maintain the town and help it grow, I think we should do it.
I'm open for discussion
It would be great, but probably cost prohibitive.
It would be nice to have fire hydrants in Jonesport. Not just downtown. They would help with wild fires, as well as the fire department fight house fires.
No keep the charm and beauty of Jonesport and it would increase our taxes
No. Private water system is better for independent opportunities. Each person responsible for own upkeep
No, I feel the artisan well suites its purpose for this town and its homes and future businesses just fine.
No, only if paid for by the users. Plus there isn't enough space for new businesses to open.
No. I used to think it would be good but having worked in Machias, Milbridge and Lubec, I am very aware their town water is awful, expensive and always a problem for the town. There are no large water-dependent businesses that have moved into Milbridge or Lubec as far as I know so I do not see that being the kind of draw that makes it worth the expense.
No. Most of the population of the town's taxes that would be paying for this will not benefit from it at all because they live out of the "downtown" area.

No. Town water systems are very expensive to build, run and maintain. Jonesport as a whole has excellent water
Not at this time. The town needs more business tax revenue before it can take on this sort of long-term budget commitment.
Not if it increased my taxes
only if the businesses could support it since it would be very expensive
Only small businesses need apply so no public water system is required. The area is void of people with the skill sets required to open any manufacturing business. The demographics do not support anything more than retail businesses.
That would be great! Quality water is everything and it helps small towns thrive. The home we purchased a couple of years ago had high levels of iron, manganese, coliform and hardness. Horrible odor and poop color. We spent a significant amount of money to purchase a water filtration system. People should have access to quality water.
THIS TOWN SHOULD HAVE "SEWER" AND WATER INSTALLED FOR BUSINESSES. NO S&W NOTHING WILL CHANGE
Too close to sea front. Too expensive.
Unsure like the idea, not sure if the town people could afford it.
Water and waste water need to be addressed downtown.
who will pay for it ?
with few town dollars and "free" state or fed dollars, yes!
Yes because it would give everyone cleaner water to drink and help keep people to have good drinking water and promote good health yes we need more business to create more jobs
Yes because we need to have more restaurants and shops.
yes only way we can get new businesses
YES! Absolutely and a sewer system!
YES! And build a sewer system as well. It is criminal that some houses sent raw sewage directly into the reach.
Yes! My experience here with water in the village has been as a trustee for Sawyer Memorial Church and talking to town residents over the years and the water is dreadful. I also worry that any septic system issues in town could cause serious issues to the problem.
Yes! Town water and sewer would allow for increase in businesses also better quality of life for residents.
Yes! We could have a couple of restaurants and make Jonesport a destination with restrooms--don't want to make it into a Camden, but it's difficult for people to travel this far from Route One without many food/restroom facilities.
YES! YES! YES!!!!
Yes, as noted earlier (it's a big barrier for eateries)
Yes, better physical plant for new business development.
Yes, current limitations on sewer systems etc mean some business cannot continue or reopen. Without new business, the town will eventually cease and become basically a bedroom community.
yes, definitely
Yes, if prices to connect & routine fees are affordable, or some sort of subsidy is available for those who really can't afford the extra expense.
Yes, if that was required to get new business to flourish in the town.
Yes, lack of water hampers restaurants
Yes, please. Acknowledging the value of our water resources and holding them in public trust is essential to sustainable community development.
Yes, the time has come for some public works- but the "downtown "water system would not aid any of those with bad wells in other areas of the Jonesport peninsula- Citizens should come first- not considerations for new business
Yes, this town does not have "good water."

Yes, we must increase the tax base so more of can afford to stay. The schools are unaffordable and draw too much of the tax base.
Yes, welcoming new business is always great for the economy of the town.
Yes, with out public water and sewer there it is not possible to expand opportunities in the village.
Yes. To encourage businesses.
Yes. Also for public health and safety, there are still places dumping into the open ocean!
Yes. I believe that would be a good idea. Especially if residents could be tied into the public water system. Our well water is not great. We have an expensive filtration system in our home that requires monthly expense and routine maintenance. It gets quite costly. A public water bill would be much cheaper than our current situation, and would provide better water.
Yes. I worry about possible ocean pollution and feel that a new system would protect from that. Carefully chosen new businesses could breathe new life into this great community.
Yes. Including sewer.
Yes. It is the responsibility of the town to provide basic services of water, sewer, fire protection, sanitation, and education.
Yes. Local well water is terrible
Yes. That will be the only way new businesses will be able to locate there.
Yes. The downtown needs to grow. If that would improve opportunities for new business then do it.
Yes... for the very reason stated here... more opportunities for new businesses...
Yes...for restaurants, shops etc that need sewer.

What is something you want the town of Jonesport to improve?

Our homes

Our schools (we need more teachers, mental health supports, & student involvement with the school board)

More stores/businesses

Fix our roads (potholes) & sidewalks (clean and repair)

Our town courts (path to courts, re-do basketball & tennis courts)

The Ball Diamond

For people to get along better (fishermen & the whole community)

What does the Town of Jonesport Need?

A rec center

Local store for appliances, and household things

An animal shelter

More jobs that will make us stay, diverse jobs

A bike lane or new sidewalks

More restaurants (a cafe, seafood restaurant, diner, pub, food trucks)

A park in Jonesport with trails

Skate park, basketball courts, pool, hockey

A dog park

Improve places for kids to hang out

Community clean ups

Community dumpsters for trash at the wharfs & Signs that say don't litter on land or sea

To protect and keep our lobster industry

A town pier

More interesting landmarks, objects, places for people to visit

Crate races

More winter activities

More live music

What are the issues face the town of Jonesport, what can people do?

Issues	What we can do
Kids safety (walking and biking in town)	Better sidewalks or a bike lane, parks and trails
Basketball team (small numbers, losing record)	Better town courts and support basketball programs off season
Kids that can't vote	find a way to help us voice our opinions and get involved
We are worried about our future	Adults consider our future (and our kids, etc) when making decisions
Litter, trash in ocean and on our shores	Community Clean Up, Campaign to prevent fishermen from littering, fines for littering, more trash cans & dumpsters
Outdated old buildings	Be fixed up (offer grants and support)
Speeding	Have a speed monitor

What are the issues face the town of Jonesport, what can people do?

Issues	What we can do
Schools Worried about the future and industry moving in	An alternative education program. Co-op program back Give community members a voice, have both sides acknowledge the benefits and risks.
Future of the Fishing Industry	<ul style="list-style-type: none">-Don't make a one size fits all rule for fishing regulations, consider the differences-Make sure enough fishermen on on committees where decisions are made.-More support for youth fishermen (grants, loans)
Climate Change	Education Solar power
Drug use	More programs & opportunities for kids, rehab and supports

What is something you would like adults in Jonesport to know?

Have faith in this town and it's people.

We need more jobs

We need more ways to support kids physical and mental health

We aren't as old as you, but sometimes we have good ideas

Know how to meet in the middle and listen to everyone

Ask us more about what we think!

Think about us

We care about the ocean and lobster fishing industry

I want you to know about me and my brothers

We want our community to control our town not outsiders

What would make you stay here when you grow up?

What makes others move here?

The ocean

The people, my family, my friends

Good business

Lobster fishing

Being a small town

Healthy ecosystem

Good internet

I want my kids to grow up here and go fishing

The Community

The weather

More homes

Affordable homes that are nice

More businesses and restaurants



Data collected in March 2022 from 5th, 6th, 7th and 8th graders at Jonesport Elementary School. Focus Groups, surveys and an interactive data collection activity were used to gather these responses.

Data collected by Corrie Hunkler, Youth Engagement Coordinator from Healthy Acadia and Maine Youth Action Network. For more information on these community visioning sessions please contact Corrie Hunkler at corrie.hunkler@healthyacadia.org



Jonesport

Broadband/Internet Survey

2021

B1. Do you currently have internet service?

If "No", please skip to question #17

Answered: 103 Skipped: 3



B2. Who is your internet service provider?

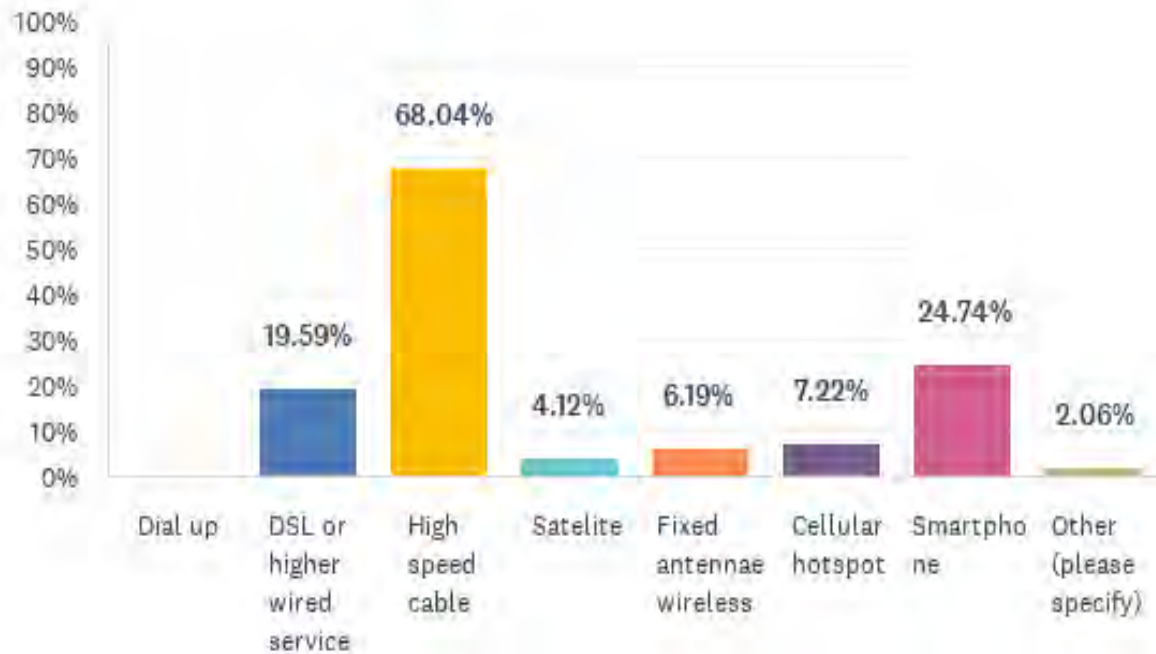
Answered: 98 Skipped: 8

Axiom	6
CCI	1
Consolidated Communications	8
Direct TV	1
Fairpoint	2
Hughes Net for now...it is slow	1
Spectrum	71
Time Warner Cable (now Spectrum)	2
Trailrunner	3
US Cellular	3

B3. If you have internet service, what form do you use?

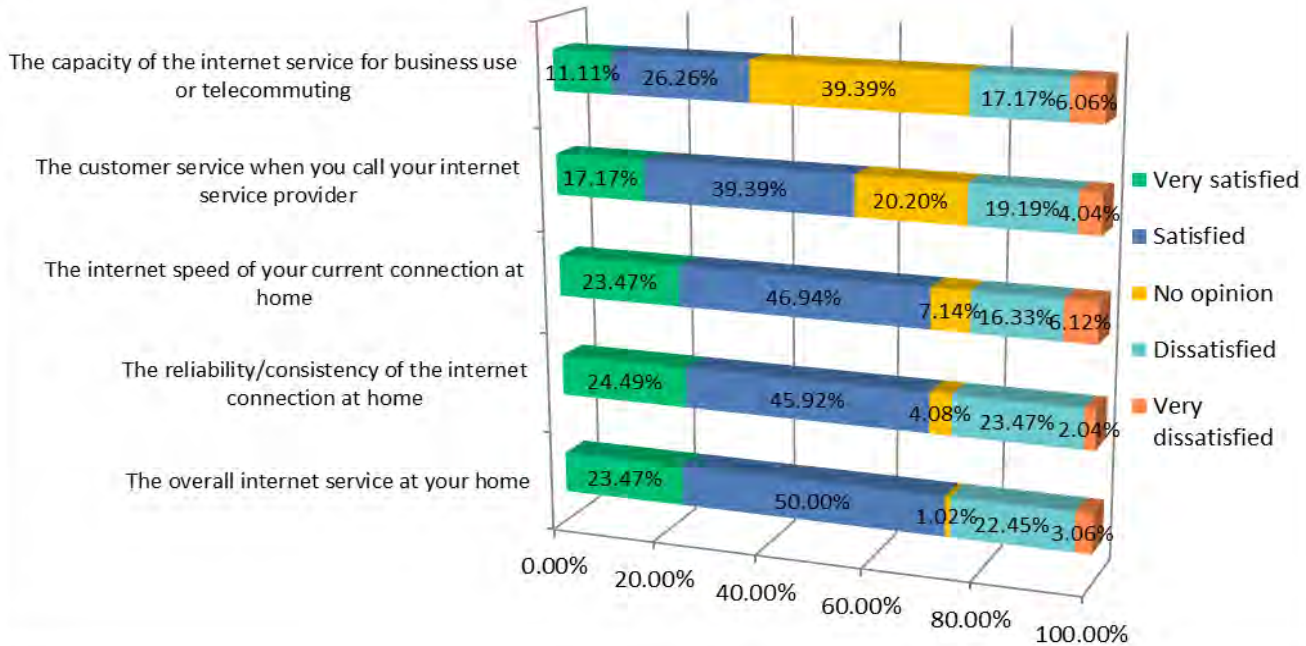
You can select more than one.

Answered: 97 Skipped: 9



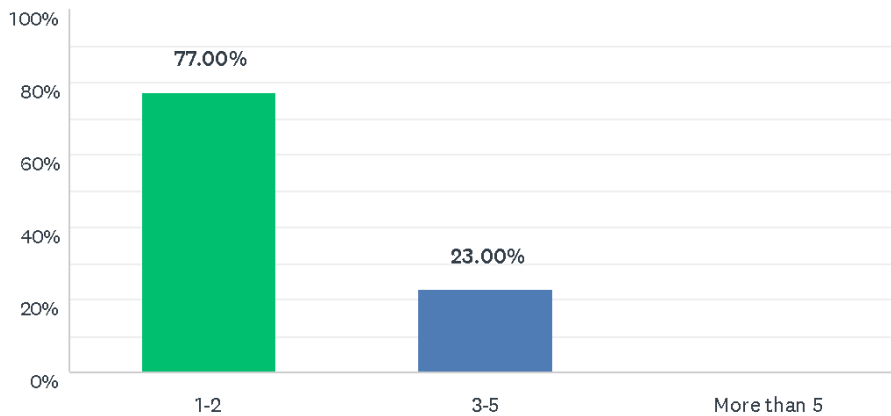
B4. Please indicate how satisfied you are with each of the following

Answered: 99 Skipped: 7



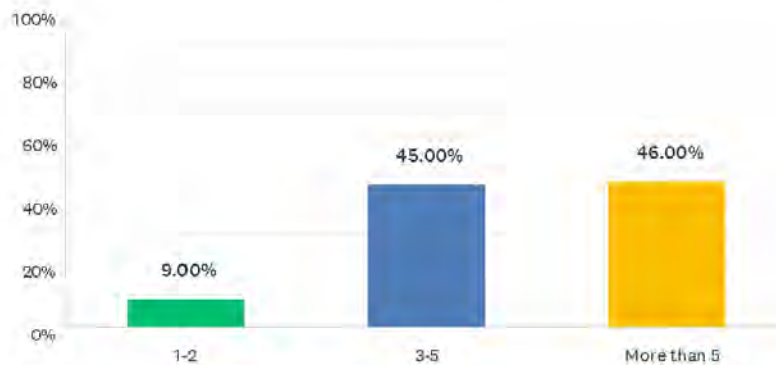
B5. How many people live in your household?

Answered: 100 Skipped: 6



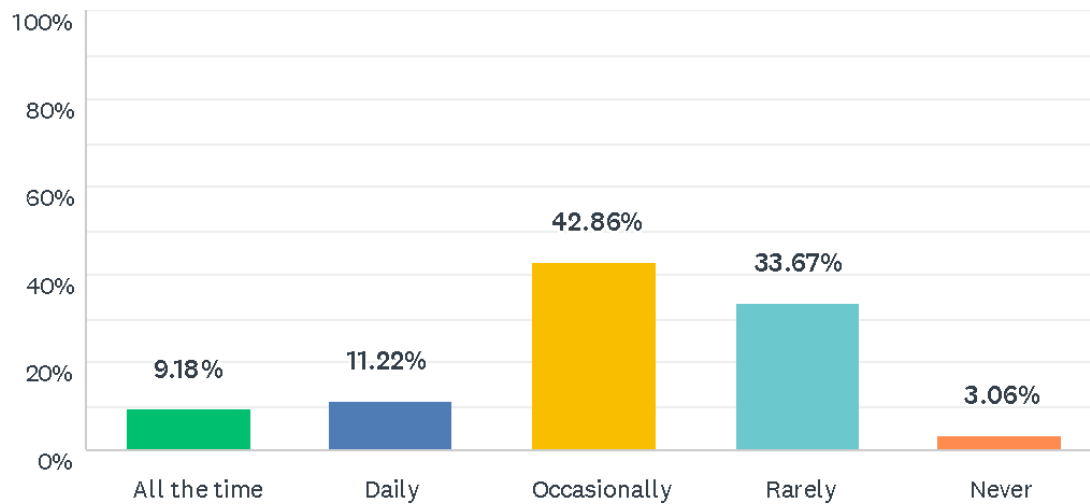
B6. How many devices are accessing your home internet service?

Answered: 100 Skipped: 6



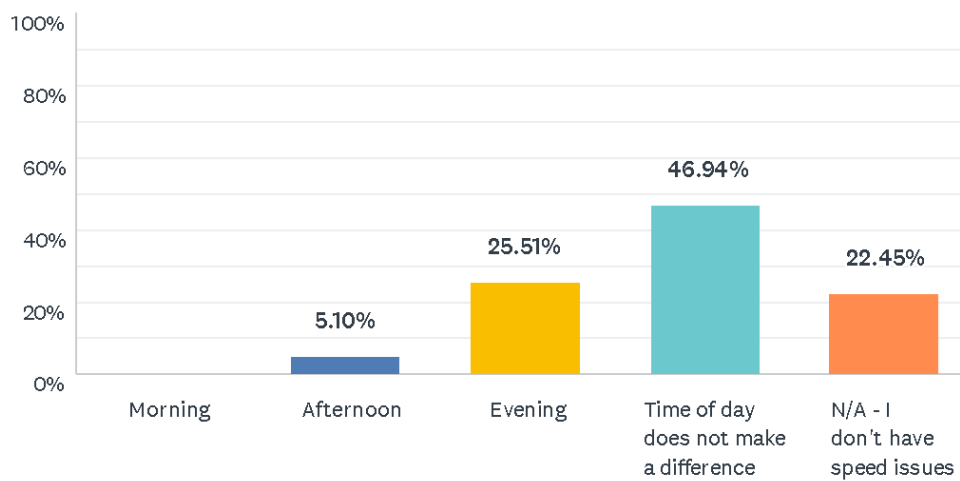
B7. How often do you experience reduced speed issues?

Answered: 98 Skipped: 8



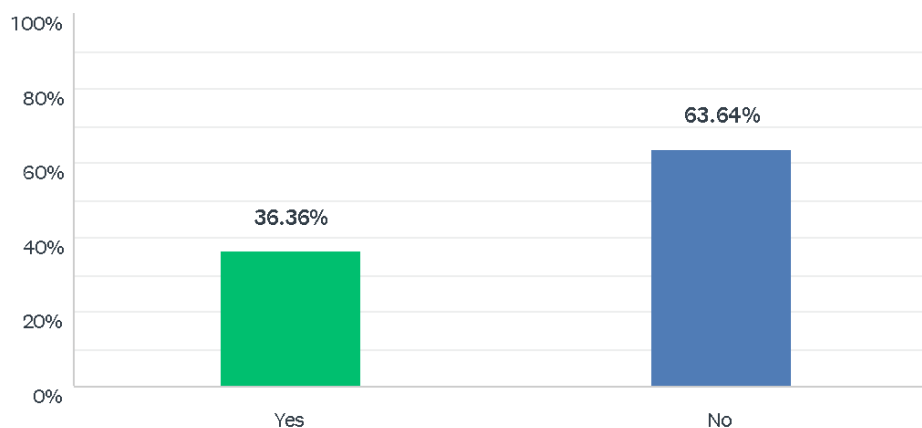
B8. What time of day do you generally experience speed issues?

Answered: 98 Skipped: 8



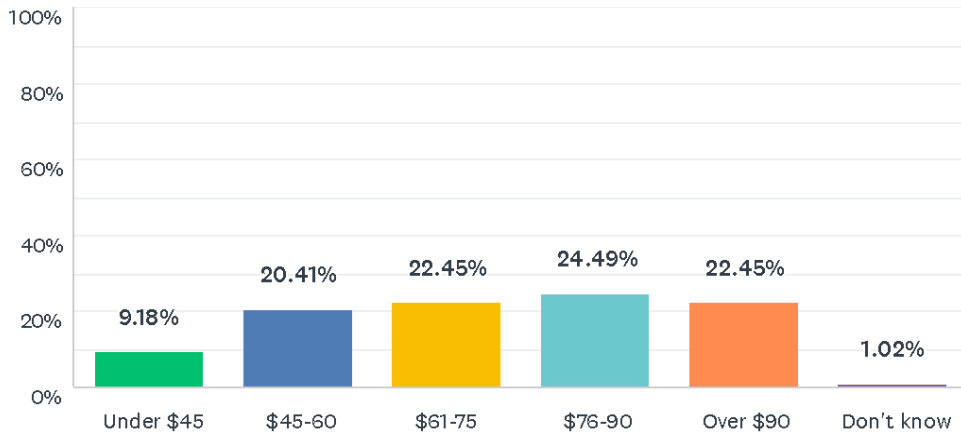
B9. Do you feel that the cost of your internet service is reasonable?

Answered: 99 Skipped: 7



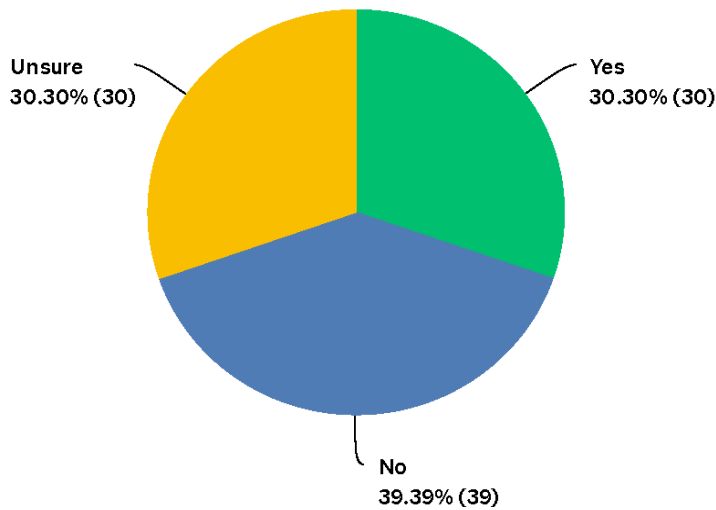
B10. How much are you currently paying each month for internet service?

Answered: 98 Skipped: 8



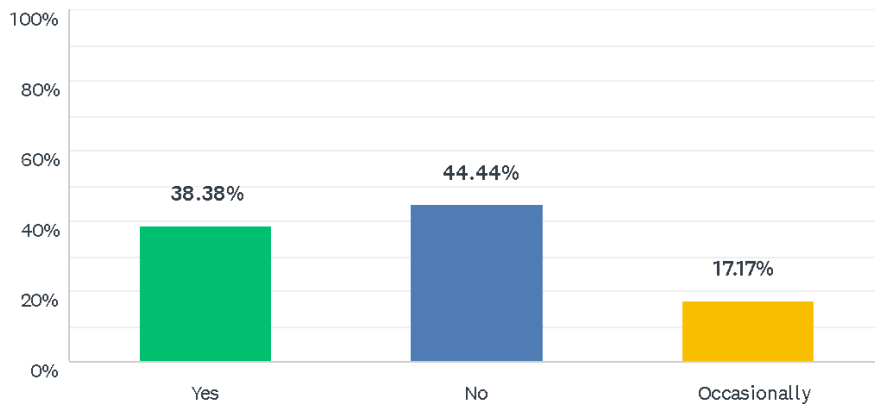
B11. Would you pay more for faster, more reliable internet service?

Answered: 99 Skipped: 7



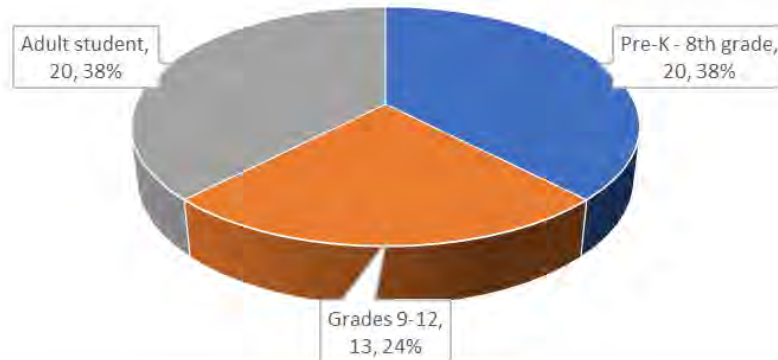
B12. Do you or anyone in your household use the computer to work from home?(i.e. telecommute, run a business, or do work for your job)

Answered: 99 Skipped: 7



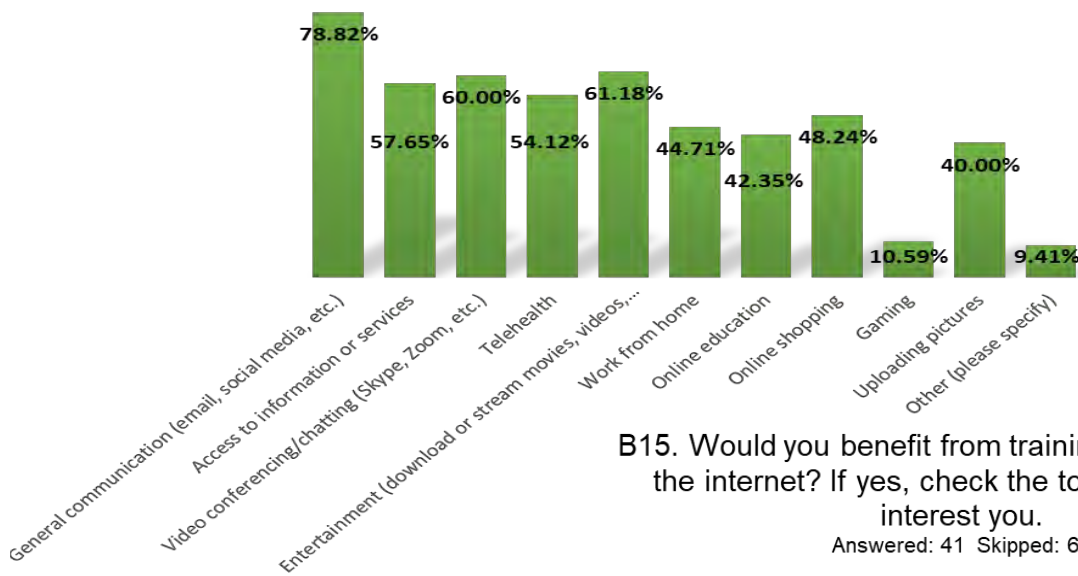
B13. List the number of household members in each age group that use the internet for homeschool or education

Answered: 29 Skipped: 77



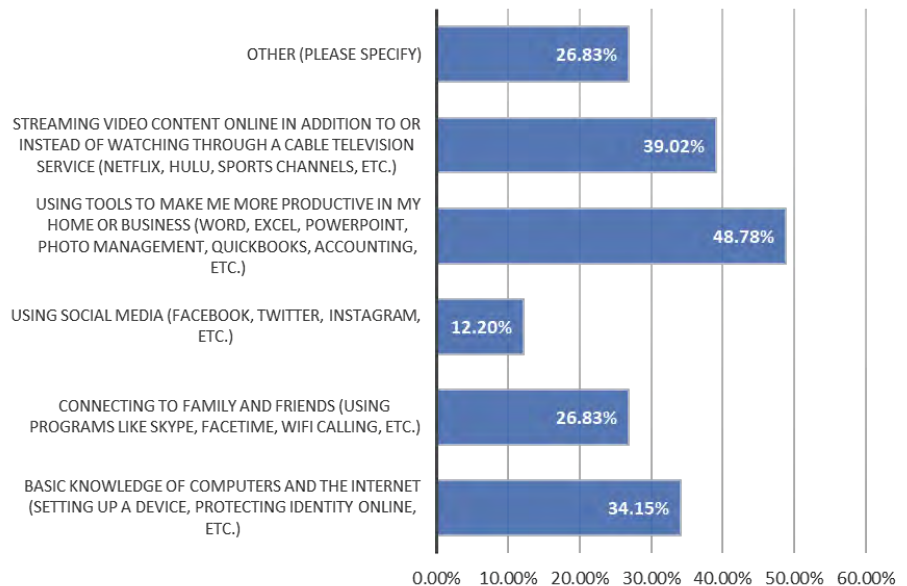
B14. How would you benefit from improved internet service? Please select all that would apply if you had improved internet service.

Answered: 85 Skipped: 21



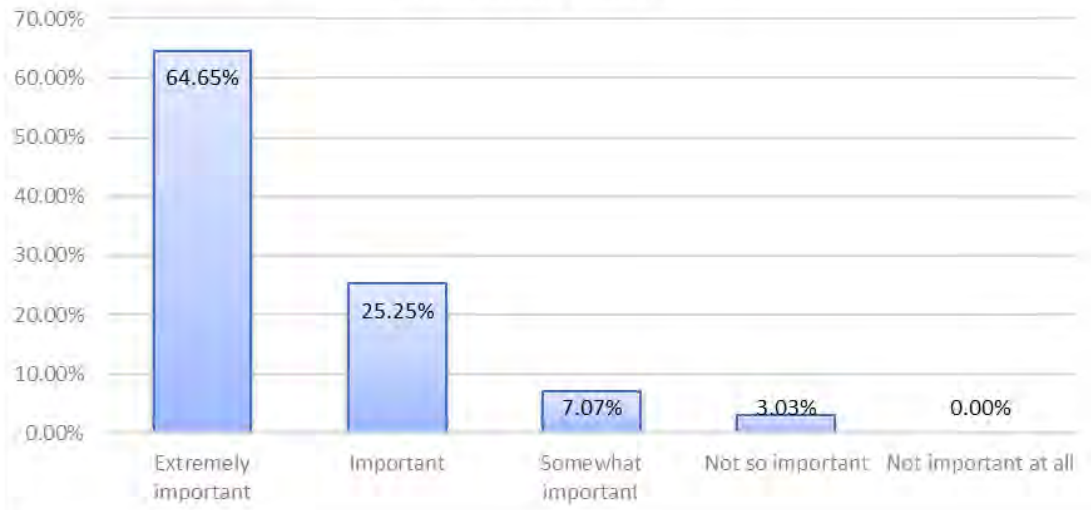
B15. Would you benefit from training on how to use the internet? If yes, check the topics that most interest you.

Answered: 41 Skipped: 65



B16. For you personally, how important is having fast, reliable internet access at your home?

Answered: 99 Skipped 7

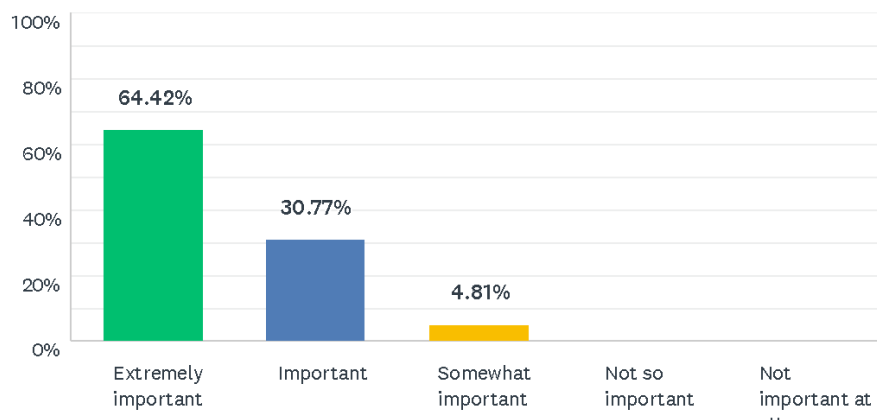


B17. If you do NOT currently have internet service at home please indicate all the reasons

	# of responses	%
Internet service is not available	0	0%
Internet service is too expensive or not worth the cost	5	46%
I use the internet at the school or library	1	9%
I use cellular data to access the internet because it is less expensive	2	18%
I use cellular data to access the internet because it is more convenient	0	0%
I tried internet service where I live, but it was too slow or unreliable	1	9%
I like being "not connected"	1	9%
I do not need internet service	0	0%
Other (share service with my place of business)	1	9%

B18. How important is it to you to have reliable internet service available within your community?

Answered: 104 Skipped: 2



Appendix D. Evaluation Measures

This appendix establishes evaluation measures that describe how the Town of Jonesport will periodically (at least every five years) evaluate the following:

- A. The degree to which future land use plan strategies have been implemented;
- B. Percent of municipal growth-related capital investments in growth areas;
- C. Location and amount of new development in relation to the community's designated growth areas, rural areas, and critical resource areas; and
- D. Amount of critical resource areas protected through acquisition, easements, or other measures.

Implementation of Future Land Use Plan

The Land Use Chapter of the Comprehensive Plan establishes a municipal policy directing the Selectmen and Planning Board to "Review and revise existing land use regulations, consistent with the goals and guidelines of this Comprehensive Plan."

In addition, the Comprehensive Plan directs the Planning Board and Selectmen to "track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met."

To ensure that these objectives are met, it is recommended that the Selectmen hold, within six months of adoption of the Comprehensive Plan, a joint meeting with the Planning Board, and the Code Enforcement Officer to develop a specific timetable for implementation of the Land Use policies and implementation strategies established in the Comprehensive Plan.

Growth Related Capital Investment

The Fiscal Capacity chapter establishes a municipal policy of financing public facilities and services in a cost effective manner and an implementation strategy directing to the Selectmen to direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.

To ensure that these objectives are met, in years when the Town makes growth-related capital investment(s) the Selectmen should indicate in their annual report the percent of each growth related capital investment made in designated growth areas.

Location and Amount of New Development

The Land Use Chapter of the Comprehensive Plan directs the Planning Board and Selectmen to track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.

To ensure that this objective is met, the Selectmen should direct the Chair of the Planning Board to submit with his/her annual report a table indicating the type and location of new development for which permits have been issued in the previous year.

Protection of Critical Resources

The location(s) of critical natural resources are indicated on *Map_Critical Habitat*. Many of these resources are already protected to a large degree by shoreland zoning and/or through conservation. To monitor the amount of critical resource areas protected through acquisition, easements, or other measures, the Town Assessor should maintain a record of parcels enrolled in Tree Growth, Farmland or Open Space protection programs. In addition, the Town Assessor should maintain a record of those parcels protected by conservation easement or managed by land trusts, the Town or federal and state agencies for conservation purposes. These records will provide a parcel level map of protected critical resources that can be compared against *Map_Critical Habitat* as part of the periodic evaluation (see above).